

Safety & Security

Safety

Safety Initiatives

Narita International 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 NAA's 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.

The Safety and Security Management Office was set up in July 2007 to improve coordination within NAA.

Safety Promotion Committee

A safety promotion committee was established in April 2004 as a venue for discussing and formulating company-wide safety policies. The committee comprises NAA's president as well as executive level officers and meets four times a year under the chairmanship of NAA's President & CEO. The committee has met sixteen times as of June 2008 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 concept of the pursuit of safety amongst all executive and staff level.

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 our 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 regulations were officially accepted on the 18th of February.

Safety Promotion Regulations (Overview)

1. Instill Philosophy of Safety

- Collect safety-related information from internal and external sources and disseminate that to all relevant departments. Instill Philosophy of Safety. (Article 10)
- Undertake education and training in safety. (Article 11)
- Hold seminars, etc. to enhance safety awareness (Article 13)
- Ensure complete familiarity with basic guidelines for a common understanding of safety. (Article 13)
- Compile and maintain databases for sharing safety information. (Article 14)

2. 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 Security Management Office. (Articles 4, 5 and 6)
- The supervising department shall conduct scheduled or ad hoc safety inspections. (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)
- The Safety and Security Management Office shall conduct scheduled and ad hoc safety audits. (Article 8)
- Ad hoc safety audits shall also be conducted when there is danger of an accident outside company also occurring within the company. (Article 8)
- 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 9)



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, and in line with the audit by the Universal Security Audit Programme, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) has formulated the National Civil Aviation Security Program with the aim of legislating aviation security measures and of reinforcing its security strategies through a major revision of its security standards, so as to bring them into compliance 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 other security measures.

Narita Airport was audited under the ICAO Universal Security Audit Programme in September 2005 and re-audited in December 2007. 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, Transport and Tourism 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 is 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

Since May 2005, coats, jackets and, where deemed prudent, shoes are scanned by x-ray.

In October 2003, ITV 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.

- In-line baggage screening system

An in-line baggage screening system has been installed at Narita as a further advantage to customers, while ensuring high security at the same time. All baggage passes through the explosives detection system (EDS), and if deemed necessary, is also screened using the explosives trace detector (ETD) to ensure safety.

- Cargo Screening

The Ministry of Land, Infrastructure, Transport and Tourism 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.

- Restriction on liquids on board

Following the unsuccessful attempts by terrorists to blow up British airliners in August 2006, the United Nations' International Civil Aviation Organization (ICAO) produced guidelines for signatory countries to restrict liquids in passenger cabins. Japan's Ministry of Land, Infrastructure, Transport and Tourism used those guidelines to publish its own directives. Those directives were handed down to Narita International Airport and the airlines introduced restrictions on liquids under cooperation with NAA. The restrictions apply to all liquids carried by passengers at passenger screening and transit passenger-screening checkpoints. Containers are limited to 100 millimeters each and must be placed in a colorless, transparent plastic bag with a zipper whose maximum capacity is one liter. At Narita Airport, the security companies conducting the screening, the airlines and NAA are working closely together to ensure the process is carried out smoothly.