

## 6. Conclusion

This JTSD Digests featured close call incidents, mainly focusing on wake turbulence and wrong approach to runways, etc.

While a comparison of the close call incidents and similar accidents, etc. introduced did not lead to any absolute solutions that would lead to a drastic reduction in accidents, etc. if achieved or cause accidents, etc. to no longer exist if something were fixed, we learned that the following points were important for controlling the occurrence of accidents, etc.

- **Everyone involved in aviation should give consideration to safety and always remain faithful to the basics in operations.**
- **When operating aircraft, pilots should pay attention to information that could have an impact on the flight.**
- **Always assume unexpected events and maintain an attitude of calmly responding.**
- **Establish a system that enables flight crew members to check on each other as a team and immediately correct mistakes.**
- **Improve the safety awareness of each and everyone and thoroughly ensure the basic operations through regular education and training.**

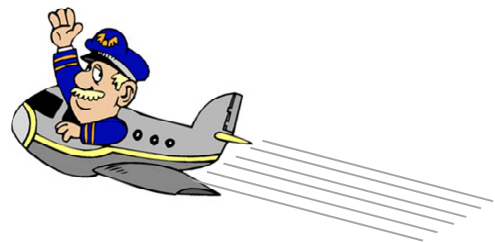
Through the responses to the questionnaire and interviews, we also learned that such points were valued in the field, and that various measures and initiatives were being implemented related to these points.

We would like to thank everyone for their cooperation in the issuing of this Japan Transport Safety Board Digest, namely the Association of Air Transport Engineering and Research, Japan Aircraft Pilot Association, the members of the association who responded to the questionnaire, the two people who participated in the interview, and the pilot who submitted the column.

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### A tip from Director for Analysis, Recommendation and Opinion

This year marks the 31st year since the JAL123 flight accident, and in the United States, there was also an accident at John F. Kennedy International Airport in November 12, 2001 in which the vertical tail of an A300 broke during takeoff and the aircraft crashed. This accident led to the death of all 260 passengers and crew members and 5 residents in a residential district where the aircraft crashed. It is said that this accident was caused by excessive ladder operations in response to the wake turbulence of the preceding B747 aircraft that caused the vertical tail to break. We have looked at wake turbulence, etc. on this occasion and found that close call incidents can easily develop into accidents, etc. Remaining faithful to the basics through means such as calmly responding and not neglecting confirmation, not being over confident in oneself and responding as an organization, and stopping the roots of accidents through maintenance, etc. leads to accident prevention.



We welcome your comments on "JTSD Digests", and requests of dispatching lecturers

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