

## Chapter 3 Aircraft accident and serious incident investigations

### 1 Aircraft accidents and serious incidents to be investigated

#### <Aircraft accidents to be investigated>

#### ◎Article 2, paragraph (1) of the Act for Establishment of the Japan Transport Safety Board

The term “aircraft accident” as used in this Act means the accident prescribed as follows:

- (i) the accident prescribed in each of the items of Article 76, paragraph (1) of the Civil Aeronautics Act (Act No.231 of 1952), regarding aircraft.
- (ii) the accident prescribed in each of the items of Article 132-90, paragraph (1) of the Civil Aeronautics Act, which are serious ones as may be specified in the Order of the Ministry of Land, Infrastructure, Transport and Tourism (Article 1 of Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board), regarding unmanned aircraft.

#### 1. Accidents related to aircraft

##### ○Article 76, paragraph (1) of the Civil Aeronautics Act

- (i) crash, collision, or fire of aircraft
- (ii) injury or death of any person, or damage of any object caused by aircraft
- (iii) death (except those specified in Order of the Ministry of Land, Infrastructure, Transport and Tourism) or disappearance of any person on board the aircraft
- (iv) contact with other aircraft
- (v) other accidents relating to aircraft specified in the Order of the Ministry of Land, Infrastructure, Transport and Tourism

##### ▪ Article 165-3 of the Regulation for Enforcement of the Civil Aeronautics Act

Case where aircraft in flight is damaged<sup>\*1\*2</sup>

\*1 excluding the sole damage of engine, cowling, propeller, wing tip, antenna, tire, brake or fairing

\*2 case which refers to the case corresponding to “major repair.” “Major repair” means a repair that has a significant effect on airworthiness.

#### 2. Accidents related to unmanned aircraft

##### ○Article 132-90, paragraph (1) of the Civil Aeronautics Act

- (i) injury or death of any person, or damage of any object caused by unmanned aircraft
- (ii) collision or contact with an aircraft
- (iii) other accidents relating to unmanned aircraft which are serious ones as may be specified in Order of the Ministry of Land, Infrastructure, Transport and Tourism (\*Currently, there is no order)

↓which are

serious ones as may be specified in Order of the Ministry of Land, Infrastructure, Transport and Tourism (Article 1 of Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board)

##### ▪ Article 1 of the Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board

- (i) injury or death of any person caused by unmanned aircraft
- (ii) damage of any object caused by an unmanned aircraft prescribed below.
  - (a) damage of buildings for which a person is actually present or movable facilities such as vehicles, ships, etc.
  - (b) case where electricity supply facilities, telecommunications facilities, transportation facilities, educational facilities, medical facilities, government facilities, or other public facilities operations are disrupted.
  - (c) other cases which are recognized as particularly exceptional in addition to those listed in (a) and (b)
- (iii) collision or contact with an aircraft

<Aircraft serious incidents to be investigated>

◎Article 2, paragraph (2), item (ii) of the Act for Establishment of the Japan Transport Safety Board (serious incidents involving aircraft and unmanned aircraft)

Aircraft serious incident is a case recognized a risk of aircraft accident as may be specified in the Order of the Ministry of Land, Infrastructure, Transport and Tourism (Article 2 of the Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board).

○Article 2 of the Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board

3. Serious incidents related to aircraft

- (1) The following cases\*. However, item (viii), (xi) and (xii) are limited to the cases occurred to an aircraft during flight.
- (i) case where a pilot in command of an aircraft, during a flight, recognized a risk of collision or contact with any other aircraft
- (ii) takeoff from a closed runway, a runway being used by other aircraft, a runway which is different from the instructed one or a taxiway, or aborted takeoff
- (iii) landing on a closed runway, a runway being used by other aircraft, a runway which is different from the instructed one or a location where an aircraft is not normally supposed to land such as a taxiway or a road
- (iv) case where engine cowling, wingtip or component other than landing gear is contact with ground surface during landing
- (v) overrun, undershoot and deviation from a runway (limited to when an aircraft is unable to perform taxiing)
- (vi) case where emergency evacuation was conducted by using the emergency evacuation slide
- (vii) case where aircraft crew executed an emergency operation during flight in order to avoid crash into water or contact with the ground
- (viii) damage to the engine (limited to a case where fragments penetrated the casing of the engine or a major damage occurred inside the engine)
- (ix) the engine is stopped continuously or loss of power or thrust thereof (except when the engine(s) are stopped with an attempt of assuming the engine(s) of a motor glider) of engines (in the case of multiple engines, two or more engines) in flight
- (x) case where any of aircraft propeller, rotary wing, landing gear, rudder, elevator, aileron or flap is damaged and thus flight of the aircraft may not be continued
- (xi) multiple malfunctions in one or more systems installed on aircraft impeding the safe flight of aircraft
- (xii) occurrence of fire or smoke inside an aircraft and occurrence of fire within an engine fire-prevention area
- (xiii) abnormal decompression inside an aircraft
- (xiv) shortage of fuel requiring urgent measures
- (xv) case where aircraft operation is impeded by an encounter with air disturbance or other abnormal weather conditions, failure in aircraft equipment, or a flight at a speed exceeding the airspeed limit, limited payload factor limit operating altitude limit

