

JTSTB Digests

JTSTB (Japan Transport Safety Board)

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Digest of Aircraft Accident Analyses For prevention of Accidents Involving Private Small Aircraft and Gliders

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1. Preface

Out of 176 aircraft accidents that occurred between 2006 and 2015 and were placed under investigations by the former Aircraft and Railway Accidents Investigation Commission and the Japan Transport Safety Board, 65 cases (approx. 40%)(*1) were accidents involving small aircraft operated for non-business purposes, and owned and flown by individuals, or operated by groups of aircraft lovers, etc. (hereinafter in this issue referred to as "private small aircraft") and gliders.(*2)

The number of accidents involving private small aircraft and gliders has been rising, though it has shown temporary decreases occasionally (see Fig. 1).

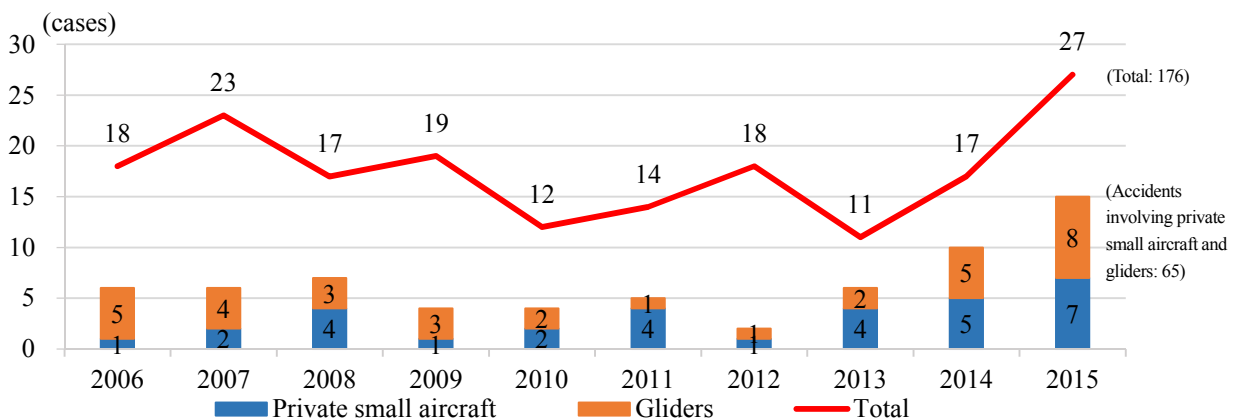


Fig. 1 Changes in the number of aircraft accidents between 2006 and 2015

In light of such circumstances, for the purpose of preventing the reoccurrence of similar aircraft accidents and mitigating damage, this report compiles the tendency of accidents involving private small aircraft and gliders, which was revealed through investigations, and introduces some investigated cases.

We also had interviews with the Japan Flying Association (JFA) and Aircraft Owners and Pilots Association (AOPA-Japan), which hold many private pilots as their members and have been working to prevent aircraft accidents, concerning their related activities and challenges.

(*1) Analysis targets are the aircraft accidents as follows (aircraft serious incidents are excluded):

Types: Small aircraft (aircraft whose maximum take-off weight is not exceeding 5,700 kilograms; excluding ultralight planes) and gliders

Ownership: Owned and managed by individuals or by aero clubs, etc. under individuals' names

Flight purposes: Non-business purposes

(*2) Gliders in this issue include motor gliders equipped with power units.