

Chapter 1 Summary of major investigation activities in 2014

1 Statistics of accident investigation activities

In the case of occurrence of accident, the JTSB designates an investigator-in-charge and accident investigators to conduct investigations to determine the cause. Since the accidents is something that suddenly occur, we are making continuous efforts to be able to conduct investigation activities immediately.

In 2014, 17 accidents occurred, such as the collision of a privately owned Cessna 172M Ram with a tower for high voltage power lines in March and the crash after stall of Cirrus SR20 operated by TDL AERO in October. We conducted 35 investigations during the past year, including the ongoing 18 investigations from previous year.

In addition, in 2014, four serious incidents occurred, such as the emergency nose-up maneuvering of A320-214 operated by Peach Aviation Limited due to a warning issuance of a ground proximity warning system while approaching Naha Airport in April. We conducted 22 investigations during past year, including the ongoing 18 investigations from previous year.

Of these we have published the investigation reports of 13 accidents and eight incidents that completed the investigations.



As a result of the investigations, we made two safety recommendations and four recommendations in 2014. For instance, the safety recommendation to Federal Aviation Administration, United States of America (FAA), and the recommendations to the Minister of

Land, Infrastructure, Transport and Tourism and Air Nippon Co., Ltd. * were issued on the serious incident of B737-700 operated by Air Nippon Co., Ltd. In addition, the safety recommendation to FAA on the serious incident of B787-8 operated by All Nippon Airways was issued.

* : Air Nippon Co., Ltd., has been merged with All Nippon Airways Co., Ltd.

In 2014, 14 accidents occurred, the train collision with a preceding train in the Motosumiyoshi station yard, Tokyo Line, Tokyu Corporation and the collision between a deadhead train with a construction vehicle in the Kawasaki station yard, Keihin-tohoku Line, East Japan Railway Company in February, and the fatal accident that became a new investigation at the level crossings without automatic barrier machines. We conducted 35 investigations during the past year, including the ongoing 21 investigations from previous year.



Besides, in 2014, a serious incident of passenger door was opened during traveling between Isojima

station and Higashi Simojo station, Banetsu West Line, East Japan Railway Company occurred in September.

Of these we have published the investigation reports of 17 accidents and four incidents that completed the investigation.

In 2014, 931 accidents occurred, such as the collision between LPD Osumi and pleasure boat Tobiuo in January, and the fire on fishing vessel No.8 Kaiseimaru in March. We conducted 1,669 investigations during past year, including the ongoing 743 investigations from previous year and excluding five non-applicable accidents due to the results of the initial investigations.



(Provided by Japan Coast Guard)

Moreover, in 2014, 127 incidents occurred; consequently, we conducted 225 investigations during past year, including the ongoing 100 investigations and excluding two non-applicable incidents due to the results of the initial investigations.

Of these we have published the investigation reports of 980 accidents and 139 incidents that completed the investigation.

In addition, as a result of the investigations, we made six safety recommendations, such as the safety recommendation to SHANGHAI CSC Line Co., Ltd. (Operator) was issued on the fatality of a stevedore of Cargo Ship SCSC WEALTH. Moreover, we stated our opinion on 28 March to the Director General of the Fisheries Agency with analyzing published the related reports, because the accidents, such as the groundings on rocky areas and the collisions with breakwaters have continuously occurred.

Accident investigators conduct investigations and invite comments from parties relevant to the cause of the accident; accordingly, they make draft recommendations or opinions regarding the measures to be taken to prevent the recurrence of accidents and to mitigate damage caused by accidents. Therefore, they shall endeavor to improve their level of skill and knowledge by participating in national and international training; moreover, they share accident information among international society by attending international conferences.

We will further effort towards prevention of recurrence of accident through our accident investigation in the future.