- (xvi) case where aircraft crew was unable to perform normal duties due to injury or disease
- (xvii) case where an object which attached to the exterior of the aircraft, suspended, or towed dropped unintentionally or it dropped as an emergency operation from the aircraft.
- (xviii) case where parts fell from aircraft collided with persons
- (xix) case equivalent to those listed in the preceding items

\*Item (ii) through (xix) are the cases listed in Article 166-4 of the Regulation for Enforcement of the Civil Aeronautics Act, which are cited in Article 2 of the Regulation for Enforcement of the Act for Establishment of the Japan Transport Safety Board.

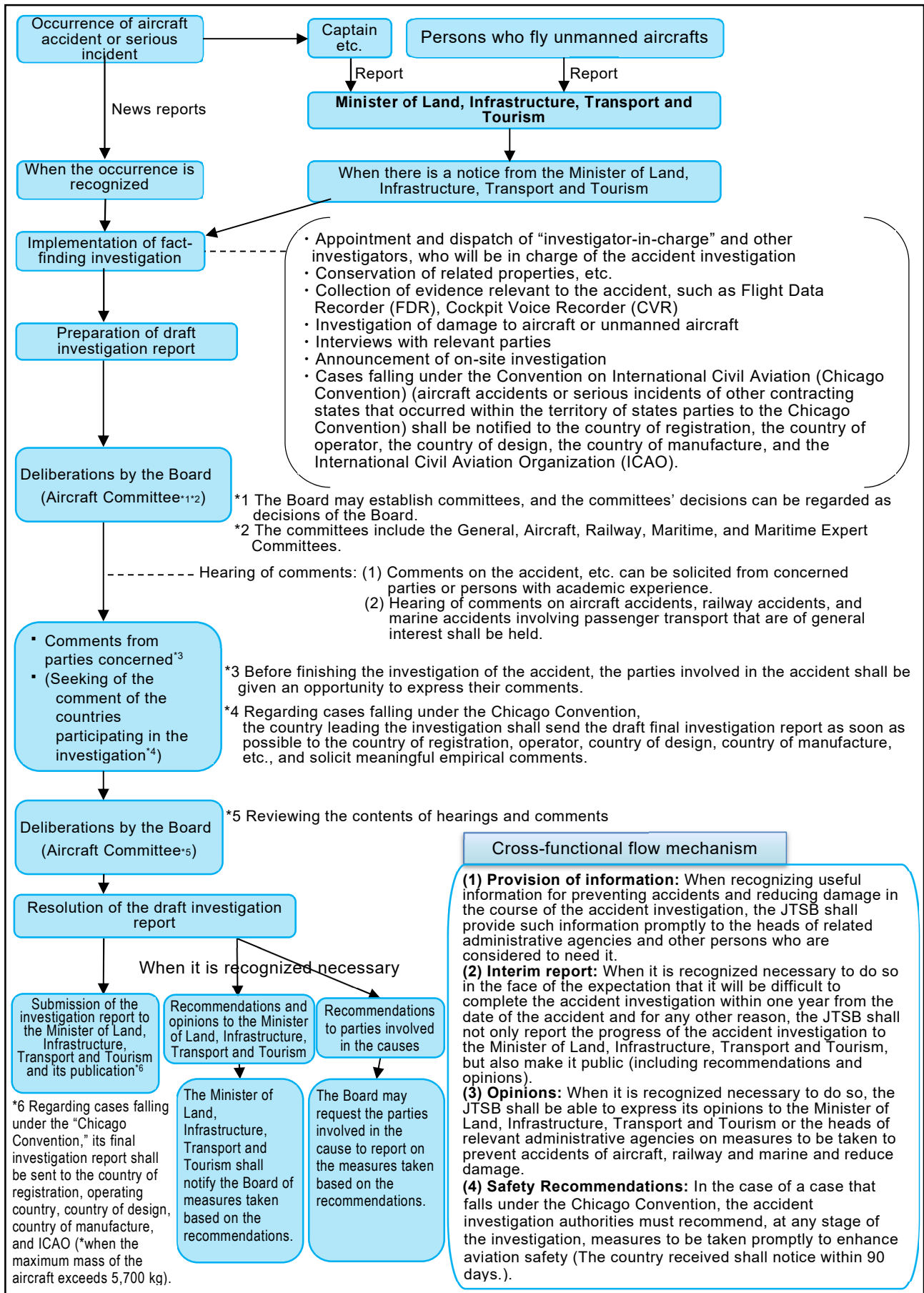
(2) The following cases, and an unusual case in particular:

