

January 20, 2017

Civil Aviation Bureau, MLIT

Summary of the 20TH Aviation Safety Information Analysis Committee Meeting~ Public announcement of Safety Information^(*) in “Air Transport Field” reported in the first half of FY2016~

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 20th meeting of Aviation Safety Information Analysis Committee on Thursday, December 15, 2016 to deliberate various issues and measures pertaining to “Information concerning Air Transport Safety” for the first half of current fiscal year (Apr-Sep 2016) and this is to inform you of the results described below (in detail).

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

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 2016, and summarized relevant information to release as the “Information concerning Air Transport Safety for the first half of FY2016”.

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 21th Committee Meeting is scheduled to be held in June. 2017 to evaluate and analyze “Information concerning Air Transport Safety” submitted for the FY 2016.

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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

Kunio Oda Managing Director, Japan Aircraft Pilot Association

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

(CAB)

Shigeru Takano Director-General, Aviation Safety & Security Department

Katuyoshi Tamon Director, Aviation Safety & Security Planning Division

Toshihiro Kouda Director, Flight Standards Division

Hirohiko Kawakatsu Director, Air Transport Safety Unit

Mituo Kawakami Director, Airworthiness Division

Yoshimitu Hotta Director, Aircarrier Safety Inspector Office

(Observers)

All Japan Transport & 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 FY2016: 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 2016.

▪ **One (1) Aircraft Accidents**

· On Aug. 8, 2016, AERO ASAHI (Type: Kawasaki BK117C-2) missed a landing at outside pad in Hadano-City, Kanagawa-Prefecture. It was hard landing and separated tail boom.

▪ **Three (3) Serious Incidents**

· On Apr 17, 2016, IBEX Airlines (Type: Bombardier CL-600-2C10) had a problem with the engine bleed air system causing cabin air pressure decrease when air turn back to Fukuoka Airport for bad weather. After, the pilot requested ATC priority landing and to Fukuoka international airport for landing.

· On May 27, 2016, All Nippon Airways aircraft (Type: Boeing 737-800) had a problem with the engine bleed air system causing cabin air pressure decrease under a takeoff. After, the pilot air turn back to Tokyo international airport for landing.

· On Jul 9, 2016, Jetstar Japan (Type: Airbus A320-232) had a problem with the both air speed indicator was unstable temporarily. After, it was recover and continue flight to Narita international airport for landing.

2. Summaries on Information on Air Transport Safety

In the first half of FY 2016, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 540 reports, including one (1) aircraft accident, three (3) serious incidents and five hundred and thirty six (536) events, 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	
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Manufacturer	Others	TCAS RA *2)	GPWS *3)					
199	46	4	65	62	2	0	92	22	2	5	26	11	
	245						114						

*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 2016 at the 20th 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) Corrective action to aircraft malfunctions 2) exert efforts to prevent human errors, 3) collection of information 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 environment of each air carrier by further utilization of safety information, and so on.