

Title 3 Air Transport

Chapter 1 Air Traffic Accident Trends

1 Air Traffic Accidents in Recent Years

In Japan there were 12 incidents of air traffic accidents involving commercial aircraft in 2010. There were 17 fatalities and 3 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	Number of occurrences								Number of casualties	
	Large Aircraft	Small Aircraft	Powered Ultralight Aircraft	Helicopters	Gyro planes	Gliders	Airships	Total	Fatalities	Injuries
Year	Cases	Cases	Cases	Cases	Cases	Cases	Cases	Cases	Persons	Persons
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
2010	0	4	2	4	0	2	0	12	17	3

Note

- 1 Data by Ministry of Land, Infrastructure and Transport.
- 2 The value by the end of December each year.
- 3 Include accidents related to Japanese aircrafts occurred outside of Japan. (1 in 2009)
- 4 Include accidents related to foreign aircrafts that have occurred in Japan. (1 in 2007, 1 in 2008, 3 in 2009)
- 5 The number of casualties and the number of accidents are not including those in-flight natural deaths, death according to act or death due to abuse of self or others.
- 6 The number of deaths is the number of deaths within 30 days, missing persons etc.
- 7 Aircraft maximum take off weight: a large airplane of more than 5.7 tons, small plane of less than 5.7 tons.

2 Mishaps Involving Air Traffic Safety During 2010

o Safety Issues Involving Air Carriers

Passenger fatalities in specific domestic air carriers (domestic air carriers operating air transport services using aircrafts with the number of seats more than 100 or the maximum takeoff weight exceeding 50 000 kg) in Japan have not occurred since the mountain Osutaka crash of Japan Airlines Flight 123 of 1985.

In 2009 there were 888 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 addition, proactive safety measures, such as information sharing to centrally manage troubleshooting information on the safety, inspection and audit records are being promoted.

○ Safety Measures towards Air Carriers etc.

Important checkpoints were decided for every airline company, and along with frequently implementing technical and moreover systematical 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.

In addition, according to 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 78 companies by the end of December 2010 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 adapted 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.