- (i) case listed in item (viii), (xi), and (xii) of 1 above occurring with an aircraft other than during flight
- (ii) case where an aircraft other than during flight is damaged\*<sup>1</sup>\*<sup>2</sup>
  - \*1 except the sole damage of engine, cowling, engine accessories, propeller, wing tip, antenna, tire, brake or fairing
  - \*2 case which refers to the case corresponding to “major repair.” “Major repair” means a repair that has a significant effect on airworthiness.
- (iii) case where any of aircraft propeller, rotary wing, landing gear, rudder, elevator, aileron or flap is damaged and thus flight of the aircraft may not be started
- (iv) case equivalent to those listed in the preceding items

#### **4. Serious incidents related to unmanned aircraft**

- (1) case where a pilot in command of an unmanned aircraft, during a flight, recognized a risk of collision or contact with any other aircraft
- (2) The following cases, and an unusual case in particular:
  - (\*cases listed in each items of Article 236-86 of the Regulation for Enforcement of the Civil Aeronautics Act)
  - (i) injury to persons caused by an unmanned aircraft (excluding serious injuries)
  - (ii) case in which an unmanned aircraft becomes uncontrollable
  - (iii) case in which an unmanned aircraft ignites (restricted to that occurred during flight)

2 Procedure of aircraft accident/serious incident Investigation



### 3 Statistics of investigations of aircraft accidents and serious incidents

The JTSB carried out investigations of aircraft accidents and serious incidents in 2023 as follows:

In 2023, 33 accident investigations were carried over from 2022 and 17 accident investigations were newly launched. Besides, 21 investigation reports were published, and thereby 29 accident investigations were carried over to 2024.

Moreover, 21 serious incident investigations were carried over from 2022, and 14 serious incident investigations were newly launched in 2023. Furthermore, 17 investigation reports were published, and thereby 18 serious incident investigations were carried over to 2023.

Among the 38 investigation reports published in 2023, none was issued with recommendations and none was issued with opinions.

Investigations of aircraft accidents and serious incidents in 2023

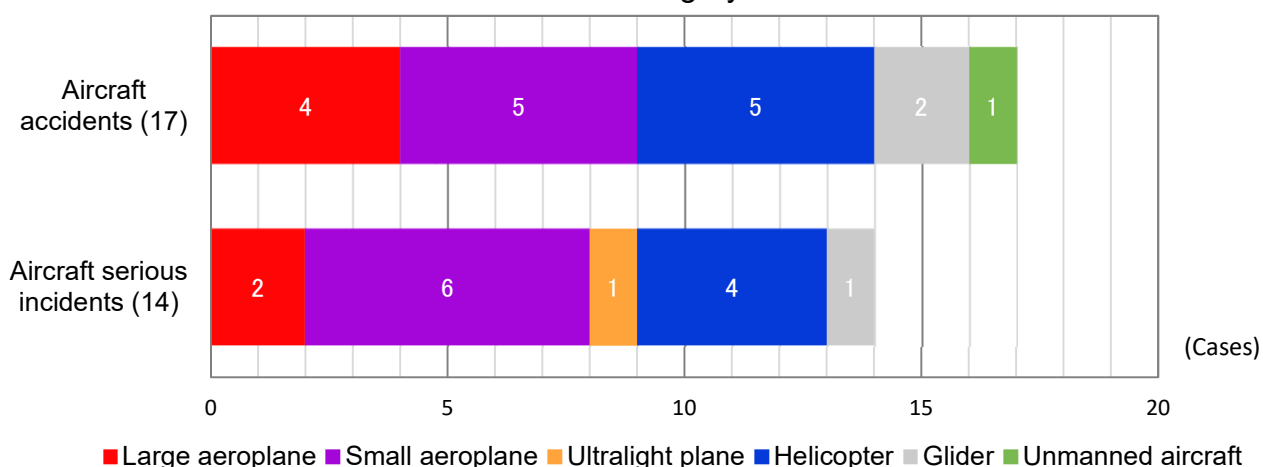
Category	Carried over from 2022	Launched in 2023	Total	Published investigation reports	(Recommendations)	(Safety recommendations)	(Opinions)	(Cases)	
								Carried over to 2024	(Interim report)
Aircraft accident	33	17	50	21	(0)	(0)	(0)	29	(7)
Aircraft serious incident	21	14	35	17	(0)	(0)	(0)	18	(6)

### 4 Statistics of investigated aircraft accidents and serious incidents in 2023

The aircraft accidents and serious incidents that were newly investigated in 2023 consisted of 17 aircraft accidents, which decreased by four from 21 for the previous year, and 14 aircraft serious incidents, the same as the previous year.

