



July 11, 2014

Civil Aviation Bureau

## The Report on The 15<sup>th</sup> Aviation Safety Information Analysis Committee

The 15<sup>th</sup> Aviation Safety Information Analysis Committee was held on June 25, 2014 to deliberate “Information on Transportation Safety” submitted by the domestic air carriers for the FY2013 ( Apr 2013-Mar 2014). Please see below for the details.

### 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, report to the Minister of Land, Infrastructure, Transport and Tourism (Information on Transportation Safety, incl. aircraft accidents, serious incidents and other events occurs). Also 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 every business year.

In this regard, MLIT calls a committee meeting every 6 months to publish official information in an appropriate manner. (Attachment 1 : The List of Committee Members)

### 2. Meeting Summary

- (1) Civil Aviation Bureau described the recent trend of aviation safety.
- (2) The committee conducted evaluation and analysis of Information on Transportation Safety submitted for FY 2013 by the domestic air carriers and organized such information so as to release as “Information on Transportation Safety for FY 2013”.

You can download the reports from the website (See attachment 2 for summary).

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

- (3) The 16<sup>th</sup> committee meeting is scheduled to be held in December 2014 to evaluate and analyze “Information on Transportation Safety” to be submitted for the first half of FY 2014.

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## List of Aviation Safety Information Analysis Committee Members

### (Chairperson)

Keiji Kawachi                      Professor Emeritus, the University of Tokyo

### (Members)

Kazuaki Amaoka                Managing Director, Japan Aircraft Development Corporation

Masahiko Saito                   Lecturer, Japan Aeronautical Engineers' Association

Keiji Tanaka                      Former Professor of Aerospace Engineering Course,  
Tokyo Metropolitan College of Industrial Technology

Kazuhito Nakano                Director, Japan Aircraft Pilot Association

Masahiko Yonemaru            Managing Director,  
Association of Air Transport Engineering & Research

### (CAB)

Atsushi Shimamura              Director-General, Aviation Safety & Security Department

Hitoshi Ishizaki                 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 Transport & Service Association

Scheduled Airlines Association of Japan

Japan Federation of Aviation Industry Unions

Reports Related to Information on Transportation Safety  
(Overview - FY 2013)

1. Summary

Set out below are aviation accidents and serious incidents caused by the domestic air carriers in FY 2013.

▪ **Three (3) Aircraft Accidents**

- On Nov. 29, 2013, ANA Wings (Type: Bombardier DHC-8-402) was hit by lightning and damaged in its airframe when approaching Fukue Airport, Nagasaki.
- On Dec 31, 2013, Ilas Air (Type: Robinson R44 II) was flying low for sightseeing. A part of its body touched the sea surface and crashed into the sea about 100 meters east of Kouriohashi Bridge near Kouri-jima Island, Okinawa. Three (3) persons were injured.
- On February 12, 2014, Oriental Air Bridge (Type: Bombardier DHC-8-201) conducted the six-times-touch-and-go practice at Nagasaki Airport. The fore part of the airframe was damaged due to the 4th slightly hard touchdown.

▪ **Three (3) Serious Incidents**

- On May 6, 2013, J-AIR (Type: Bombardier CL-600-2B19) was taxiing on the Taxiway A4 after landing on the Runway A at Osaka International Airport, when the instrument indicated that the fire broke out on the #2 engine (Type: General Electric CF34-3). The flight crew shut down the engine immediately and activated the fire extinguishing system. The aircraft moved to the parking apron by itself, and the burn mark was found on the engine.
- On September 10, 2013, the Aero Asahi aircraft (Type: Bell 430) approached the Runway A at Kansai International Airport despite the instruction by the air traffic controller to hold off just before the runway A. As a consequence, the ANA aircraft (Type: Boeing 767-300) that was cleared to land had to go around as per controller's instruction.
- On Dec.13, 2013, All Nippon Airways (Type: Boeing 777-200) departed from Tokyo International Airport for Fukuoka. While ascending, the instrument indicated the thrust level of the #2 engine (Type: Pratt & Whitney PW4074) was low and the exhaust gas temperature was high. The flight crew shut down the engine and returned to Tokyo International Airport.

## 2. Information Summary

In FY2013, under the provisions of the Civil Aeronautics Act Article 111-4, the domestic air carriers submitted a total of 856 reports, including three (3) aircraft accidents, three (3) serious incidents and eight hundred and fifty (850) events, which have affected normal flight operations.

Table 1: The Number of Reported Cases by Air Carrier

ANA group	JAL group	NCA	Skymark	AIRDO	Skynet Asia	Star Flyer	Peach Aviation	Jetstar Japan	Vanilla Air	Others
255	226	21	167	17	26	26	14	17	11	76

Table 2: The Number of Reported Cases by Aircraft Type

B737	B747	B767	B777	B787	A320	DHC-8 (exclude -400)	DHC-8 -400	CRJ	ERJ 170	SAAB 340B	Others
294	28	139	67	36	94	14	42	63	52	11	16

Table 3: The Number of Reported Cases by Safety Issue <sup>\*1)</sup>

Aircraft malfunction	Human Errors						Avoidance		Foreign Object Damage	Lightning Damage	Others	
	Flight Crew	Cabin Crew	Mechanic	Ground Crew	Design / Manufacturing	Others	TCAS RA <sup>*2)</sup>	GPWS <sup>*3)</sup>				
381	43	4	37	3	11	2	171	14	50	118	16	
	100						185					

\*1 The number of reported cases is subject to change as analysis progresses.

\*2 TCAS RA is an avoidance operation instructed by Airborne Collision Avoidance System.

\*3 GPWS is an avoidance operation instructed by Ground Proximity Warning System.

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

Deliberating the safety issues for FY2013, the 15<sup>th</sup> Aviation Safety Information Analysis Committee confirmed that necessary measures have already been taken in each case by the parties concerned and JCAB should continue to conduct appropriate follow-ups.

The committee made the following assessment on JCAB's aviation safety approaches:

- Based on the analysis on "Information on Transportation Safety" including safety issues, JCAB is require to make continuous efforts to;

- 1) take measures against aircraft malfunctions and human errors
- 2) facilitate information sharing on collision avoidance operations by TCAS RA or GPWS
- 3) take a corrective action in each case
- 4) give sufficient consideration to changes in circumstances surrounding aviation due to air carriers' business expansion or emerging air carriers
- 5) enhance monitoring and surveillance
- 6) expand preventive measures for aviation safety.