

Chapter 1 Air Traffic Accident Trends

1. Air Traffic Accidents in Recent Years

Despite some variation in recent years, the number of civil aviation accidents in Japan remains roughly unchanged. In 2013, there were 11 accidents in total in Japan with 2 fatalities and 14 injuries. In recent years, only a few aviation accidents of large airplane have occurred per year, most of which are caused by air turbulence, and most of the air traffic accidents are that of small airplane.

Changes in the number of Air Traffic Accidents and Casualties (Civil aircraft)

Year	Type	Number of accidents							Number of casualties	
	Large airplane	Small airplane	Ultralight aircraft	Helicopter	Gyro plane	Glider	Airship	Total	Fatality	Injury
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
2011	2	8	1	3	0	1	0	15	7	14
2012	8	3	2	4	0	1	0	18	1	23
2013	1	4	1	3	0	2	0	11	2	14

Note:

1. Source: Ministry of Land, Infrastructure, Transport and Tourism.
2. Data as of the end of December each year
3. Include accidents of Japanese aircrafts that occurred outside of Japan. (1 in 2009, 3 in 2009 and 3 in 2011)
4. Include accidents of foreign aircrafts that occurred in Japan. (1 in 2008, 3 in 2009 and 3 in 2012)
5. Accidents/casualties regarding such as natural deaths or deaths caused by violence are not included.
6. The number includes those who died within 30 days after the accident and missing persons.
7. A large airplane is an airplane with a maximum takeoff weight of over 5.7 tons and a small airplane with that equal to or less than 5.7 tons.

2. Incidents Related to Air Traffic Safety during 2013

● Safety Issues Involving Air Carriers

Aviation accident involving passenger fatalities of designated Japanese air carriers (Japanese air carriers using aircrafts with seats over 100 or the maximum takeoff weight exceeding 50,000 kg) has not occurred since the crash of Japan Airlines Flight 123 at the mountain Osutaka in 1985.

There were a total of 1,003 incidents and troubles which aircraft operators in Japan are obliged to report in FY 2012.

Chapter 2 Overview of Current Air Traffic Safety Measures

1. Conversion to Comprehensive Safety Management

● Introduction of State Safety Program (SSP)

State Safety Program was enacted and made public in October, 2013 in accordance with the revision of Annex to the Convention on International Civil Aviation in November, 2010. In it, policy about such as safety oversight by means of safety indicators, focused oversight against specific unsafe factors, implementation of seminars for service providers (air carriers, airport operators, air navigation service providers) on safety management.

2. Development of Air Traffic Environment

● Measures against Runway Incursion

As measures to prevent runway incursion, a wide range of measures both in terms of hardware and software are promoted including the obligation of pilots to recite control tower instructions, prevention of miscommunication between air traffic controllers and pilots, development of systems to visually display and transmit the state of runway occupancy, etc.

3. Ensuring Safe Operation of Aircraft

- **Strengthening of Oversight System of Air Carriers**

In light of complications and diversification of operational forms of airline companies, systematic inspections and audits including strict on-site inspections with a view to gaining the understanding of the current status of safety and future risks in the air carriers are implemented. In addition, in order to realize professional and to-the-point audit, seminars for full-time supervisory personnel are enhanced.

- **Enhancement and Strengthening of the Transportation Safety Management System**

In accordance with the “transport safety management system” introduced in October of 2006, all personnel in road transport operations were obligated to get compulsorily involved in the building of safety management system under the proactive guidance of the administration. In the circumstance, the government conducted evaluation of transport safety management system on a total of 126 companies as of the end of December 2013, which was an increase of 19 companies.

4. Ensuring Aircraft Safety

- **Improvement of Technical Standards of Maintenance and Inspection of Aircraft**

In order to further improve the safety of aircraft and its components, improvement of technical standards on the safety of aircraft and its components was implemented including the implementation of necessary research and investigation on substantiation of compliance in icing weather conditions in light of the status of the development of latest technologies and trends in the formulation of international standards.