

Flight Irregularities - December 2013

	Date	Operator	Type of the aircraft	Flight number	Departure place	Destination	Landing site	Outline
1	Dec.2	Japan Air Commuter	Bombardier,DHC-8-400	JAC2341	Osaka	Izumo	Izumo	Landing gear failure was found while making an approach but landed safely per ground staff's visual check.The runway was closed until the aircraft was moved to parking apron by a tow car.
2	Dec.3	New Central Airservice	Dornier,Dornier228-212	CUK205	Chofu	Nijima	Chofu	Returned to Chofu due to unstable #2 engine fuel flow indicator.
3	Dec.7	Japan Air Commuter	Bombardier,DHC-8-400	JAC2436	Miyazaki	Osaka	Miyazaki	Returned to Miyazaki due to indicator showing open cargo door.
4	Dec.8	Delta Air Lines	Boeing,767-300	DAL9972	Narita	Anchoredge	Narita	Returned to Narita due to indicator showing low pressure of oxygen supply for crew.
5	Dec.9	Eva Airways	Airbus,A321-211	EVA130	Taibei(Taoyuan)	Kansai	Kansai	Steering failure was indicated while making an approach and it stopped on taxi-way near the runway after landing. The runway was closed until it moved to aircraft stand by itself.
6	Dec.9	Oriental Air Bridge	Bombardier,DHC-8-201	ORC47	Nagasaki	Iki	Nagasaki	Returned to Nagasaki due to indicator showing pitot tube anti-ice system failure.
7	Dec.10	Hawaiian Airlines	Boeing,767-300	HAL460	Seoul(Incheon)	Honolulu	Tokyo	Diverted to Tokyo due to indicator showing weather radar failure.
8	Dec.12	Japan Air Commuter	Saab,SAAB340B	JAC2347	Osaka	Izumo	Osaka	Returned to Osaka due to indicator showing #1 engine anti-ice system failure.
9	Dec.12	All Nippon Airways	Airbus Industry,A320-200	ANA897	Tokyo	Shonai	Tokyo	Returned to Tokyo due to indicator showing #2 engine anti-ice system failure.
10	Dec.13	All Nippon Airways	Boeing,767-300	ANA8514	Hong Kong	Narita	Tokyo	While making an approach, indicator showed rudder failure. Diverted to Tokyo because it might exceed crosswind limit due to its malfunction.
11	Dec.14	JAL Express	Boeing,737-800	JAL1265	Tokyo	Akita	New Chitose	Diverted to New Chitose due to indicator showing flap failure.
12	Dec.15	British Airways	Boeing,777-300ER	BAW6	Narita	London(Heathrow)	Narita	Returned to Narita due to unusual smell in the cockpit. Crew requested ATC priority landing.
13	Dec.17	J-Air	Bombardier,CL-600-2B19	JAL2173	Osaka	Akita	Osaka	Returned to Osaka due to indicator showing brake temperature sensor failure.
14	Dec.17	Federal Express	Douglas, MD-11F	FDX4	Kansai	Narita	-	Stopped on the runway due to unusual noise heard in the cockpit during take-off rolling and then moved to parking apron by itself. The runway was closed to remove some debris from the aircraft.
15	Dec.19	Japan Air Commuter	Saab,SAAB340B	JAC2323	Osaka	Tajima	Osaka	Returned to Osaka due to indicator showing de-ice system failure
16	Dec.21	ANA Wings	Bombardier,DHC-8-402	ANA1839	Chubu CENTRAIR	Akita	Niigata	Diverted to Niigata because the indicator in the cockpit showed the door on the left hand side in the rear was not properly closed.
17	Dec.22	All Nippon Airways	Boeing,787-8	ANA871	Tokyo	Akita	Tokyo	Returned to Tokyo due to indicator showing anti-ice system for air conditioning failure.
18	Dec.28	J-Air	Bombardier,CL-600-2B19	JAL2827	New Chitose	Akita	New Chitose	Returned to New Chitose due to indicator showing flap failure.
19	Dec.29	United Parcel Service	McDonnell Douglas,MD-11F	UPS77	Shenzhen	Kansai	Kansai	Landed with ATC priority because Capt. felt #3 engine trouble.

(*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.