



# Safety & Security

## Safety

### Safety Initiatives

Narita Airport has always had a range of airport security initiatives in place but, prior to privatization, these initiatives focused on responses by individual departments. This was responsible for the listing of "A trusted airport where safety is paramount" as the first item in our management vision which was drawn up for privatization. As a means of attaining this vision, every level of NAA has continued to draw up strategies for resolving safety-related problems and issues to promote safety.

### Safety Planning Committee

The Safety Promotion Committee was established in April 2004 as a venue for discussing and formulating company-wide safety policies. The committee comprises the chairman and president of NAA and executive level officers under the chairmanship of our president, and meets four times a year. The committee has met eight times as of May 2006 and at its third session on 10 November 2004, drew up the Basic Guidelines for Promoting Safety as a means of establishing a common recognition and uniform understanding and conception of the pursuit of

safety amongst all executive and staff levels.

### Basic Guidelines for Promoting Safety

- ① Ensuring safety is at the root of airport operations, each and every staff member will prioritize safety in their duties, and all officers and staff will recognize their roles and responsibilities in pursuing safety.
- ② We will heighten awareness of safety among all officers and staff through seminars and training programs to aid in promoting and nurturing the safety-first spirit within the company.
- ③ We will encourage the compilation of safety reports and drive ahead with the disclosure and sharing of safety information. We will also reinforce our safety management system by always maintaining an awareness for problems and carrying out proper safety inspections.
- ④ While striving to promote safety throughout the corporate group, we will establish a cooperative relationship with government organizations and airport businesses involved with the operation of Narita Airport.

At the fourth meeting of the committee on 9 February 2005, it decided to draw up the Safety Promotion Regulations as an embodiment of the Basic Guidelines and to create the necessary framework for promoting safety. These were officially accepted on the 18th of February.

### Safety Promotion Regulations (Overview)

#### Instill Philosophy of Safety

Collect safety-related information from internal and external sources and disseminate that to all relevant departments (Article 9.)

Undertake education and training in safety (Article 10). Hold seminars, etc. to enhance safety awareness (Article 12).

Ensure complete familiarity with basic guidelines for a common understanding of safety (Article 12). Compile and maintain databases for sharing safety information (Article 13).

#### Safety Promotion Framework

In the event of an accident (including those caused by human failure) or situation that poses the risk of causing

an accident that will have serious consequences for safety and convenience related to airport operations and users, the supervising department shall file a report with the Safety and Technical Development Department (Articles 4, 5 and 6).

- On receipt of said report, the Safety and Technical Development Department shall conduct safety inspections in conjunction with the supervising department (Article 7).
- Safety inspections shall also be conducted when there is danger of an accident outside the company also occurring within the company (Article 7).
- In the event that the safety inspections identify items that require improvements, all steps shall be taken to prevent a reoccurrence of that incident and a report shall be submitted to the Safety Promotion Committee. Where necessary, measures to prevent a reoccurrence shall be taken in accordance with the decisions of the committee (Article 7).
- Where an accident occurs or a situation arises that may lead to an accident and there is a need to request that the relevant organizations make modifications, all essential modifications shall be requested (Article 8).

### Promoting Airport Safety

- We shall work with affiliate and subsidiary companies to promote safety (Article 14).
- We shall establish safety promotion councils, etc. in conjunction with the airlines and other organizations to promote airport safety (Article 15).

### Narita International Airport Safety Promotion Council

The Narita International Airport Safety Promotion Council was established in April 2005 to involve all related organizations in activities designed to promote safety at Narita Airport. The Council meets regularly and is comprised of representatives from 25 organizations and companies (as of May 2006) involved with Narita Airport, including the Civil Aviation Bureau Narita International Airport Office, New Tokyo International Airport Customs, Narita Airport Police Station, Japan Airlines, All Nippon Airways, JR East, Keisei Railway and us.

## Security

Terrorism has become a real threat to the aviation industry since the US terrorist attacks of September 2001, and Japan is no exception.

