

Flight Irregularities – February 2014

	Date	Operator	Type of the aircraft	Flight number	Departure place	Destination	Landing site	Outline
1	Feb.3	J–Air	Embraer,ERJ170–100STD	JAL2900	New Chitose	Sendai	New Chitose	Returned to New Chitose due to indicator showing #2 engine vibration.
2	Feb.5	J–Air	Bombardier,CL–600–2B19	JAL2717	New Chitose	Memambetsu	New Chitose	Returned to New Chitose due to indicator showing flap failure.
3	Feb.6	China Airlines	Airbus,A330–300	CAL111	Fukuoka	Taipei(Taoyuan)	–	One of three hydraulic system oil pressure indicated low, so it stopped on taxiway before take-off.The runway was closed until the aircraft was moved to parking apron by a tow car.
4	Feb.6	All Nippon Airways	Boeing,767–300	ANA2158	Naha	Narita	Naha	Returned to Naha due to slat failure.
5	Feb.10	All Nippon Airways	Boeing,767–300	ANA552	Kagoshima	Osaka	Kagoshima	Returned to Kagoshima due to indicator showing AOA sensor anti–ice system failure.
6	Feb.11	China Airlines	Airbus,A330–300	CAL222	Taipei(Songshan)	Tokyo	Tokyo	Bottom of #1 engine cowl contacted snowbank on twy shoulder while taxiing after landing.
7	Feb.12	Ryukyu Air Commuter	De Havilland,DHC–8–103	RAC724	Yonaguni	Naha	New Ishigaki	Diverted to New Ishigaki due to indicator showing #1 engine de–ice system failure.
8	Feb.13	Japan Air Commuter	Saab,SAAB340B	JAC2321	Osaka	Tajima	Osaka	Returned to Osaka due to indicator showing #1 engine de–ice system failure.
9	Feb.13	Ryukyu Air Commuter	Bombardier,DHC–8–103	RAC853	Naha	Amami	Naha	Returned to Naha due to one of two radio control display failure.
10	Feb.15	J–Air	Embraer,ERJ170–100STD	JAL2163	Osaka	Misawa	Osaka	Returned to Osaka due to indicator showing electrical system failure.
11	Feb.16	Japan Airlines	Boeing,767–300	JAL113	Tokyo	Osaka	Tokyo	Returned to Tokyo due to indicator showing electrical system failure
12	Feb.20	All Nippon Airways	Boeing,767–300	ANA874	Akita	Tokyo	Akita	Returned to Akita with priority landing requested due to smoke and unusual smell in the cabin.
13	Feb.21	Oriental Air Bridge	Bombardier,DHC–8–201	ORC41	Nagasaki	Iki	Nagasaki	Returned to Nagasaki due to indicator showing air conditioning system failure.
14	Feb.22	All Nippon Airways	Airbus Industry,A320–200	ANA817	Tokyo	Miho	Tokyo	Returned to Tokyo due to indicator showing avionics door open.
15	Feb.23	J–Air	Embraer,ERJ170–100STD	JAL2151	Osaka	Aomori	Osaka	Returned to Osaka due to indicator showing brake system failure.
16	Feb.23	Asiana Airlines	Boeing,777–200	AAR222	Seoul(Incheon)	New York	Narita	Diverted to Narita due to indicator showing #1 engine oil quantity low.
17	Feb.27	Japan Air Commuter	Bombardier,DHC–8–402	JAC2402	Kagoshima	Osaka	Kagoshima	Returned to Kagoshima with priority landing requested and #2 engine shut down due to unstable engine thrust level and turbine temperature.
18	Feb.27	J–Air	Bombardier,CL–600–2B19	JAL2172	Akita	Osaka	Akita	Returned to Akita due to indicator showing AOA sensor anti–ice system failure.
19	Feb.28	All Nippon Airways	Airbus Industry,A320–200	ANA704	New Chitose	Chubu CENTRAIR	New Chitose	Returned to New Chitose due to indicator showing #2 engine bleed system 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.