

## Chapter 6 International efforts in accident prevention

### 1. Objectives and significance of international cooperation

Aircraft and marine accidents have an international characteristic and their investigations are conducted in accordance with international standards adopted by international organizations, requiring cooperation and coordination with the accident investigation authorities of States involved in the investigation process.

In aircraft accidents, the relevant States involved are: the State where the accident occurred, the State of registry, the State of the operator, the State of the design and the State of manufacture. Annex 13 to the Convention of the International Civil Aviation of the International Civil Aviation Organization (ICAO) stipulates that while the State where the accident occurred has the responsibility of initiating and conducting an investigation, other relevant States have the authority to appoint representatives to participate in the investigation. This requires adequate coordination between the accident investigation authorities during the process.

In marine accidents, the International Convention for the Safety of Life at Sea (SOLAS) of the International Maritime Organization (IMO) sets out a common approach to accident investigation, which mandates that the flag State has the obligation to investigate certain vessels and allows the interested States such as the coastal State and nationals of that State lost their lives or received serious injuries to be involved in the investigation. The flag State and other interested States are supposed to cooperate in exchanging information during the conduct of the accident investigation.

### 2. Examples of cooperation with foreign accident investigation authorities

In the process of investigations of aircraft accidents and serious incidents, the State of Occurrence shall forward a notification of an accident or serious incident to the relevant State, such as the State of Registry, the State of Design and Manufacture, and the State of the Operator, in accordance with the provision of Annex 13, and relevant States shall each be entitled to appoint an accredited representative (AR) to participate in the investigation.

In 2012, we appointed our aircraft accident investigators to ARs in three cases for which investigations were launched by foreign accident investigation authorities and Japan was involved as the State of the Registry, the State of Design and Manufacture, the State of the Operator, or in other forms.

In December 2011, a privately owned small aeroplane sustained damage when it landed on an airport in the United States. To assist in the investigation by the U.S. accident investigation authority, our investigator was present at an aircraft component examination performed in Japan as AR. Upon reviewing the result of the examination, we sent it to the US authority. Meanwhile, a serious incident occurred in April 2012, when a passenger aircraft operated by a UK air carrier flew back to an airport in the UK because its smoke detection alarm was repeatedly activated after its take-off, and those aboard the aircraft conducted an emergency evacuation on a runway. In the investigation for this incident, our investigator was also present at an aircraft component examination performed in Japan in support for the UK accident investigation authority. In the remaining third case, a small aeroplane of Japanese manufacture hit the ground short of a runway and sustained damage when it landed on an airport in Brazil in June 2012. We also appointed AR

for this serious incident to assist in the investigation conducted by the Brazilian accident investigation authority.

In marine accident investigations, the IMO Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) requires the flag State, the coastal State of the accident and other interested States to cooperate in the investigation. When a marine accident involving multiple States occurs, the JTSB conducts the accident investigation in cooperation with the accident investigation authorities of the relevant States.

The marine accidents for which the JTSB launched investigations in 2012 included nine serious accidents involving foreign vessels. We notified the occurrence of these accidents to the accident investigation authorities of each flag State. For two of the nine cases which accident investigators designated by the flag States came to Japan, we conducted investigations while coordinating with the investigators about how to progress with the investigations and areas of cooperation.

Regarding the three marine accident investigation reports we published in 2012, we sent those drafts upon request of the flag States in order to invite their comments.

When we have useful information with regard to accident investigations which are carried out by foreign accident investigation authorities, we provide such information to support their investigations. Main cases of this kind of cooperation in 2012 are as follows:

- (1) On February 2, 2012, the Papua New Guinea registered passenger ship RABAUL QUEEN sank in the Solomon Sea, leaving many passengers dead or missing. The ship had been sold to Papua New Guinea after being built and operated in Japan. Therefore, we obtained materials related to the ship, such as the ship plan at the time when it was built and the routes and operation schedule when it was in service in Japan, and provided them upon request of the Papua New Guinea government and the Australian accident investigation authority.
- (2) On April 3, 2012, the Hong Kong registered cargo ship NEW LUCKY 7 sank in the East China Sea west of Amamiyoshima Island and six crewmen went missing. Upon receiving a request from the Hong Kong accident investigation authority, we obtained materials about the weather and sea conditions in the waters near the island at the time of the accident and provided them to the Hong Kong.

### 3. Participation in overseas training

In order to conduct a proper accident investigation, the JTSB strives to improve the competence of its investigators through training and information exchange with foreign organizations, as well as active participation in accident investigation training conducted abroad.

In 2012, aircraft accident investigator was sent to Cranfield University in the UK, which is well-known in this field. The curriculum ranges from the basics of accident investigation to specialized knowledge. After the training, the participating investigator fed-back what the investigator have learned to the other investigators, thereby helping to improve the capabilities of the investigators as a whole.