By aircraft category, the aircraft accidents included four cases involving large aeroplanes, five cases involving small aeroplanes, five cases involving helicopters, two cases involving gliders, and one case involving unmanned aircraft. The aircraft serious incidents included two cases involving large aeroplanes, six cases involving small aeroplanes, one case involving ultralight plane, four cases involving helicopters, and one case involving glider.

Number of investigated aircraft accidents and serious incidents by aircraft category in 2023



\* Large aeroplane refers to an aircraft of a maximum take-off mass of over 5,700 kg.  
 \* Small aeroplane refers to an aircraft of a maximum take-off mass of under 5,700 kg except for ultralight plane and self-made aircraft.  
 \* Ultralight planes include self-made aircraft in the form of ultralight planes.

The number of fatal injuries, missing and injuries were 13, including one fatal injury and 12 injuries.

### The number of casualties (aircraft accident)

(Persons)

2023							
Aircraft category	Fatal Injuries		Missing		Serious/Minor Injuries		Total
	Crew	Passengers and others	Crew	Passengers and others	Crew	Passengers and others	
Large aeroplane	0	0	0	0	0	6	6
Small aeroplane	0	0	0	0	1	1	2
Helicopter	0	0	0	0	0	3	3
Ultralight plane	0	0	0	0	0	0	0
Glider	1	0	0	0	0	0	1
Unmanned aircraft	0	0	0	0	1	0	1
Total	1	0	0	0	2	10	13
	1		0		12		

\*The above statistics include incidents under investigation so may change depending on the status of the investigation and deliberation. In addition, for the number listed as “passengers” on the website in the number of injuries of an aircraft accident currently under investigation, the minimum number of pilots required to fly the aircraft are counted as “crew.”

## 5 Summaries of aircraft accidents and serious incidents which occurred in 2023

The aircraft accidents and serious incidents which occurred in 2022 are summarized as follows: The summaries are based on information available at the start of the investigations and therefore are subject to change depending on the course of investigations and deliberations.

### (Aircraft accidents)

1	Date and location		Operator	Aircraft registration number and aircraft type
	January 7, 2023 Over near the sea about 80 km east-northeast of Miyazaki Airport		Japan Airlines Co., Ltd.	JA307J Boeing 737-800 (Large aeroplane)
	Summary	See “6 Publication of investigation reports” (No.21 on page 45).		
2	Date and location		Operator	Aircraft registration number and aircraft type
	January 7, 2023 On the taxiway at Chubu Centrair International Airport		Jetstar Japan Co., Ltd.	JA14JJ Airbus A320-232 (Large aeroplane)
	Summary	The aircraft took off from Narita International Airport and started flying to Fukuoka Airport but changed its destination and landed at Chubu Centrair International Airport due to a bomb threat. During the evacuation using the escape slide, one passenger was seriously injured, and four passengers sustained minor injuries.		
3	Date and location		Operator	Aircraft registration number and aircraft type
	January 25, 2023 On the apron at Narita International Airport		ALL NIPPON AIRWAYS CO., LTD.	JA603A Boeing 767-300 (Large aeroplane)

