

1 Air Traffic Accident Trends

1-1 Air traffic accidents in recent years

A total of 23 accidents of civil aircraft occurred in 2007 in Japan, resulting in 10 fatalities and 25 injuries. In recent years, there have been only a few cases a year involving large aircraft, mainly as a result of air turbulence. Most accidents involved small aircraft, helicopters or gliders.

Table 3-1 Transition in the number of civil aircraft fatalities and injuries

Aircraft Type Year	Number of accidents								Number of casualties	
	Large aircraft	Small aircraft	Ultra-light aircraft	Helicopters	Gyroplanes	Gliders	Airships	Total	Fatalities	Injuries
	cases	cases	cases	cases	cases	cases	cases	cases	people	people
2003	3	10	3	1	0	2	0	19	12	13
2004	5	11	2	6	1	3	0	28	14	26
2005	1	8	0	7	0	7	0	23	16	20
2006	3	3	4	2	1	5	0	18	4	10
2007	5	3	4	7	0	4	0	23	10	25

Notes: 1. Source: Ministry of Land, Infrastructure, Transport and Tourism

2. All figures are as of the end of the given year.

3. Figures include accidents involving Japanese aircraft outside Japan (1 in 2003, 2 in 2004).

4. Figures include accidents involving foreign aircraft in Japan (1 in 2003, 2 in 2005, and 1 in 2007)

5. Figures do not include natural deaths or non-accidental casualties (self-inflicted or otherwise) that occurred on board aircraft.

6. Fatalities include all deaths occurring within 30 days and missing people.

7. Injury figures for 2007 are provisional.

8. The large aircrafts are the aircrafts with maximum takeoff gross weight more than 5.7 tones and small aircrafts are the aircrafts with maximum takeoff gross weight 5.7 tones or less.

1-2 Mishaps involving air traffic safety in 2007

- Safety-related troubles involving air carriers

381 safety-related troubles were reported in second half of the fiscal year 2006, which Japanese air carriers were required to report according from October 2006.

2 Current Air Transport Safety Measures

2-1 Ensuring safe operation of aircraft

- Promotion of preventive safety measures

To prevent the occurrence of accidents and troubles, aviation safety-related information on accidents, incidents, mechanical problems, etc. is collected, and statistical analysis of the collected information is performed to understand the trends of occurrence of such mishaps. An Advisory Council of knowledgeable persons is set up to carry out discussions and examinations of countermeasures for mechanical problems, human errors, etc. All information regarding air transportation safety including the results of these analyses is compiled and released. Discussion on education and training systems for aviation workers is also taking place in order to prevent human errors.

- Strengthening supervision of air carriers

The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) supervises Japanese air carriers by auditing their organizations, facilities, operations and maintenance. In order to strengthen the supervision of regional air carriers, the MLIT established new full-time audit units at Tokyo/Osaka Regional Civil Aviation Bureau.

Furthermore, from October 2006 to the end of March 2008, a total of 19 companies were evaluated by enhancing the ‘Transportation Safety Management System’.

- Countermeasures to incidents of the unintended runway incursion

In order to prevent recurrence of the incursion into the runway against the clearance of air traffic controllers, the “Committee for the Assessment of Countermeasures to Unintended Runway Incursion” was established. The committee consisted of officials from Civil Aviation Bureau of the MLIT, and aircraft operators. This committee concluded countermeasures on both hardware and software, such as setting the rules for pilot to read back Air Traffic Control clearances for prevention of communication errors between air traffic controller and pilot, installation of visual support to air traffic controller and pilot, and so on.

2-2 Ensuring aircraft safety

- Improvement of technical standards for ensuring safety of aircrafts and accessories, etc.

In response to the establishment status of standards decided by International Civil Aviation Organization (ICAO) and the development of aircraft technology, the Airworthiness Standards and International Affairs Office was established on the fiscal year 2008. This establishment was carried out as a system for deciding Japan’s own technical standards to enhance technical standards for the safety of aircrafts and accessories and to correspond to start developing Japan-manufactured aircraft.