

Flight Irregularities – March 2014

	Date	Operator	Type of the aircraft	Flight number	Departure place	Destination	Landing site	Outline
1	Mar.1	American Airlines	Boeing,777-200	AAL61	Dallas	Narita	Narita	Landed at Narita with priority landing requested due to indicator showing flap failure.
2	Mar.2	Japan Air Commuter	Bombardier,DHC-8-402	JAC3620	Miyazaki	Fukuoka	Fukuoka	One of three hydraulic system oil pressure indicated low level, so it stopped on the runway after landing. The runway was closed until it was moved to a aircraft stand by a tow car.
3	Mar.2	Air France	Airbus,A380-800	AFR275	Narita	Paris	-	Steering failure was indicated while take-off rolling, so it stopped on the runway. The runway was closed until it moved to a aircraft stand by a tow car.
4	Mar.3	All Nippon Airways	Boeing,767-300	ANA461	Hiroshima	Naha	Kagoshima	Diverted to Kagoshima due to indicator showing main landing gear wheel well fire. No evidence of fire was found in the inspection.
5	Mar.4	Japan Air Commuter	Bombardier,DHC-8-402	JAC3801	Kagoshima	Okinoerabu	Kagoshima	Returned to Kagoshima because nose landing gear door open indicator light was blinking on and off several times after retraction operation.
6	Mar.7	Amakusa Airlines	De Havilland,DHC-8-103	AHX101	Amakusa	Fukuoka	Amakusa	Returned to Amakusa due to indicator showing air conditioning system failure.
7	Mar.8	Skymark Airlines	Boeing,737-800	SKY107	Tokyo(Haneda)	Kobe	Tokyo(Haneda)	Returned to Tokyo(Haneda) because indicator light showing landing gear still extended in spite of retraction operation.
8	Mar.9	Japan Airlines	Boeing,787-8	JAL2	Tokyo(Haneda)	San Francisco	Honolulu	Diverted to Honolulu with priority landing requested and #2 engine shut down because indicator showing the engine oil quantity and the pressure were low level.
9	Mar.10	All Nippon Airways	Boeing,787-8	ANA937	Narita	Jakarta	Naha	Diverted to Naha due to sickness of a cabin attendant.
10	Mar.13	Air Japan	Boeing,767-300	AJX1052	Narita	Honolulu	Tokyo(Haneda)	Diverted to Tokyo(Haneda) due to possibility of the tail contact to the runway surface while take-off rolling.
11	Mar.14	Fuji Dream Airlines	Embraer,ERJ170-100STD	FDA211	Matsumoto	New Chitose	Nagoya	Diverted to Nagoya due to indicator showing right wing anti-ice system failure.
12	Mar.14	Delta Airlines	Boeing,747-400	DAL275	Narita	Taipei	Narita	Returned to Narita with priority landing requested and #2 engine shut down due to the engine failure.
13	Mar.16	Oriental Air Bridge	Bombardier,DHC-8-201	ORC53	Nagasaki	Tsushima	Nagasaki	Returned to Nagasaki because indicator lights showing nose and main landing gear doors still opened in spite of retraction operation.
14	Mar.18	Delta Air Lines	Boeing,747-400	DAL629	Detroit	Chubu CENTRAIR	Chubu CENTRAIR	Landed at Chubu CENTRAIR with priority landing requested due to sickness of a cabin attendant.
15	Mar.21	J-Air	Bombardier,CL-600-2B19	JAL2717	New Chitose	Memambetsu	New Chitose	Returned to New Chitose because indicator showing nose landing gear door still opened in spite of retraction operation
16	Mar.25	Japan Air Commuter	SAAB,SAAB340B	JAC3723	Kagoshima	Amami	Kagoshima	Returned to Kagoshima due to #2 engine failure.
17	Mar.25	TransAsia Airways	Airbus,A321-100	TNA681	Naha	Taipei	Naha	Returned to Naha because landing gears were unable to be retracted.
18	Mar.26	Ryukyu Air Commuter	Bombardier,DHC-8-103	RAC873	Naha	Kumejima	Naha	Returned to Naha due to indicator showing AOA sensor failure.
19	Mar.28	All Nippon Airways	Boeing,737-700	ANA951	Kansai	Hangzhou	Kansai	Returned to Kansai due to indicator showing cockpit window anti-ice system failure.

(*1) Flight trainings, test flights, or natural causes (e.g. bird strikes, lightning strikes) are not included.

(*2) As for foreign air carriers, the information is based on their first report.