	Summary	After landing on Runway 34L at Narita International Airport, the aircraft was taxiing on the apron when it skidded on a spot and came in contact with a ground support vehicle parked nearby, causing damage to the aircraft.	
4	Date and location	Operator	Aircraft registration number and aircraft type
	March 2, 2023 On the spot at Okayama Airport	All Nippon Helicopter CO., LTD.	JA37NH Eurocopter EC135T2 (Rotorcraft)
	Summary	After landing at Okayama Airport, the aircraft landed hard and stopped at the spot.	
5	Date and location	Operator	Aircraft registration number and aircraft type
	April 9, 2023 In Naganohara Town, Agatsuma-gun, Gunma Prefecture	Privately owned	JA2502 PZL-Bielsko SZD-55-1 (Glider)
	Summary	The aircraft was found near the above location.	
6	Date and location	Operator	Aircraft registration number and aircraft type
	April 18, 2023 In a rice field in Usa City, Oita Prefecture	Japan Coast Guard	JA395A Textron Aviation 172S (Small aeroplane)
	Summary	After taking off from Kitakyushu Airport, the aircraft experienced a decrease in engine output during the flight and made an emergency landing near the above location.	
7	Date and location	Operator	Aircraft registration number and aircraft type
	May 3, 2023 Near a temporary airfield in Toyama City, Toyama Prefecture	Privately owned	JA7875 Robinson R22 Beta (Rotorcraft)
	Summary	After taking off from Noto Airport, the aircraft overturned while landing at the airfield.	
8	Date and location	Operator	Aircraft registration number and aircraft type
	May 6, 2023 On Runway B at Narita International Airport	United Parcel Service Company	N580UP Boeing 747-400F (Large aeroplane)
	Summary	After taking off from Shanghai Pudong Airport, the aircraft approached Runway B at Narita International Airport. However, they executed a go-around due to strong winds and landed on Runway A. Post-arrival inspection revealed damage to the aircraft.	
9	Date and location	Operator	Aircraft registration number and aircraft type
	June 15, 2023 In the mountains of Nantan City, Kyoto Prefecture	AERO ASAHI CORPORATION	JA9678 Aerospatiale AS332L1 (Rotorcraft)
	Summary	While attempting to lift cargo suspended outside the aircraft near the above location, the cargo came in contact with a ground operator, causing injury to the operator.	
10	Date and location	Operator	Aircraft registration number and aircraft type
	June 16, 2023 On the apron at Naha Airport	Privately owned	JA5309 Cessna T303 (Small aeroplane)
	Summary	After starting the engine at the above location, a burnt smell emanated from the No. 1 (left) engine, and a light indicating high temperature within the fire zone of the engine illuminated, leading to the engine being shut down. Subsequently, smoke was observed from the engine, and fire trucks carried out firefighting activities to extinguish the smoke.	
11	Date and location	Operator	Aircraft registration number and aircraft type
	June 28, 2023 Shortly after takeoff from Shimojishima Airport	PD AeroSpace, LTD.	JX0163 PD Aerospace PDAS-X06

			(Pilotless Aircraft) (Small aeroplane)
	Summary	Shortly after takeoff from Shimojishima Airport, the aircraft experienced a malfunction in radio communication between the ground control station and the aircraft, switched to autopilot, and continued flying. As the likelihood of deviating from the designated flight test area increased, the flight termination system automatically activated, causing the aircraft to land on the sea surface approximately 3 km north of Shimojishima Airport.	
12	Date and location	Operator	Aircraft registration number and aircraft type
	July 14, 2023 Kusu-gun, Oita Prefecture	Privately owned	JU32367E6C22 SamiSami Lab. SAMI SAMI AGV2 (Unmanned aircraft)
	Summary	While an individual was operating a UAV for pesticide spraying training from a takeoff location in Kusu-gun, Oita Prefecture, the aircraft came in contact with a nearby utility pole. As the operator approached the aircraft, it came in contact with his right hand and left temple, causing injuries.	
13	Date and location	Operator	Aircraft registration number and aircraft type
	August 14, 2023 On the runway at Oita Airport	HONDA AIRWAYS CO., LTD.	JA51HA Hawker Beechcraft G58 (Small aeroplane)
	Summary	The aircraft landed at Oita Airport, and the bottom of the fuselage came in contact with the runway, causing the aircraft to stop on the runway.	
14	Date and location	Operator	Aircraft registration number and aircraft type
	September 7, 2023 On the taxiway at Kushiro Airport	Civil Aviation College	JA018C Cirrus SR22 (Small aeroplane)
	Summary	After taking off from Obihiro Airport and approaching Kushiro Airport for touch-and-go training, the aircraft landed crossing the taxiway and stopped after hitting a fence.	
15	Date and location	Operator	Aircraft registration number and aircraft type
	September 29, 2023 At an altitude of approximately 10 meters above the summit of Mt. Daisen, in Daisen Town, Saihaku-gun, Tottori Prefecture	SHIKOKU AIR SERVICE CO., LTD.	JA6977 Bell 412EP (Rotorcraft)
	Summary	Near the above location, while lowering cargo suspended outside the aircraft to the ground, a ground operator's left foot was caught between the cargo and a wooden walkway, causing injury to the operator.	
16	Date and location	Operator	Aircraft registration number and aircraft type
	November 19, 2023 On the grass beside the runway at Hanyu Glider Field in Hanyu City, Saitama Prefecture	Privately owned	JA36HK Diamond Aircraft HK36R Super Dimona (Glider)
	Summary	After taking off from the above glider field, the aircraft experienced engine trouble shortly after takeoff. The aircraft attempted to land but made an emergency landing on the grass beside the runway, damaging the aircraft.	
17	Date and location	Operator	Aircraft registration number and aircraft type
	December 18, 2023 At an off-airport landing site in Fushimi Ward, Kyoto City, Kyoto Prefecture	Privately owned	JA01CG Robinson R44 (Rotorcraft)
	Summary	After completing a training flight and landing at the above off-airport landing site, the aircraft was conducting hover training at a height of approximately 1-3 meters when it fell to the ground, damaging the aircraft.	



