

JTSB Safety Recommendation to the MOLIT

November 24, 2016

Aircraft Accident – HL7762 (Airbus A320-200)

Operated by Asiana Airlines, Inc.

Occurred at Hiroshima Airport, Japan on April 14, 2015

It is certain that when landing on runway 28 at Hiroshima airport, the aircraft undershot and the Pilot-in-Command (PIC) commenced executing a go-around; however, it collided with the Aeronautical Radio Navigation Aids located in front of runway 28 threshold, just before turning to climb.

In this accident, the PIC did not comply with the regulations and Standard Operating Procedures (SOP): He continued approaching below the approach height threshold (Decision Altitude: DA) without executing a go-around in a situation while the position of the aircraft could not be identified by visual references which should have been in view and identified continuously at or below DA. Other than that, there were several non-compliance with regulations and SOP in his operations.

The Company, taking into account the lessons learned from the accident, should reemphasize and reinforce the significance of compliance by flight crewmembers, while reviewing company procedures and ensuring comprehensive training.

Moreover, it should surely implement the education and training that flight crew members should refer primarily to visual references, using flight instruments as supplementary tools appropriately, when approaching below DA.

In order to contribute to prevention of recurrence of similar accidents based on the results of this accident investigation, Japan Transport Safety Board makes the safety recommendations that Ministry of Land Infrastructure and Transport, Republic of Korea should supervise Asiana Airlines, Inc. in the following items:

- (1) The Company should reemphasize and reinforce the significance of compliance by flight crew members, while reviewing company procedures and ensuring comprehensive training.
- (2) The Company should surely implement the education and training that flight crew members should refer primarily to visual references, using flight instruments as supplementary tools appropriately, when approaching below DA.