

Chapter 1 Air Traffic Accident Trends

1 Air Traffic Accidents in Recent Years

In Japan there were 19 incidents of air traffic accidents involving commercial aircraft in 2009. There were 9 fatalities and 7 injuries. In recent years, aircraft accidents involving large aircraft resulting from air turbulence have been contained in several cases per year, and the majority of such accidents involve small aircraft.

Transition of Number of Air Traffic Accidents and Number of Injuries and Fatalities (Commercial Aircraft)

Classification Year	Number of Occurrences								Number of Injuries and Fatalities	
	Large Aircraft	Small Aircraft	Powered Ultralight Aircraft	Helicopter	Gyroplane	Aerodone	Airship	Total	Fatalities	Injured
	Cases	Cases	Cases	Cases	Cases	Cases	Cases	Cases	People	People
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
2008	3	6	2	3	0	3	0	17	7	10
2009	6	2	1	7	0	3	0	19	9	7

- Note
- 1 Source: Ministry of Land, Infrastructure, Transport and Tourism
 - 2 Values at the end of December of each year.
 - 3 Accidents involving Japanese aircraft outside Japan are included (1 case in 2009).
 - 4 Accidents involving foreign aircraft in Japan are included (2 cases in 2005, 1 case in 2007).
 - 5 In the number of accidents and number of injuries and fatalities, natural deaths inside the cabin, deaths attributed to acts of assault against oneself or someone else, etc. are not included.
 - 6 The number of deaths are deaths that occurred within 30 days, and missing persons are included.
 - 7 Large aircraft surpass 5.7 tons at maximum takeoff weight; small aircraft is less than 5.7 tons at maximum takeoff weight.

2 Mishaps Involving Air-Traffic Safety During 2009

● Safety Issues Involving Air Carriers

In 2008 there were 865 cases of accidents, major incidents, and safety trouble that Japanese air transport operators were required to report.

Chapter 2 Overview of Current Air Traffic Safety Measures

1 Ensuring Safe Operation of Aircraft

● Promotion of Preventive Safety Measures

In order to prevent the occurrence of accidents, data regarding accidents, major incidents, equipment defects, human error, etc. are collected and analyzed, and deliberation/examination is held in meeting of experts regarding countermeasures necessary for improving safety. Information related to air transport safety is then compiled and widely released. In April 2009, safety trouble information and test/audit records were managed centrally, a system shared by authorized individuals began its operation, and preventive safety measures are being promoted.

● Safety Measures towards Air Carriers etc.

Important check points were decided for every airline company, and along with frequently implementing technical and moreover systematic inspection of premises from a fulltime examination structure, effective safety audits were implemented for airline companies such as expeditious premise inspections in cases of occurrence of trouble involving safety had occurred.

Based on the "Transport Safety Management System" introduced in October 2006, a safety management system was established by the operators which was taken action by management executives to on-the-site workers as a whole. The country carried out the evaluation for transport safety management to 62 companies by the end of December 2009 to confirm the status of implementation.

● Measures Against Runway Incursion

In order to prevent the reoccurrence of runway incursion trouble, counseling was received from external experts and countermeasures are promoted to cover the prevention of inconsistency between the guidance manual concerning control terminology for air traffic control and pilots, and pilot communication with air traffic control. The measures also deal with the 'soft' and 'hard' sides of improving systems that visually show and transmit the runway occupancy condition to air traffic control or the pilot.

2 Ensuring Aircraft Safety

● Improvement of Technical Standards of Maintenance and Examination of Aircraft

Discussion is in progress regarding original technical criteria policies that are adopted to the strengthening of technical criteria concerning the safety of aircraft and equipment for the enactment status of standards decided by the International Civil Aviation Organization and the development of aircraft technology.