

Tokyo International Airport

Advanced/Airport business continuity plan (A2-BCP)

—Overview—

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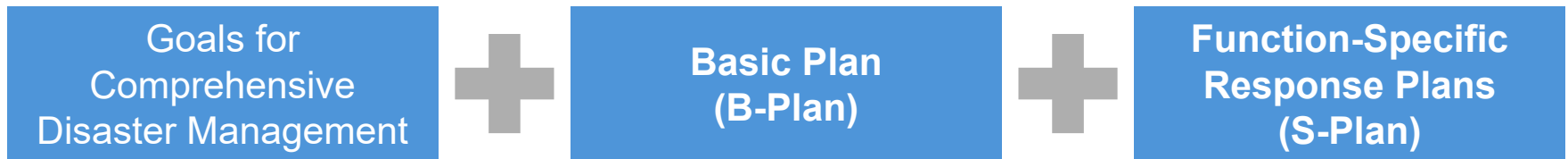
1 . Purpose and Structure of the Plan

■ Purpose of A2-BCP

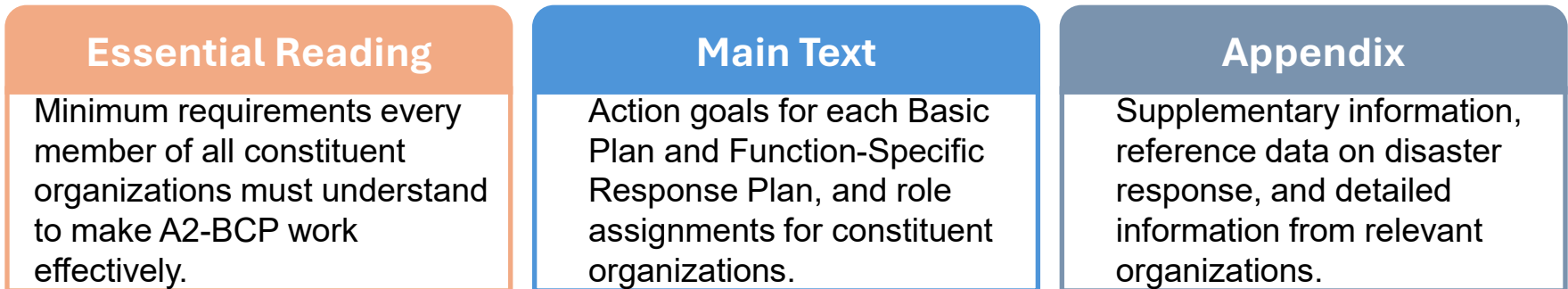
The A2-BCP defines target timeframes, roles, and responsibilities for maintaining and promptly restoring airport-wide functions. It is formulated to enable constituent organizations to act as one body based on the concept of "Comprehensive Disaster Management."

■ Structure of A2-BCP

● Key Items Defined in A2-BCP



● Structure of A2-BCP: Three Sections



2. Implementation Framework of A2-BCP

■ Establishment of A2-HQ (On-site Joint Response Headquarters)

Upon disaster, A2-HQ is activated.
The Airport Director (HQ Chief)
serves as on-site decision-maker and
coordinates all relevant organizations.

● Activation criteria (① & ② are automatic):

- ① Seismic intensity 6-upper or greater in the Tokyo
- ② Major tsunami warning issued for Tokyo Bay inner bay
- ③ At the Airport Director's discretion

※A2-HQ Chief & Secretariat: Tokyo Airport Office

Constituent Organizations: Airport terminal building companies, airlines, ground handling companies, CIQ/P, local governments, etc.

■ Establishment of Pre-HQ

When full A2-HQ activation is not warranted but there is risk of disruption to flight operations or large numbers of stranded passengers, a Pre-HQ is convened at the Airport Director's discretion.

● Activation criteria

- ① At the Airport Director's discretion
※If the situation worsens, Pre-HQ transitions to A2-HQ

■ Location of Response Headquarters

- Both A2-HQ and Pre-HQ are established in the General Response Room on the 5th floor of the Tokyo Airport Office.
- Participation includes both in-person and web-based attendance.

3. Goals for Comprehensive Disaster Management

■ Goals for Ensuring the Safety and Well-being of Stranded Passengers

Evacuation Guidance	Complete evacuation of airport users within 1–2 hours after the disaster.
Ensuring Staying Environment	Enable stranded passengers to remain in the airport for 3 days (72 hours) . Provide emergency food, blankets, and toilets for the maximum number of stranded persons. Restore public Wi-Fi shared-type access points within 6 hours.
Reducing Stranded Passengers	Within 24 hours , transport non-metropolitan-area Japanese residents and inbound foreign visitors to their destination airports or airports other than Haneda/Narita.

