

## 2. Details of close call incidents, aircraft accidents, etc.

The difference between close call incidents that don't need to be reported to the national government and accidents, etc. is that these accidents, etc. are defined by laws and regulations (Civil Aeronautics Act, Ordinance for Enforcement of the Civil Aeronautics Act, etc.). Aviation business operators, pilots, etc. are obligated to report to the MLIT whenever problems defined in these laws and regulations occur.

On the other hand, close call incidents are voluntarily reported to VOICES by individuals and organizations involved in aviation operations, and ATEC gathers information.

### (1) Conditions during which close call incidents and accidents, etc. occur

When comparing the conditions during which close call incidents and accidents, etc. occur by type of aircraft, reports on the close call incidents were most common for “when pilot of large aircraft was communicating with controller, during flight,” which accounted for 75% overall (see Figure 1).

Looking at accidents, etc. in contrast to close call incidents, reports were most common for “when pilot of small aircraft was communicating with controller, during flight,” which accounted for 38% overall (see Figure 2).

It is possible that the reason for these results is that owners, etc. of personal aircraft make very few reports to VOICES, and there is little cases related to small aircraft stated in FEEDBACK.

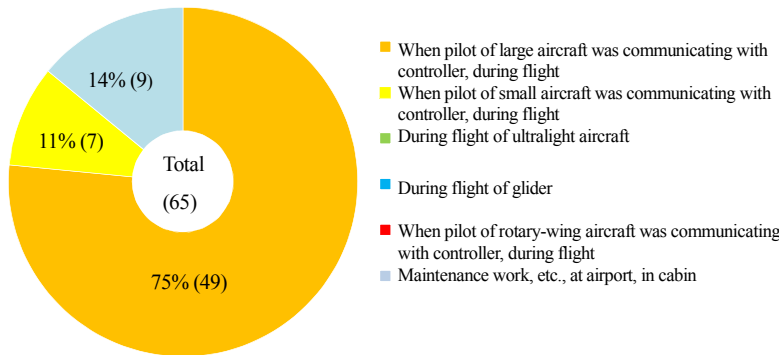


Fig.1 Conditions when close call incidents occurred

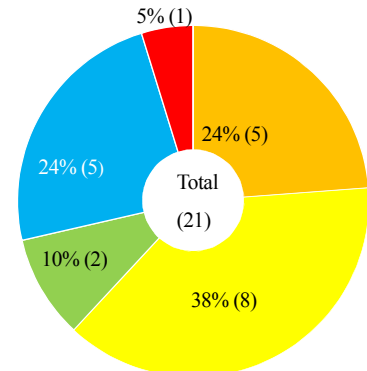


Fig.2 Conditions when accidents, etc. occurred

### (2) Flight phases during which close call incidents and accidents, etc. occur

When comparing the flight phases during which close call incidents and accidents, etc. occurred, we see that close call incidents occurred in all types of phases (see Figure 3).

Looking at accidents, etc. in contrast to close call incidents, occurrence was most common when landing, accounting for 67% overall. (See Figure 4).

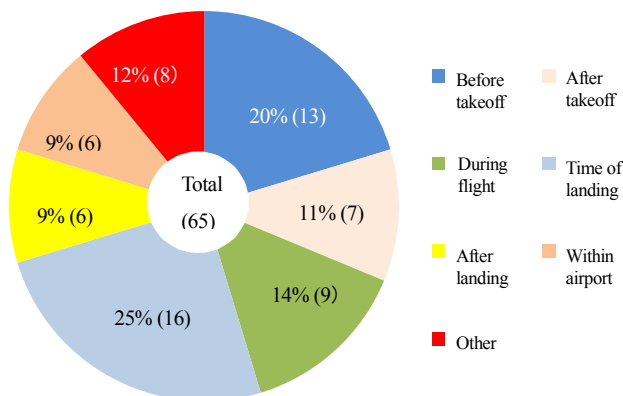


Fig.3 Flight phase when close call incidents occurred

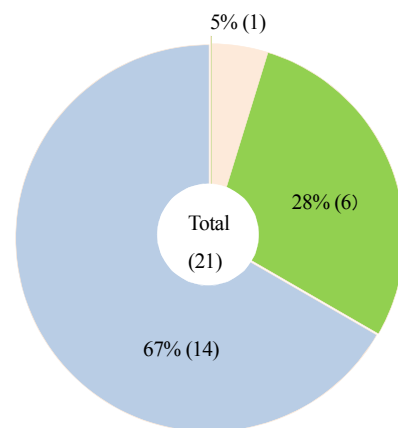


Fig.4 Flight phase when accidents, etc. occurred

\*Reference

- Figure 1 and Figure 3 were prepared based on 65 cases of FEEDBACK released on December 25, 2014 and March 30, 2015 through the ATEC website.
- Figure 2 and Figure 4 were prepared based on 21 accidents, etc. that occurred in 2014 and that were investigated by the Japan Transport Safety Board.

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**\*Close call incident cases**

Close call incident cases that were reported to VOICES include cases that occurred in broad circumstances as follows.

There are cases of close call incidents within the cockpit during aircraft operation, as well as other locations such as airports, maintenance, etc., which suggests that conducting operations following basics on a day-to-day basis could contribute to a reduction in problems, etc. related to aircraft operations.

[Flight related]

- While an aircraft encountered a group of white balloons believed to have been released from a wedding venue near the airport while making a landing approach towards the destination airport, the aircraft avoided a collision with the balloons and the balloons were not sucked into the engine.

[Airport related]

- When moving from the taxiway to the parking area after landing at the airport, caution was required because the space between operational vehicles and the aircraft at the airport is narrow.
- At an airport in an area with snowfall, a supporting vehicle got stuck in the snow, and it slipped and could not move. As office employees except for some went out to respond to this situation, aircraft lighting was lit later than the scheduled time (the regular flight was able to land without interference).

[Maintenance related]

- During maintenance on aircraft, a marking was spotted on a certain part that indicates an area that requires repeated inspection. Record revealed that the part was appropriated from another aircraft, and that despite the fact that repeated inspections were required for the source aircraft, those working instructions were not carried over for maintenance of the aircraft using the part. Because this was noticed before the inspection deadline, it was possible to conduct the required inspection.