Title 3 Air Transport

Chapter 1 Air Traffic Accident Trends

1. Air Traffic Accidents in Recent Years

The number of accidents of private aircrafts in Japan was 27 in 2015, in which 10 people were killed and 42 injured. 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.

u Table 3-1 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
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
2015	3	9	3	3	1	8	0	27	10	42

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.
4. Include accidents of foreign aircrafts that occurred in Japan.
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 2015

l 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.
There were 43 cases of grave accidents which air transport operators are obliged to report to the government in FY 2015.

Chapter 2 Overview of Current Air Traffic Safety Measures

1. Conversion to Comprehensive Safety Management

l 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

l 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 2015, the government implemented this audit on 19 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 performance of aircrafts and its components, in light of the status of the development of latest technologies and trends in the formulation of international standards, improvement of technical standards on the safety performance of aircrafts and its components was implemented, in addition to the implementation of research on efficient validation method of noise of aircrafts.