## (Aircraft Serious Incident)

1	Date and location		Operator	Aircraft registration number and aircraft type
	January 11, 2023 On Runway 18L at Naha Airport		Okayama Air Service Co., Ltd.	JA35DR Cessna T206H (Small aeroplane)
	Summary	While landing on Runway 18L at Naha Airport, the aircraft became unstable during the landing roll and executed a go-around before landing on the same runway. Post-flight inspection revealed damage to the tips of the propeller blades.		
2	Date and location		Operator	Aircraft registration number and aircraft type
	January 21, 2023 At Naganoshi glider site in Nagano City, Nagano Prefecture		Nagano Gliding Association	JA2524 PZL-Bielsko Model SZD-55-1 "Junior" (Glider)
	Summary	The aircraft landed at Naganoshi glider site in Nagano City, Nagano Prefecture, and the front bottom of the fuselage came in contact with the runway, causing damage to the aircraft.		
3	Date and location		Operator	Aircraft registration number and aircraft type
	March 12, 2023 Near Tamamura Town, Sawa-gun, Gunma Prefecture		Privately owned	JR1250 Rans S-6 Coyote II-R582L (Ultralight plane)
	Summary	See "6 Publication of investigation reports" (No.16 on page 54).		
4	Date and location		Operator	Aircraft registration number and aircraft type
	May 22, 2023 Chubu Centrair International Airport		AERO ASAHI CORPORATION	JA6718 Aerospatiale AS355F2 (Rotorcraft)
	Summary	See "6 Publication of investigation reports" (No.17 on page 55).		
5	Date and location		Operator	Aircraft registration number and aircraft type
	May 29, 2023 Approximately 10 km south of Kochi Airport, at an altitude of about 460 meters		HONDA AIRWAYS CO., LTD.	JA11HA Diamond Aircraft DA42NG (Small aeroplane)
	Summary	After taking off from Oita Airport and approaching Kochi Airport, the aircraft experienced vibrations in the No. 1 (left) engine. Oil leakage from the engine cowl and smoke-like emissions from the muffler were observed, leading to the engine shutting down and the aircraft landing at Kochi Airport. Post-arrival inspection revealed internal parts of the engine were damaged and had penetrated the crankcase.		
6	Date and location		Operator	Aircraft registration number and aircraft type
	June 20, 2023 On the runway at Konan Airport		TAKUMI ENTERPRISE (Aircraft A)	JA01CG Robinson R44 (Rotorcraft)
			Okayama Air Service Co., Ltd. (Aircraft B)	JA10AZ Cessna 172R (Small aeroplane)
Summary	While Aircraft B was approaching Konan Airport for touch-and-go training, Aircraft A entered the runway, causing Aircraft B to execute a go-around.			
7	Date and location		Operator	Aircraft registration number and aircraft type
	July 3, 2023 At an altitude of approximately 150 meters above Kamiochiai, Aoi Ward, Shizuoka City, Shizuoka Prefecture		Shin Nihon Helicopter Co., Ltd.	JA6686 Aerospatiale AS332L1 (Rotorcraft)

