

## Flight Irregularities - August 2014

	Date	Operator	Type of the aircraft	Flight number	Departure place	Destination	Landing site	Outline
1	Aug.3	JAL Express	Boeing,737-800	JAL1484	Kochi	Tokyo(Haneda)	Kansai	Diverted to Kansai due to spoiler failure.
2	Aug.3	Jetstar Japan	Airbus,A320-232	JJP302	Naha	Narita	Naha	Returned to Naha due to lavatory failure.
3	Aug.3	ANA Wings	Boeing,737-700	ANA1121	Chubu CENTRAIR	New Chitose	Chubu CENTRAIR	Returned to Chubu CENTRAIR due to indicator showing horizontal stabiliser failure.
4	Aug.4	J-Air	Embraer,ERJ170-100STD	JAL2201	Osaka	Sendai	Osaka	It returned to Osaka because a crew could not move landing gear lever up.
5	Aug.5	ANA Wings	Boeing,737-800	ANA497	Chubu CENTRAIR	Hakodate	Chubu CENTRAIR	Returned to Chubu CENTRAIR due to indicator showing bleed system failure.
6	Aug.9	Federal Express	Boeing,777-200LR	FDX26	Kansai	Oakland	Narita	Diverted to Narita with requested ATC priority landing due to unreliable air speed indicator.
7	Aug.9	Japan Airlines	Boeing,777-300	JAL905	Tokyo(Haneda)	Naha	Tokyo(Haneda)	It returned to Tokyo(Haneda) with shut down #1 engine and requested ATC priority landing because indicator showed low level of oil quantity and pressure.
8	Aug.9	Fuji Dream Airlines	Embraer,ERJ170-100STD	FDA5313	Nagoya	Sapporo(Okadama)	Nagoya	Returned to Nagoya due to indicator showing #1 engine bleed system failure.
9	Aug.9	All Nippon Airways	Boeing,777-300	ANA136	Naha	Tokyo(Haneda)	Tokyo(Haneda)	While approaching, indicator showed that low level of one of three hydraulic system oil quantity. The runway was closed until finished cleaning the leaked oil on the surface after landing.
10	Aug.10	Japan Air Commuter	Bombardier,DHC-8-402	JAC3746	Yakushima	Kagoshima	-	It aborted take-off and stopped on the runway because indicator showed low level of one of three hydraulic system oil quantity. The runway was closed until finished cleaning the leaked oil on the surface.
11	Aug.10	J-Air	Bombardier,CL-600-2B19	JAL2178	Akita	Osaka	Akita	Returned to Akita due to indicator showing pitot tube anti-ice system failure.
12	Aug.13	All Nippon Airways	Boeing,787-8	ANA802	Singapore	Narita	Shingapore	Returned to Shingapore due to indicator showing ram air turbine deployment.
13	Aug.16	Japan Airlines	Boeing,777-200	JAL749	Narita	Delhi	Narita	Returned to Narita due to indicator showing a generator failure.
14	Aug.17	Japan Airlines	Boeing,787-8	JAL65	San Diego	Narita	San Diego	Returned to San Diego due to indicator showing autopilot system failure.
15	Aug.17	J-Air	Bombardier,CL-600-2B19	JAL2171	Osaka	Akita	Sendai	Diverted to Sendai due to a brake temperature sensor failure.
16	Aug.21	American Airlines	Boeing,777-200	AAL176	Narita	Dallas	Dallas	After it departed, following departure flight reported to ATC that some tire particle ware on the runway. The runway was closed until finished picking up particles.
17	Aug.23	Japan Air Commuter	Saab,SAAB340B	JAC3781	Kagoshima	Kikai	Kagoshima	Returned to Kagoshima due to indicator showing a generator failure.
18	Aug.24	All Nippon Airways	Boeing,767-300	ANA2158	Naha	Narita	Naha	Returned to Naha due to #1 engine bleed system failure.
19	Aug.25	All Nippon Airways	Boeing,767-300	ANA697	Tokyo(Haneda)	Yamaguchi-Ube	Tokyo(Haneda)	Returned to Tokyo(Haneda) with ATC priority landing due to thin smoke around galley in the middle of cabin.
20	Aug.25	United Airlines	Boeing,747-400	UAL882	Narita	Chicago	Narita	Returned to Narita due to indicator showing high level of #1 engine oil temperature. It landed narita with shut down the engine and requested ATC priority.
21	Aug.30	ANA Wings	Bombardier,DHC-8-402	ANA1662	Niigata	Osaka	Osaka	It landed with requested ATC priority landing due to cockpit window crack.
22	Aug.30	United Airlines	Boeing,737-800	UAL168	Narita	Guam	Narita	Returned to Narita due to indicator showing weather radar failure.
23	Aug.31	United Airlines	Boeing,747-400	UAL892	Seoul(Incheon)	San Francisco	Narita	It diverted to Narita because crew experienced slightly different of indications between #2 engine and other engines.