

Chapter 1 Air Traffic Accident Trends

1 Air Traffic Accidents in Recent Years

Despite some variation in recent years, the number of civil aircraft accidents in Japan remains roughly unchanged. In 2014, there were 17 accidents in total in Japan with 2 fatalities and 28 injuries. In recent years, only a few aircraft 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)

Type Year	Number of accidents								Number of casualties	
	Large airplane	Small airplane	Ultralight aircraft	Helicopter	Gyro plane	Glider	Airship	Total	Fatality	Injury
	Cases	Cases	Cases	Cases	Cases	Cases	Cases	Cases	Persons	Persons
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
2014	4	5	2	1	0	5	0	17	2	28

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 2011)
4. Include accidents of foreign aircrafts that occurred in Japan. (3 in 2012, 2 in 2014)
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 2014

● Safety Issues Involving Air Carriers

Aviation accident involving passenger fatalities of specified 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.

Regarding aircraft accidents, aircraft serious incident and event which affects normal flight operation, there were a total of 856 incidents which Japanese aircraft operators are obliged to report in FY 2013.

Chapter 2 Overview of Current Air Traffic Safety Measures

1 Conversion to Comprehensive Safety Management

● Introduction of State Safety Program (SSP)

According to the Annex to the Convention on International Civil Aviation that requires the contracting states to set up the "State Safety Program (SSP)," the "State's civil aviation Safety Program (SSP)" was introduced in April 2014. To make SSP effective, an annual plan including the setup of safety performance indicator and safety target used for quantitative measurement of air traffic safety has been established. In accordance with it, safety information is collected, analyzed, and shared with parties concerned in various fields, and activities for improving the air traffic safety such as the inspection on service providers are carried out.

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 measures to prevent miscommunication between air traffic controllers and pilots, such as the obligation of pilots to read back the instructions from control tower, and installation of systems which visually display and transmit the state of runway occupancy, etc.

3 Ensuring Safe Operation of Aircraft

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

In accordance with “The Transport Safety Management system” which was introduced in October of 2006, the transportation companies build and improve the safety management system company-wide, and the government implement “The Transport Safety Management Audit” which is the system that the government checks the implementation status of The Transport Safety Management system of transportation companies. In 2014, the government implemented this audit on 20 companies.

- **Strengthening of Supervision of Air Carriers**

In consideration of the sophistication and diversification of business forms of air carriers, systematic inspection was conducted by conducting strict on-the-spot inspections including unannounced visits to identify the current status of safety and future risks of air carriers. In addition, comprehensive safety check of transport, etc. in the year-end and New Year season was conducted to improve the safety awareness of operators. Also, the enhancement of training for the personnel in charge of inspection, etc. is pursued to realize specialized and accurate inspection.

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, necessary research was conducted, such as research on the safety review methods for automatic flight control systems in accordance with new standards, and the improvement of technical standards on the safety of aircraft and its components was implemented, in light of the status of the development of latest technologies and trends in the formulation of international standards.