	Summary	After taking off from a temporary airfield in Aoi Ward, Shizuoka City, and flying with an object suspended, part of the object (a piece of wood measuring 2 meters in length, 0.2 meters in width, 0.14 meters in height, and weighing approximately 15 kg) fell near the above location.	
8	Date and location	Operator	Aircraft registration number and aircraft type
	July 12, 2023 Approximately 50 km southwest of New Chitose Airport, at an altitude of about 4,000 meters	Japan Airlines Co., Ltd.	JA614J Boeing 767-300F (Large aeroplane)
	Summary	The aircraft took off from Tokyo International Airport and attempted to land at Hakodate Airport twice but could not land due to poor visibility. It changed its destination to New Chitose Airport. Near the above location, due to low fuel, the aircraft requested priority from air traffic control and landed at New Chitose Airport.	
9	Date and location	Operator	Aircraft registration number and aircraft type
	July 14, 2023 At an altitude of about 240 meters near Konan Airport	Okayama Air Service Co., Ltd.	JA10AZ Cessna 172R (Small aeroplane)
	Summary	After taking off from Konan Airport and approaching for touch-and-go training, the engine stopped near the above location. The aircraft continued its approach with the engine stopped and landed at Konan Airport.	
10	Date and location	Operator	Aircraft registration number and aircraft type
	July 20, 2023 On Runway A at Yao Airport	ASAHI AIRLINES CO., LTD.	JA58GC Textron Aviation G58 (Small aeroplane)
	Summary	During touch-and-go training at Yao Airport, the aircraft bounced twice on Runway A before taking off again and landing on the same runway. Post-arrival inspection revealed damage to the propeller.	
11	Date and location	Operator	Aircraft registration number and aircraft type
	July 20, 2023 Approaching Runway B at Kansai International Airport	China Postal Airlines	B-5156 Boeing 737-800 (Large aeroplane)
	Summary	While a maintenance vehicle was driving on Runway B at Kansai International Airport for inspection, the air traffic controller cleared the aircraft to land on the same runway. After the vehicle left the runway as instructed by the controller, the aircraft landed on Runway B.	
12	Date and location	Operator	Aircraft registration number and aircraft type
	September 17, 2023 On the landing zone at a landing site of a temporary airfield in Bibai City, Hokkaido	Privately owned	JA4059 Cessna 172P (Small aeroplane)
	Summary	After taking off from Sapporo Airport, the aircraft landed at the above temporary airfield, where the rear lower part of the fuselage came in contact with the landing zone.	
13	Date and location	Operator	Aircraft registration number and aircraft type
	October 7, 2023 On the runway at Hida Air Park	Privately owned	JA4083 Christen Industries A-1 (Small aeroplane)
	Summary	The wind caught the aircraft while landing at Hida Air Park, causing the nose and right wing to come in contact with the runway.	
14	Date and location	Operator	Aircraft registration number and aircraft type
	October 19, 2023 On the runway at Tokyo Heliport	Privately owned (Aircraft A)	JA9784 Aerospatiale AS350B

		(Rotorcraft)
	AERO ASAHI CORPORATION (Aircraft B)	JA6725 Aerospatiale AS355F2 (Rotorcraft)
Summary	While Aircraft B was approaching the runway at Tokyo Heliport, Aircraft A entered the same runway, causing Aircraft B to execute a go-around.	

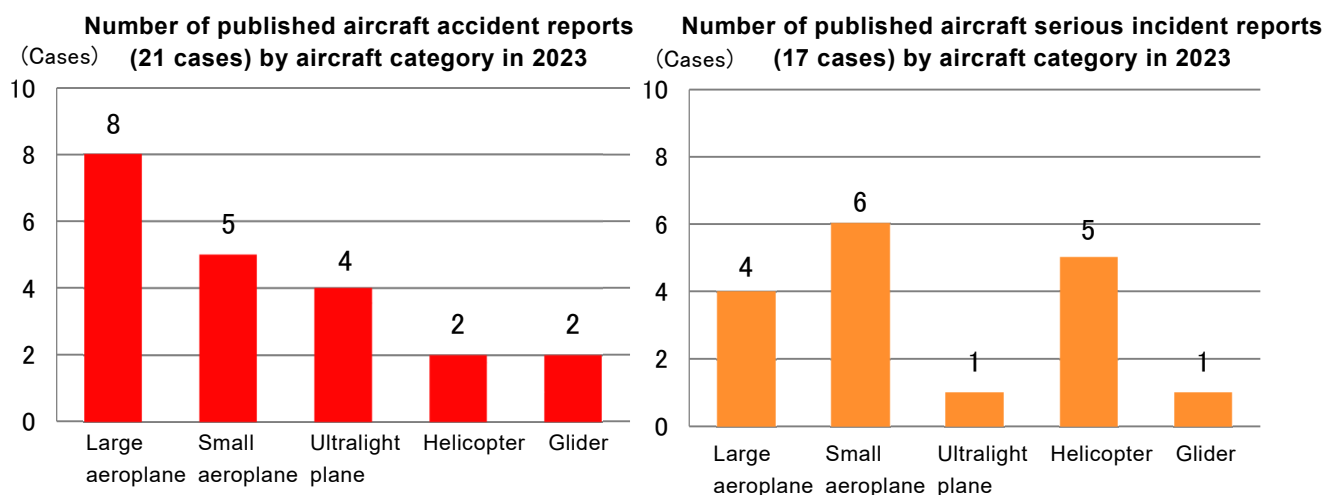
## 6 Publication of investigation reports

The number of investigation reports of aircraft accidents and serious incidents published in 2023 was 38, consisting of 21 aircraft accidents and 17 aircraft serious incidents.

Breaking them down by aircraft category, the aircraft accidents involved eight large aeroplanes, five small aeroplane, four ultralight planes, two helicopters, and two gliders. The aircraft serious incidents involved four large aeroplanes, six small aeroplanes, one ultralight plane, five helicopters, and one glider.

