平成21年12月17日
運輸安全委員会

中華航空機炎上事故に係る安全勧告に対する措置状況について

運輸安全委員会は、平成19年8月20日に那覇空港で発生した中華航空機炎上事故の調査において、平成21年8月28日に事故調査報告書の公表とともに台湾航空当局に対して安全勧告を行ったところですが、今般、安全勧告に対する措置状況について通知（別添）を受けましたのでお知らせします。

なお、台湾航空当局が講じた措置については、安全勧告の内容に沿ったものとなっています。

（安全勧告の内容）

運輸安全委員会は、台湾航空当局が中華航空公司に対して、下記の措置を取るよう指導することを勧告する。

整備作業の計画、実施に当たっては、作業を行う範囲を十分に確認するとともに、作業条件、環境を適切に評価し、同社が平成21年に策定した本事故の再発防止策を含む誤作業防止策を着実に実施し、その充実を図ること。

（安全勧告に対する措置状況の概要）

台湾民用航空局の監督の下に、中華航空は次のような措置を講じている。

1　機体の整備の質に係わるシステムの改善

- 必要な確認項目の明確な特定、接近しにくい場所での作業であり誤った場合に重大な結果を生む可能性があるものについて特に考慮したマニュアルの広範囲にわたる改訂
- 作業指示書により、全ての作業が各段階で適正な有資格者により確認されるとともに、必要な作業が漏れなく実施されるようなシステムの改善

2　機体の整備システムの改善

- 出先の空港において、必要な整備の範囲や手順を正確に確保するためのシステム構築
- 整備の技術者がリアルタイムで支援を受けることができるインターネット上のシステム構築
- 整備上で疑義が生じたときのフィードバックシステムの強化
- ボーイング社の設計に関する指示の積極的導入

3　整備技術の研修の改善

・　基本操作技術とMRM※研修に重点を置いた新人研修の強化

・　定期研修と試験の導入、ハンドブックの編集及び教官の質の向上により現場研修の改善

中華航空は、整備作業全般の安全性向上を図る安全管理システム（SMS）を2008年に導入した。

台湾民用航空局は、中華航空が講じる改善措置について今後も継続的に監視していくこととしている。

※ Maintenance Resource Managementの略で、整備を行う上で使える人や物を有効に使うといった意味

交通部民用航空局

Civil Aeronautics Administration
Ministry of Transportation and Communications
No. 340, Dun Hwa North Road
Taipei Sung Shan Airport, Taipei, Taiwan, R.O.C., 10548

October 20, 2009

Mr. Norihiro Goto
Chairman
Japan Transport Safety Board
2-1-2 Kasumigaseki, Chiyoda-ku,
Tokyo (100-8918)

Dear Mr. Goto,

The Japan Transport Safety Board (JTSB) released China airlines B-18616 aircraft accident investigation report on Aug. 28, 2009. Regarding the recommendations to the Civil Aeronautics Administration (CAA) of Taiwan, China airlines has drawn up an improvement program, under the supervision of Taiwan CAA, which is summarized as follows:

I. Quality System Improvement

a. Clearly define RII

China Airlines' (CAL) Quality Manual has been extensively revised to provide definite RII policy and more comprehensible procedure, including working conditions and environments evaluation especially with regard to the task which has to be performed in poorly accessible areas, and the incorrect implementation of which may potentially result in significant consequences.

b. Job card system improvement

The job card system has been modified to include the requirement of the entire working paper as well as each work step being certified by the licensed technician so that all the work steps can be ensured to have been accomplished properly.

II. Engineering System Improvement

a. Engineer on site support

When the first implementation Engineer Order (EO) with safety concern was implemented, the system engineering was requested to provide on-site support to ensure maintenance scope and processes are accurate.

b. Electronization of Technical Assistance Request

A real-time web-based system for electronic Technical Assistance Request (e-TAR) was constructed, from which technicians can get the engineering support in no time.

c. Engineering feedback systems enhancement

Three feedback procedures for reporting difficulty and searching support from system engineer when CAL maintenance technicians or inspectors encounter any discrepancy with the job order.

1. Supplementary Worksheet Procedure
2. Technical Support for Maintenance and Event
3. System Engineer Technical Support Procedure

d. Actively incorporate Boeing design change

Boeing issued two new design change Service Bulletins (SB) for all 737NG. SB 737-57-1293 was issued on Nov. 13, 2008 for modification of 737NG wing Leading edge fuel drain path to prevent leaking fuel from dropping on the engine fan nozzle. Later, SB 737-57A1302 was issued on Dec. 15, 2008 providing operators with instructions to replace the existing downstop hardware with the new design. In addition, Boeing provided on-site support engineers for SB implementation during Dec. 16 ~ 19, 2008 and validated on the first airplane (B-18609) in the world.

III. Technical Training Enhancement

a. Improvement on new recruits training & MRM training

CAL has performed training improvements to enhance the basic skills of its technicians and their understanding of the job contents so that maintenance tasks can be performed correctly. The improvements include setting up new recruits training system IAW EASA-66 Cat A, which emphasizes greatly on basic hands-on skill and MRM training.

b. Enhancement of OJT training

Enhancement of basic maintenance skill by introducing ATA 20 and 70 recurrent training and exam; enhancement of OJT system by compiling OJT handbook, enforcing stricter selection of OJT instructors and setting up a formal and fair evaluation process so that the effectiveness of OJT can be improved.

Above all, Safety Management System (SMS) has been implemented in China airlines since mid 2008 in compliance with the Civil Aviation Regulations of Taiwan. It will control maintenance risks, prevent errors, strengthen and deepen safety awareness, and establish a high-quality maintenance culture.

Taiwan CAA will continuously oversee the implementation of the improvement program of China airlines. Also Taiwan CAA is grateful to the JTSB for the efforts in providing valuable recommendations for preventing the recurrence of such an accident.

Sincerely,

Lee, Long -Wen
Director General
Civil Aeronautics Administration