

December 19, 2014
Civil Aviation Bureau

The Report on the 16th Aviation Safety Information Analysis Committee

The 16th Aviation Safety Information Analysis Committee was held on December 10, 2014 (Wed.) to deliberate “Information on Transportation Safety” submitted by the domestic air carriers for the first half of current fiscal year (Apr-Sep 2014). Please see below for the details.

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 occurs, report to the Minister of Land, Infrastructure, Transport and Tourism (Information on Transportation Safety, incl. aircraft accidents, serious incidents and other events). Also 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 every business year.

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

2. Meeting Summary

- (1) Civil Aviation Bureau described the recent trend of aviation safety and its efforts toward the improvement.
- (2) The committee conducted evaluation and analysis of Information on Transportation Safety submitted for the first half of FY 2014 by the domestic air carriers and organized such information so as to release as the “Interim Report on Aviation Transportation Safety Information for the First Half of FY 2014”.

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

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

- (3) The 17th committee meeting is scheduled to be held in June 2015 to evaluate and analyze “Information on Transportation Safety” to be submitted for the FY 2014.

【Contact】

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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 Interim Report Pertaining to Information on Transportation Safety
(The First Half of FY2014: Abridged Edition)

1. Summary

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

▪ **Two (2) Aircraft Accidents**

- On Apr. 29, 2014, one (1) cabin crew on the J-AIR aircraft was injured during the flight due to the shakes (Type: Embraer ERJ170-100STD).
- On Sep 12, 2014, seven (7) cabin crews on the Japan Airlines aircraft were injured while descending toward Gimpo International Airport due to the shakes (Type: Boeing 767-300).

▪ **Four (4) Serious Incidents**

- On Apr 28, 2014, when the Peach Aviation aircraft was making an approach to Naha Airport, the ground proximity warning was activated. Then, the aircraft crew executed an avoidance maneuver and tried a second approach (Type: Airbus A320-214).
- On May 28, 2014, the vibration was generated on the second engine of the All Nippon Airways aircraft 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 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 a sightseeing flight made an attempt to land on the other runway where workers were at work nearby than the one instructed to land by an ATC (Type: Cessna 172P).

2. Information Summary

In the first half of FY 2014, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 461 reports, including two (2) aircraft accidents, four (4) serious incidents and four hundred and fifty five (455) events, which 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
125	118	17	64	17	22	12	12	30	7	3	34

Table 2: The Number of Reported Cases by Aircraft Type

B737	B747	B767	B777	B787	A320	A330	DHC-8 (exclude -400)	DHC-8 -400	CRJ	ERJ 170	SAAB 340B	Others
137	17	73	51	21	63	11	2	21	27	23	4	11

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

Aircraft malfunction	Human Errors						Avoidance		Foreign Object Damage	Lightning Damage	Others
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Manufacturing	Others	TCAS RA ^{*2)}	GPWS ^{*3)}			
206	37	5	38	0	1	0	112	2	14	33	7
	81						114				

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

*2 Avoidance maneuvers instructed by Airborne Collision Avoidance System.

*3 Avoidance maneuvers instructed by Ground Proximity Warning System.

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

Deliberating the safety issues for the first half of FY 2014, the 16th Aviation Safety Information Analysis Committee confirmed that necessary measures had already been taken in each case by the parties concerned and that JCAB should continue to conduct appropriate follow-ups.

And the committee made an assessment described below on JCAB's aviation safety approaches.

Based on the analysis on "Information on Transportation Safety" including safety issues, JCAB is required to make continuous efforts to;

- 1) Take measures against aircraft malfunctions and human errors
- 2) facilitate information sharing on collision avoidance maneuvers instructed by TCAS RA or GPWS
- 3) take a corrective 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 monitoring and surveillance and
- 6) expand preventive measures for aviation safety.