



July 17, 2015

Civil Aviation Bureau, MLIT

Summary of the 17TH Aviation Safety Information Analysis Committee Meeting

The above-captioned Committee Meeting was held on June 24, 2015 (Wed.) to deliberate various issues and measures pertaining to “Information concerning Air Transport Safety” for FY2014 (Apr 2014-Mar 2015) and this is to inform you of the results described below (in detail).

1. The Aviation Safety Information Analysis Committee

According to the Civil Aeronautics Act (Act No.231 of 1952) Article 111-4, any domestic air carrier shall, when an event which affects normal flight operations of any aircraft occurs, report *Information concerning Air Transport Safety, incl. aircraft accidents, serious incidents and other events* to the Minister of Land, Infrastructure, Transport and Tourism. Also as stipulated under the Article 111-5 of the said Act, the Minister of Land, Infrastructure, Transport and Tourism shall organize matters pertaining to reports and make such information available to the public each year.

In this regard, MLIT calls a committee meeting every 6 months to review the information in order to release its results in an appropriate manner (See Attachment 1 for the List of Committee Members).

2. Discussion Summary

- (1) Civil Aviation Bureau described the recent trend of aviation safety and its efforts toward the improvement.
- (2) The committee conducted the evaluation and analysis on Information concerning Air Transport Safety submitted by the domestic air carriers for FY 2014, and summarized relevant information to release as the “Information concerning Air Transport Safety for FY2014”.

You can download the reports from the website below (See Attachment 2 for summaries).

http://www.mlit.go.jp/koku/15_bf_000188.html (*It provides information only in Japanese)

- (3) The 18th Committee Meeting is scheduled to be held in Dec. 2015 to evaluate and analyze “Information concerning Air Transport Safety” submitted for the first half of FY 2015.

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The List of Aviation Safety Information Analysis Committee Members

(Chairperson)

Keiji Kawachi Professor Emeritus, the University of Tokyo

(Members)

Masahiko Saito Lecturer, Japan Aeronautical Engineers' Association

Keiji Tanaka Former Professor of Aerospace Engineering Course,
Tokyo Metropolitan College of Industrial Technology

Yasuhiro Toi Managing Director, Japan Aircraft Development Corporation

Kazuhito Nakano Director, Japan Aircraft Pilot Association

Masahiko Yonemaru Managing Director,
Association of Air Transport Engineering & Research

(CAB)

Atsushi Shimamura Director-General, Aviation Safety & Security Department

Hiroki Matsumoto Director, Aviation Safety & Security Planning Division

Shigeru Takano Director, Flight Standards Division

Takeshi Endo Director, Air Transport Safety Unit

Hirohiko Kawakatsu Director, Airworthiness Division

Ayumu Kitazawa Director, Aircarrier Safety Inspector Office

(Observers)

All Japan Transport & Service Association

Scheduled Airlines Association of Japan

Japan Federation of Aviation Industry Unions

**The Report Pertaining to Information on Air Transport Safety
(FY2014: Abridged Edition)**

1. Aircraft Accident and Serious Incident Occurrences

Set out below are aircraft accidents and serious incidents caused by the domestic air carriers in FY 2014.

▪ **Two (2) Aircraft Accidents**

- On Apr. 29, 2014, one (1) cabin crew on J-Air Flight 1252 was injured due to turbulence (Type: Embraer ERJ170-100STD).
- On Sep. 12, 2014, seven (7) cabin crews on Japan Airlines Flight 93 were injured while descending toward Gimpo International Airport due to turbulence (Type: Boeing 767-300).

▪ **Four (4) Serious Incidents**

- On Apr 28, 2014, the ground proximity warning system was activated while the Peach Aviation aircraft (Flt 252) was approaching Naha Airport, and the aircraft crew conducted a missed approach, executing an avoidance maneuver (nose up). (Type: Airbus A320-214).
- On May 28, 2014, the No.2 engine (the right engine as viewed while seated) of the All Nippon Airways aircraft (Flt 9) started to vibrate after takeoff and its exhaust gas temperature was rising. Hence, the aircraft crew shut down the engine and returned to the departure airport requesting ATC priority landing (Type: Boeing 777-300ER).
- On July 30, 2014, the Nippon Cargo Airlines aircraft (Flt 134) confirmed an aircraft coming close to it while descending and executed a collision avoidance maneuver (Type: Boeing 747-8F).
- On Sep 20, 2014, the New Central Air Service aircraft that finished with a sightseeing flight made an attempt to land on the other runway where the workers were at work nearby than the one instructed to land by the ATC (Type: Cessna 172P).

2. Summaries on Information on Air Transport Safety

In FY 2014, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 928 reports, including two (2) aircraft accidents, four (4) serious incidents and nine hundred and twenty two (922) events, which have affected normal flight operations.

Table 1: The Number of Reported Cases by Air Carrier

ANA group	JAL group	NCA	Skymark	AIRDO	Skynet Asia	Star Flyer	Peach Aviation	Jetstar Japan	Vanilla Air	Spring Japan	Others
240	264	26	111	40	34	35	23	57	12	12	74

Table 2: The Number of Reported Cases by Aircraft Type

B737	B747	B767	B777	B787	A320	A330	DHC-8 (except 400)	DHC-8-400	CRJ	ERJ 170	SAAB 340B	Others
278	26	146	85	46	136	18	12	40	64	45	10	22

Table 3: The Number of Reported Cases by Safety Issue ^{*1)}

Aircraft malfunction	Human Errors						Avoidance		Foreign Object Damage	Lightning Damage	Foreign Object Damage in Engine	Parts Fell off From Aircraft	Mis-shipment of Dangerous Goods ^{*4)}	Others	
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Manufacturer	Others	TCAS RA ^{*2)}	GPWS ^{*3)}							
405	82	12	86	16	10	1	193	15	14	33	11	3	25	16	
	207						208								

*1 The Number of Reported Cases may change as the analyses progress.

*2 TCAS RA (Traffic Alert Collision Avoidance System and Resolution Advisory): Avoidance maneuvers executed as indicated by the system.

*3 GPWS (Ground Proximity Warning System): Avoidance maneuvers executed as indicated by the system.

*4 The number includes Leak of Dangerous Goods.

3. Assessment, Analysis and Future Measures on Aviation Safety Issues

Deliberating the safety issues for FY 2014 at the 17th Aviation Safety Information Analysis Committee Meeting, the members have confirmed that necessary measures have already been taken in each case by the parties concerned and JCAB should continue to follow up those action items appropriately.

Furthermore, the Committee made an assessment that JCAB is required to implement appropriate measures as described below based on the analysis on Information concerning Air Transport Safety including safety issues;

1) Take measures against aircraft malfunctions and human errors 2) facilitate information sharing on collision avoidance maneuvers executed as indicated by TCAS RA or GPWS 3) take an appropriate action in each case 4) give sufficient consideration to changes in circumstances surrounding aviation due to air carriers' business expansion or emerging air carriers 5) enhance safety monitoring and oversight 6) expand preventive measures for aviation safety, etc.