

January 15, 2016

Civil Aviation Bureau, MLIT

**Summary of the 18<sup>TH</sup> Aviation Safety Information Analysis Committee Meeting**

The above-captioned Committee Meeting was held on December 16, 2015 (Wed.) to deliberate various issues and measures pertaining to “Information concerning Air Transport Safety” for the first half of current fiscal year (Apr-Sept. 2015) and this is to inform you of the results described below in detail.

**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 of any aircraft occurs, report *Information concerning Air Transport Safety, incl. aircraft accidents, serious incidents and other events* to the Minister of Land, Infrastructure, Transport and Tourism. Also as stipulated 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 each year.

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

**2. Discussion Summary**

- (1) Civil Aviation Bureau described the recent trend of aviation safety and its efforts toward the improvement.
- (2) The committee conducted the evaluation and analysis on Information concerning Air Transport Safety submitted by the domestic air carriers for the first half of FY 2015, and summarized relevant information to release as the “Information concerning Air Transport Safety for the first half of FY2015”.

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

[http://www.mlit.go.jp/koku/15\\_bf\\_000188.html](http://www.mlit.go.jp/koku/15_bf_000188.html) (\*It provides information only in Japanese)

- (3) The 19th Committee Meeting is scheduled to be held in June 2016 to evaluate and analyze “Information concerning Air Transport Safety” submitted for the FY 2015.

**【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

Yukio Igawa                      Managing Director,  
Association of Air Transport Engineering and Research

### (CAB)

Atsushi Shimamura                      Director-General, Aviation Safety and Security Department

Hiroki Matsumoto                      Director, Aviation Safety and 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 and Service Association

Scheduled Airlines Association of Japan

Japan Federation of Aviation Industry Unions

**The Report Pertaining to Information on Air Transport Safety**  
**(The First Half of FY2015: Abridged Edition)**

**1. Aircraft Accident and Serious Incident Occurrences**

Set out below are aircraft accidents and serious incidents caused by the domestic air carriers in the first half of FY 2015.

▪ **One (1) Aircraft Accident**

• On Aug. 28 2015, FIRST FLYING aircraft (Type: Viking DHC-6-400) missed a landing at Aguni Airport. It ran out of runway and stopped after breaking through the fence along the runway.

▪ **Five (5) Serious Incidents**

• On Apr 5 2015, Japan Airlines aircraft (Type: Boeing 767-300) was approaching Tokushima Airport for landing but missed approach upon seeing the airport vehicle on the runway.

• On June 3 2015, All Nippon Airways aircraft (Type: Boeing 737-800) accelerating on the runway at Naha Airport aborted the takeoff upon seeing the Air Self-Defense Force helicopter crossing the runway ahead of it without any instruction of an air traffic controller. Then, the air traffic controller instructed the Japan Transocean Air aircraft approaching for landing to go around, but it made a landing before ANA aircraft exited that runway.

• On Jun 30 2015, Japan Transocean Air aircraft (Type: Boeing 737-400) had a problem with the engine bleed air system causing cabin air pressure decrease, and the pilot requested ATC priority landing and plunged to about 3,000 meters above ground level. After that he cancelled the request to fly on to Kansai International Airport for landing.

• On Jul 7 2015, Fuji Dream Airlines aircraft (Type: Embraer ERJ170-200STD) had a problem with the engine bleed air system causing cabin air pressure decrease, and the pilot requested ATC priority landing and plunged to about 3,000 meters above ground level. He diverted the destination from Matsumoto to Niigata and landed at Niigata Airport.

• On Jul 12 2015, Japan Airlines aircraft (Type: Boeing 767-300) started to run from the TWY that runs parallel to the runway after it has been cleared for takeoff at Changi International Airport in Singapore. Then, the pilot realized that he mistook the TWY for runway and aborted the takeoff.

## 2. Summaries on Information on Air Transport Safety

In the first half of FY 2015, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 576 reports, including one (1) aircraft accident, five (5) serious incidents and five hundred and seventy (570) safety issues which have affected normal flight operations.

Table: The Number of Reported Cases by Safety Issue Categories \*1)

※Scope of reporting has been changed in Oct. 2014, and the numbers of reported cases by new safety issue categories are noted in brackets.

Aircraft malfunction	Human Errors						Avoidance		Foreign Object Damage in Engine	Parts fell off from Aircraft	Mis-shipment of Dangerous Goods *4)	Others
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Manufacturer	Others	TCAS RA *2)	GPWS *3)				
174 (0)	37 (2)	4 (1)	138 (105)	38 (35)	27 (0)	1 (1)	94 (0)	21 (0)	13 (0)	1 (1)	13 (13)	9 (0)
	245(144)						115(0)					

\*1 The Number of Reported Cases may change as the analyses progress.

\*2 TCAS RA (Traffic Alert Collision Avoidance System and Resolution Advisory): Avoidance maneuvers executed as indicated by the system.

\*3 GPWS (Ground Proximity Warning System): Avoidance maneuvers executed as indicated by the system.

\*4 The number includes Leak of Dangerous Goods.

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

Deliberating the safety issues for the first half of FY 2015 at the 18<sup>th</sup> Aviation Safety Information Analysis Committee Meeting, the members have confirmed that necessary measures have already been taken in each case by the parties concerned and JCAB should continue to follow up those action items appropriately.

Furthermore, the Committee made an assessment that JCAB is required to take appropriate actions as described below based on the analysis on Information concerning Air Transport Safety including safety issues;

1) Respond to aircraft malfunctions 2) exert efforts to prevent human errors, 3) facilitate information sharing on collision avoidance maneuvers executed as indicated by TCAS RA or GPWS, 4) make sure to take an appropriate action in each case, 5) give sufficient consideration to changes in the circumstances surrounding aviation due to air carriers' business expansion or emerging air carriers, 6) enhance safety monitoring and oversight, 7) expand preventive measures for aviation safety, etc.