国土交通省
Ministry of Land, Infrastructure, Transport and Tourism

Press Release

June 17, 2016

Civil Aviation Bureau, MLIT

Results of the 19th Aviation Safety Information Analysis Committee Meeting

～Public announcement of Safety Information(*) in "Air Transport Field" reported in FY2015～

MLIT gathers and analyzes Aviation Safety Information in accordance with State's Civil Aviation Safety Program, and utilizes the results for prevention of reoccurrence of aircraft accidents and implementation of preventive measures by sharing the results with the relevant parties.

MLIT held the 19th meeting of Aviation Safety Information Analysis Committee on Wednesday, June 8, 2016 to deliberate on Safety Information in FY2015 and the Committee has evaluated that the respective cases were appropriately dealt with by the relevant parties. We will take further actions to secure air transport safety by dealing with respective cases appropriately through sharing information with relevant parties and by implementing inspections corresponding to the characteristics of each air carrier as well.

(*) "Safety Information" means information related to aircraft accidents, serious incidents and other events which affect safety.

1. The Aviation Safety Information Analysis Committee

Based on 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 in 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 the 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 overviewed the recent trend of aviation safety and its efforts toward the improvement.

(2) The Committee conducted the evaluation and analysis of information concerning air transport safety submitted by the domestic air carriers in FY 2015, and summarized the relevant information to release as the "Information concerning Air Transport Safety for 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 (*It provides information only in Japanese)

(3) The 20th Committee Meeting is scheduled to be held in December 2016 to evaluate and analyze an interim report on Aviation Safety Information submitted for the first half of FY 2016.

【Contact】

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Attachment - 1

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
Kunio Oda	Managing Director, Japan Aircraft Pilot Association
Yukio Igawa	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 Air Transport and Service Association

Scheduled Airlines Association of Japan

Japan Federation of Aviation Industry Unions

Attachment - 2

The Report Pertaining to Information on Air Transport Safety

(FY2015: Abridged Edition)

1. Aircraft Accident and Serious Incident Occurrences

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

・ Two (2) Aircraft Accidents

• On August 28, 2015, FIRST FLYING aircraft (Type: Viking DHC-6-400) landed at Aguni Airport but it ran out of the runway and stopped after breaking through the fence along the runway.

• On February 23, 2016, Japan Airlines aircraft (Type: Boeing 737-800) detected smoke emission inside the plane during taxiing for takeoff at New Chitose Airport and then the crew extricated passengers from the plane using evacuation slides on a taxiway.

・ Six (6) Serious Incidents

・On April 5, 2015, Japan Airlines aircraft (Type: Boeing 767-300) was approaching Tokushima Airport for landing but made a go-around upon sighting an operation vehicle on the runway.

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

・On June 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 descended to an altitude of about 3,000 meters. After that he cancelled the request and continued to fly and landed at Kansai International Airport.

・On July 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 descended to an altitude of about 3,000 meters. He diverted the destination from Matsumoto to Niigata and landed at Niigata Airport.

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

・On October 10, 2015, Japan Airlines aircraft (Type: Boeing 767-300) sighted ahead of it a fixed-wing aircraft on the final approach route for the runway 34 at Kagoshima Airport, at around three miles (about 5.4km) from the end of the said runway and at an altitude of 1,000 feet (about 300m), then it made a go-around.

2. Summaries of Information on Air Transport Safety

In FY 2015, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 976 reports, including two (2) aircraft accidents, six (6) serious incidents and nine hundred and sixty eight (968) safety issues which have affected normal flight operations.

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

Aircraft malfunction	Human Errors						Avoidance		Foreign Object Damage in Engine	Parts Fell off From Aircraft	Mis-shipment of Dangerous Goods*4)	Others	Total
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Manufacturer	Others	TCAS RA *2)	GPWS *3)					
337	92	7	93	89	11	0	183		24	3	60	18	968
	292						234						

*1 The Number of Reported Cases may change as the analyses progress. The total number of cases reported by air carriers was 1,118, but some cases were counted as one in this Table in case that they were reported on the same event.

*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 in FY 2015 at the 19th 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 implement appropriate measures as described below based on the analysis of 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) implement inspections corresponding to the characteristics of each air carrier by further utilization of safety information, and so on.