

December 20, 2013

The Report on the 14th Aviation Safety Information Analysis Committee Meeting

The 14th Aviation Safety Information Analysis Committee was held on December 11, 2013 to deliberate safety information that was reported by Japanese commercial operators for the first half of this fiscal year (Sep 2012-Apr 2013). Please see below for the result.

1. Aviation Safety Information Analysis Committee

Under the Civil Aeronautics Act (Act No.231 of 1952) Article 111-4, Japanese commercial operators shall report aviation safety information such as aircraft accidents, serious incidents and other events which may affect the safe navigation of commercial flight to the Ministry of Land, Infrastructure, Transport and Tourism (MLIT). And under the Article 111-5 of the said Act, the MLIT shall compile all that information and publish the result each fiscal year.

The MLIT calls a meeting of the committee every 6 months to prepare information to be published officially. (Attachment No.1 : The List of Committee Members)

2. Meeting Summary

(1) The Civil Aviation Bureau reported the recent trend of aviation safety.

(2) The committee reviewed aviation safety information that was reported by Japanese commercial operators for the first half of FY 2013. The committee decided to compile information to publish as "Interim report on Aviation Transportation Safety Information (The first half of FY 2013)".

The report is available on the URL below (Refer to Attachment No. 2 for Abridged Edition).

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

(3) The 15th meeting of the committee will be held in June 2014 for the analytical assessment of aviation safety information that was reported during the FY 2013 period.

【Contact】

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Members of Aviation Safety Information Analysis Committee

(Chairperson)

Keiji Kawachi Professor Emeritus, the University of Tokyo

(Members)

Kazuaki Amaoka Managing Director, Japan Aircraft Development Corporation

Masahiko Saito Lecturer, Japan Aeronautical Engineers' Association

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

Kazuhito Nakano Director, Japan Aircraft Pilot Association

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

(CAB)

Kazuhiro Takahashi Director-General, Aviation Safety & Security Department

Hitoshi Ishizaki Director, Aviation Safety & Security Planning Division

Atsushi Shimamura Director, Flight Standards Division

Shigeru Takano Director, Air Transport Safety Unit

Hirohiko Kawakatsu Director, Airworthiness Division

Tatsuyuki Shimazu Director, Aircarrier Safety Inspector Office

(Observer)

All Japan Transport & Service Association

Scheduled Airlines Association of Japan

Japan Federation of Aviation Industry Unions

Interim Report on Aviation Transport Safety Information
(The First Half of FY 2013 : Abridged Edition)

1. Summary

Set out below are aviation accidents and serious incidents experienced by Japanese commercial operators in the first half of FY 2013.

- Aviation Accidents: (none)
 - No aviation accidents reported in the first half of FY 2013.

- Serious Incidents : Two (2)
 - On May 6, 2013, J-AIR (Type: Bombardier CL-600-2B19) was taxiing on the Taxiway A4 after landing on the Runway A at Osaka International Airport, when the instrument indicated that the fire broke out on the #2 engine (Type: General Electric CF34-3). The flight crew shut down the engine immediately and activated the fire extinguishing system. The aircraft moved to the parking apron by itself, and the burn mark was found on the engine.

 - On September 10, 2013, the Aero Asahi aircraft (Type: Bell 430) approached the Runway A at Kansai International Airport despite the instruction by the air traffic controller to hold off just before the runway A. As a consequence, the ANA aircraft (Type: Boeing 767-300) that was cleared to land had to go around as per controller's instruction.

2. The Outline of the Reports

In the first half of FY 2013, under the provisions of the Civil Aeronautics Act Article 111-4, Japanese commercial operators reported 423 incidents in total, consisting of zero (0) aircraft accidents, two (2) serious incidents and four hundred and twenty one (421) events which may affect the safe navigation.

Table 1 : The Reported Cases by Operators

ANA group	JAL group	NCA	Skymark	AIRDO	Skynet Asia	Star Flyer	Peach Aviation	Jetstar Japan	Air Asia Japan	Others
120	118	11	84	12	9	7	2	9	8	43

Table 2 : The Reported Cases by Aircraft Type

B737	B747	B767	B777	B787	A320	DHC-8 (except for -400)	DHC-8 -400	CRJ	ERJ 170	SAAB 340B	Others
146	14	70	33	18	38	7	21	25	32	9	10

Table 3: The Reported Cases as Safety Issues ^{*1)}

Malfunction of aircraft	Human Errors						Avoidance		Foreign Object Damage	Lightning Damage	Others
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Design / Production	Others	TCAS RA ^{*2)}	GPWS ^{*3)}			
195	24	1	20	2	6	2	100	1	16	47	7
	55						101				

*1 The number of cases reported is subject to change as the analysis progressed.

*2 TCAS RA is an avoidance operation instructed by Airborne Collision Avoidance System.

*3 GPWS is an avoidance operation instructed by Ground Proximity Warning System.

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

At the 14th Aviation Safety Information Analysis Committee, it was confirmed that necessary measures have been taken for each incident by the parties concerned and they should continue to take appropriate follow-up measures.

The committee made an assessment on JCAB's approaches to aviation safety as below;

- Based on the analysis on aviation safety information including safety issues, they should tackle with the malfunctions of aircraft, avoid human errors and share information about the avoidance operations by TCAS RA or GPWS.
- They should take appropriate measures on a case-by-case basis and give sufficient consideration to the changes in circumstances surrounding aviation brought about by the emerging air carriers.