

Flight Irregularities - January 2014

	Date	Operator	Type of the aircraft	Flight number	Departure place	Destination	Landing site	Outline
1	Jan.3	All Nippon Airways	Boeing,787-8	ANA1186	Taipei (Songshan)	Tokyo	Hiroshima	Diverted to Hiroshima due to indicator showing low pressure of oxygen supply for flight crew.
2	Jan.4	Fuji Dream Airlines	Embraer,ERJ170-100STD	FDA361	Nagoya	Aomori	Nagoya	Returned to Nagoya due to indicator showing engine bleed air system failure.
3	Jan.8	J-Air	Embraer,ERJ170-100STD	JAL2187	Osaka	Hanamaki	Osaka	Returned to Osaka due to indicator showing pitot tube anti-ice system failure.
4	Jan.9	Delta Air Lines	Boeing,757-200	DAL297	Saipan	Narita	Narita	Shut down #1 engine and landed, requesting ATC priority landing due to indicator showing low engine oil pressure.
5	Jan.12	J-Air	Bombardier,CL-600-2B19	JAL2179	Osaka	Akita	Sendai	Diverted to Sendai due to flap failure.
6	Jan.15	Fuji Dream Airlines	Embraer,ERJ170-100STD	FDA351	Nagoya	Hanamaki	Nagoya	Returned to Nagoya due to unusual smell and noise in the aircraft. No evidence of fire was found in the inspection.
7	Jan.17	Hokkaido Air System	Saab,SAAB340B	NTH561	Sapporo (Okadama)	Kushiro	Sapporo (Okadama)	Capt. felt something was wrong with the control stick while taking-off and returned to Sapporo.
8	Jan.17	Japan Air Commuter	Bombardier,DHC-8-402	JAC3809	Kagoshima	Okierabu	Kagoshima	Returned to Kagoshima due to indicator showing cabin pressurization system failure. First a crew requested ATC priority and descend to 3,000m to return. After that he cancelled the priority before landing.
9	Jan.17	Cathay Pacific Airways	Boeing,777-300	CPA564	Taipei(Taoyuan)	Kansai	Kansai	The runway was closed to remove dropped parts from the aircraft.
10	Jan.18	Federal Express	McDonnell Douglas,MD-11F	FDX28	Kansai	Anchorage	Narita	Diverted to Narita because Capt. felt aircraft vibration.
11	Jan.19	Oriental Air Bridge	Bombardier,DHC-8-201	ORC59	Nagasaki	Tushima	Nagasaki	Shut down #1 engine and returned to Nagasaki due to engine failure.
12	Jan.23	Ryukyu Air Commuter	De Havilland,DHC-8-103	RAC741	New Ishigaki	Yonaguni	New Ishigaki	Returned to Ishigaki due to a control panel failure of the navigation receiver on the captain side.
13	Jan.25	Fuji Dream Airlines	Embraer,ERJ170-200STD	FDA301	Nagoya	Fukuoka	Nagoya	Returned to Nagoya due to indicator showing #2 engine bleed air system failure.
14	Jan.26	Japan Air Commuter	Saab,SAAB340B	JAC3433	Izumo	Okie	Izumo	Returned to Izumo due to indicator showing de-icing system failure.
15	Jan.29	All Nippon Airways	Boeing,767-300	ANA8504	Tianjin	Narita	Kansai	Diverted to Kansai due to slat failure.
16	Jan.29	Oriental Air Bridge	Bombardier,DHC-8-201	ORC61	Nagasaki	Tsushima	Nagasaki	Returned to Nagasaki due to an attitude director indicator failure on the captain side.
17	Jan.30	All Nippon Airways	Boeing,787-8	ANA207	Narita	Muenchen	Narita	Returned to Narita due to indicator showing #1 engine generator failure.

(*1) Flight trainings, test flights, or natural causes (e.g. bird strikes, lightning strikes) are not included.

(*2) As for foreign air carriers, the information is based on their first report.