■ Goals for Supporting the Surrounding Region and Maintaining or Restoring the Aviation Network

Emergency Medical Response Start Time	Establish emergency medical response and Staging Care Unit (SCU) reception capacity within 6 hours.
Relief Supplies / Personnel Transport Start Time	Begin receiving emergency relief supplies within 24 hours.
Civil Aviation Resumption Time	Resume civil aviation operations within 24 hours.

Regarding SCU operations: The Tokyo Metropolitan Government decides the location from among the three Cabinet Office-designated sites in Tokyo (Tokyo International Airport, Tokyo Rinkai Disaster Prevention Park, and JGSDF Camp Tachikawa), and will notify the Tokyo Airport Office if this airport is selected.

4. Assumed Damage and Action Goals (Basic Plan)

■ Stranded Passenger Response Plan

Assumed Damage	Action Goal: Create an environment enabling 72-hour airport stay
A large number of passengers become stranded at Tokyo International Airport due to a disaster, with a maximum stay of 72 hours.	· Complete passenger evacuation : Within 2 hours · Identify all stranded persons : Within 4 hours · Airport stay duration : 3 days (72 hours)

■ Early Recovery Plan

Assumed damage	Action Goal: Resume civil aviation operations within 24 hours.
Runway A suspended long-term due to liquefaction; Runways B, C, D suspended short-term. Electricity, communications, and gas functions are assumed to be maintained.	· Airport facility emergency inspection : Immediately (except during tsunami warnings) · Secure functions for emergency medical/rescue & SCU : Within 6 hours · Secure functions for emergency supply/personnel transport : Within 24 hours · Secure functions for civil aviation resumption : Within 24 hours

5. Assumed Damage and Action Targets (Function-Specific Response Plans, 1/2)

■ Items Covered by the Function-Specific Response Plans

- | | |
|---|---|
| ① Power Supply Failure Response Plan | ⑤ Fuel Supply Continuity Plan |
| ② Communications Failure Response Plan | ⑥ Emergency Flight Operations Adjustment Plan |
| ③ Water Supply and Sewage Failure Response Plan | ⑦ Rail Access Disruption Response Plan |
| ④ Heating and Cooling Failure Response Plan | ⑧ Cargo Facility Recovery Plan |

① Power Supply Failure Response Plan

Assumed damage: Power supply to the airport island is severed due to an external cause, with recovery taking 3 days.

Action target : Secure approximately 50% of normal power capacity for 72 hours.

② Communications Failure Response Plan

Assumed damage: A Wi-Fi failure makes it difficult to use smartphones and other devices.

Action target : Restore shared public wireless LAN access points within 6 hours.

③ Water Supply and Sewage Failure Response Plan

Assumed damage: Liquefaction causes sewage system failure and loss of drainage capability for the water supply system.

Action target : Secure and provide 72 hours' worth of drinking water, portable toilets, and related supplies.

5. Assumed Damage and Action Targets (Function-Specific Response Plans, 2/2)

④ Heating and Cooling Failure Response Plan

Assumed damage: Loss of heating and cooling functions resulting from the disruption of water supply.

Action target : Arrange portable air conditioning units and secure a livable environment and drinking water for passengers and others.

⑤ Fuel Supply Continuity Plan

Assumed damage: Aviation fuel supply is suspended due to minor damage to the fuel receiving pier.

Action target : Calculate estimated fuel requirements within 36 hours and request cooperation from major oil companies and other suppliers.

⑥ Emergency Flight Operations Adjustment Plan

Assumed damage: Runway outages result in a significant reduction in the number of permitted flight operations.

Action target : Resume scheduled commercial flights within 72 hours.

⑦ Rail Access Disruption Response Plan

Assumed damage: Suspension of rail operator services results in a 3-day loss of rail access to the airport.

Action target : Secure a transportation system using bus operators and others, with a focus on minimizing passenger waiting times.

⑧ Cargo Facility Recovery Plan

Assumed damage: Damage to some equipment and interior fittings results in prolonged functional degradation and reduced cargo handling capacity.

Action target : Secure a network that enables the distribution of emergency relief supplies.

6. Toward an Actionable Plan

■ Relationship with Related Plans and Revision of the A2-BCP

- The A2-BCP clarifies the roles and responsibilities of relevant organizations in disaster response. The A2-BCP for the airport as a whole and the individual BCPs of each constituent organization must work in an integrated manner for efforts toward business continuity at Tokyo International Airport to be effective.
- It is necessary for all stakeholders to mutually verify the alignment between the A2-BCP and individual BCPs, as well as among individual BCPs, and to carry out revisions as needed.

■ Conducting A2-BCP Drills

- To make the A2-BCP truly actionable, it is desirable to conduct drills on a regular basis that reflect realistic scenarios. Conducting drills not only allows constituent organizations to share the content of the A2-BCP, but also makes it easier for personnel to visualize their actions during an actual disaster.
- Under the leadership of the A2-HQ Chief, it is desirable to treat the entire airport as "ONE TEAM," conduct drills to ensure the A2-BCP functions effectively in the event of a disaster, and carry out regular review and revision.

Thank you all very much for your attention

