

Flight Irregularities – May 2014

| | Date | Operator | Type of the aircraft | Flight number | Departure place | Destination | Landing site | Outline |
|----|--------|-----------------------|------------------------|---------------|------------------|---------------|----------------|--|
| 1 | May.1 | J-Air | Bombardier,CL-600-2B19 | JAL2183 | Osaka | Hanamaki | Osaka | Returned to Osaka due to brake temperature sensor failure. |
| 2 | May.2 | All Nippon Airways | Boeing,787-8 | ANA889 | Tokyo(Haneda) | Toyama | Tokyo(Haneda) | Returned to Tokyo due to one of three hydraulic system failure. |
| 3 | May.3 | Vanilla Air | Airbus,A320-200 | VNL806 | Naha | Narita | Narita | The aircraft stopped on the runway due to indicator showing steering failure while approach.The runway was closed until it moved by a tow car. |
| 4 | May.4 | Delta Air Lines | Boeing,757-200 | DAL298 | Koror | Narita | Narita | The aircraft descent to 3,000m because indicator showing that the level of cabin pressure was high. The indication disappeared after reaching 3,000m. |
| 5 | May.9 | United Airlines | Boeing,737-700 | UAL165 | Guam | Fukuoka | Fukuoka | Requested ATC priority landing due to indicator showing flap failure. |
| 6 | May.10 | Jetstar Japan | Airbus,A320-232 | JJP509 | Narita | Fukuoka | Narita | Returned to Narita due to indicator showing one of three hydraulic system failure. |
| 7 | May.14 | Ever Air | Airbus,A330-300 | EVA192 | Taipei(Songshan) | Tokyo(Haneda) | Tokyo(Haneda) | The aircraft stopped on the taxiway due to steering failure. The runway was closed until it moved by a tow car. |
| 8 | May.15 | ANA Wings | Bombardier,DHC-8-402 | ANA1677 | Osaka | Fukuoka | Fukuoka | Requested ATC priority landing due to indicator showing one of three hydraulic system failure. |
| 9 | May.17 | Delta Air Lines | Boeing,747-400 | DAL158 | Seoul(Incheon) | Detroit | Narita | Diverted to Narita due to #2 engine vibration indicator fluxing. |
| 10 | May.18 | Air Japan | Boeing,767-300F | ANA8567 | Chubu CENTRAIR | Naha | Chubu CENTRAIR | Returned to Chubu CENTRAIR due to indicator showing flap failure. |
| 11 | May.22 | J-Air | Embraer,ERJ170-100STD | JAL3523 | Fukuoka | Hanamaki | Osaka | Diverted to Osaka due to high level of #2 engine vibration. |
| 12 | May.22 | Air China | Airbus,A321-200 | CCA183 | Beijing | Tokyo(Haneda) | Kansai | Diverted to Kansai due to indicator showing #2 engine bleed system failure. |
| 13 | May.26 | United Parcel Service | Boeing,757-200 | UPS126 | Kansai | Shenzhen | Kansai | It returned to Kansai with requested ATC priority landing because the crew experienced unusual noise from #2 engine and the indicator showed that the level of engine vibration and the exhaust gas temperature were high. |
| 14 | May.29 | All Nippon Airways | Boeing,787-8 | ANA905 | Narita | Beijing | Narita | Returned to Narita due to unusual smell from after galley in the cabin. |
| 15 | May.30 | Japan Airlines | Boeing,787-8 | JAL8806 | Narita | Tanpa | Tanpa | Damage of the right main wing tip was found in arrival check. It contacted a fire engine for celebrating its arrival while taxiing after landing. |
| 16 | May.30 | Japan Airlines | Boeing,767-300 | JAL323 | Tokyo(Haneda) | Fukuoka | Tokyo(Haneda) | Returned to Tokyo due to indicator showing low level of one of three hydraulic quantity. |
| 17 | May.31 | Skymark Airlines | Boeing,737-800 | SKY551 | Chubu CENTRAIR | Naha | Chubu CENTRAIR | Returned to Chubu CENTRAIR due to unusual noise from a cockpit window. |