Amid these developments, the Ministry of Land, Infrastructure and Transport (MLIT) has formulated the National Civil Aviation Security Program with the aim of legislating aviation security measures and reinforcing its security strategies through a major revision of its security standards, so as to bring them into line with the revised ICAO international standards (ANNEX 17) and to ensure that aviation security standards are properly implemented. In line with this, we have also compiled the Narita International Airport Security Regulations based on the government's Aerodrome Security Regulatory Guidelines to comply with national standards and respond to impending threats of terrorism. By so doing, we have clarified the aviation security measures for Narita International Airport and related facilities and the roles of those assigned to implement these measures, and are also in the process of implementing various

An Airport Operations Headquarters Subcommittee and Lifeline Subcommittee were established within the Council to deliberate specific safety promotion measures and to form an approach based on familiar issues common to safety promotion members.

### NAA Group Safety Council

We launched the Group Safety Council in April 2005 as a venue for exchanging safety information and forming a united approach to safety promotion activities.

As the name suggests, the Council comprises member companies of the NAA corporate group with a subordinate Subcommittee 1 made up of 9 maintenance companies and a Subcommittee 2 made up of 12 non-maintenance companies. The subcommittees are used to exchange views on safety and conduct detailed studies on safety promotion policies such as improved safety quality on facility maintenance and servicing to encourage a higher level of safety in the group.

other security measures.

In September 2005, Narita Airport was also audited under the ICAO Universal Security Audit Programme. Narita more than adequately met all of ICAO's international standards in the audit, thus reaffirming its safety as an airport.

### Aviation Security Standards

Security at Narita has been at its maximum level, Phase E, on both international and domestic services, ever since the September 11 US attacks in 2001. Over time, however, this heightened security level has come to be viewed as the norm. Thus, commencing April 2005, the Ministry of Land, Infrastructure and Transport decided to introduce an even tighter system of security whereby Phase E is broken down into Level I, at the lower end of the scale and Levels II and III in case of a specific threat or report of an attack at an airport. These levels have also been applied at Narita International Airport.



### Airport Security Committee

The wide array of aviation security measures in place at the airport are ineffectual when implemented independently by the various organizations within the airport. Hence, the Airport Security Committee, comprising 20 organizations within Narita Airport, was established to discuss and implement the measures together.

Particularly in the event of an incident that might pose a threat to airport security as in a hijacking case, the committee members are called together to form a Joint Strategies Headquarters. Even if the situation does not develop into a serious incident, should there be a need, a strategies headquarters can still be formed within NAA to mull over measures and to reinforce patrols within the airport.

### Aviation Security Strategies

Various security strategies, such as access control, are in place at Narita Airport. Strategies that are directly related to aviation include the following:

#### Level Segregation

Inbound and outbound passenger flows are on two completely different levels in the passenger terminals, ensuring that departing passengers who have completed check procedures do not merge with arrival passengers who have not. Similarly, transit passengers and airport staff entering the departure area (sterile area), including those entering via the ramp or the departure bus gate, are required to be screened with metal detectors and other equipment.

### Security Checks

In March 2004, liquid analyzers were introduced to complement cabin baggage X-ray scanners and metal detectors. The devices enable security personnel to instantly and accurately determine whether liquids inside unopened plastic bottles to be taken on board aircraft are flammable without inconveniencing passengers.

In October 2003, closed-circuit cameras were installed at the security checkpoints to prevent theft and to monitor suspicious individuals. An Explosives Trace Detector (ETD) has also been installed in each terminal to detect plastic bombs and other explosives and maintain high levels of security.

### Baggage Inspection

With the opening of the South Wing in Terminal 1 in June 2006, customer convenience was improved with the introduction of in-line baggage screening, and by incorporating an Explosives Detection System (EDS), Narita now has an even high level of aviation safety. Baggage that returns a positive result on the EDS scan is then examined by the ETD. In-line screening will be installed in the North Wing in Terminal 1 and in Terminal 2 and should be operational in fiscal 2008.

### Cargo Screening

The Ministry of Land, Infrastructure and Transport introduced the RA (Regulated Agent) system in April 2006 to improve cargo security. This has paved the way for us to share half the purchase cost of X-ray scanning and ETD equipment with air cargo and forwarder companies and improve security even further.