Note: In aircraft accidents and serious incidents, two or more aircraft are sometimes involved in a single case. See pages 34 to 55 for details.



The total number of fatalities, missing persons, and injured persons is 20, with three fatalities and 17 injuries.







The aircraft accidents and serious incidents which occurred in 2023 are summarized as follows.




### Aircraft accident investigation reports published in 2023

1	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	February 16, 2023	March 21, 2022 Kisogawa Gliding Field, Kaizu City, Gifu Prefecture	Tokai/Kansai Student Aviation League	JA2151 Alexander Schleicher ASK13 (Glider with two seats)
	Summary	<p>The aircraft was launched from Kisogawa Gliding Field, Kaizu City, Gifu Prefecture only with a pilot trainee onboard for solo flight training, and when landing at the Gliding Field, it made a hard landing, and the solo trainee was seriously injured.</p>		

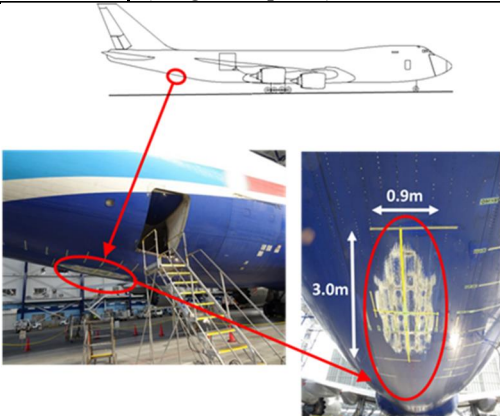

	Probable Causes	<p>The probable cause of this accident was that the trainee made a landing approach on the path higher than usual with the dive brakes*<sup>1</sup> fully extended, thus the descent rate became higher than usual, and the flare operation was delayed due to the trainee concentrating on correcting the speed and approach path, which was highly probable in the cause of the glider to make a hard landing and bounce and the trainee to be seriously injured due to the impact of the second touchdown.</p> <p>*1 Dive brakes extend from both the upper and lower surfaces of the wing and help to increase the decent rate by increased aerodynamic drag and decreasing aerodynamic lift.</p>		
	Safety Actions	<p>It is necessary that when granting solo flight to the trainee, their flight skills be confirmed according to the procedures as stipulated by making the stipulated procedures known to all concerned again. In addition, it is desirable to consider the methods for flight instructors to give appropriate instructions depending on the situation. (See “3. ANALYSIS” on the Investigation Report.)</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-1-2-JA2151.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-1-2-JA2151.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA2151.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA2151.pdf</a> (English)</p>		
2	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	February 16, 2023	April 3, 2022 Iwaizumi Town, Shimohei District, Iwate Prefecture	Iwate Prefectural Disaster Prevention Aviation Corps (entrusted operation to Toho Air Service Co., Ltd.)	JA10TE Agusta AW139 (Rotorcraft)
	Summary	<p>The aircraft was performing forest firefighting operations in Iwaizumi Town, Shimohei District, Iwate Prefecture, and sprinkling water from the sky, but the sprinkled water directly hit to a volunteer firefighter on the ground, injuring him seriously.</p>		
	Probable Causes	<p>The probable cause of this accident was that the volunteer firefighter was most likely injured because the firefighting water sprinkled from the sky directly hit the volunteer firefighter when the Aircraft was performing aerial firefighting operations using an externally suspended firefighting bucket.</p> <p>It is probable that the water sprinkled from the sky directly hit the volunteer firefighter because the fire was nearly extinguished, and when their firefighting locations were overlapped, the coordination between the Aircraft and the Ground Firefighting Operations Unit was not sufficient.</p>		
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-1-1-JA10TE.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-1-1-JA10TE.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA10TE.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA10TE.pdf</a> (English)</p>			
3	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	March 30, 2023	November 3, 2021 Shinshinotsu Glider Field in Shinshinotsu Village, Ishikari-gun, Hokkaido	Sapporo Aviation Association	JA100K Alexander Schleicher ASK13 (Glider with two seats)

	Summary	<p>The glider was launched by a winch from Shinshinotsu Gliding Field for a flight training, but the towline was disengaged at a low altitude, resulting in a hard landing. The glider sustained damage and two persons on board suffered serious injuries.</p>			
	Probable Causes	<p>The probable cause of this accident was most likely that while the glider was launched by a winch, the winch operator misunderstood that the towline was cut and stopped the winch operation, but the glider was not able to recognize it and maintained the climb attitude, thus, it became far below the stall speed, the glider made a hard landing, the glider sustained damage, and the persons on board suffered injuries.</p>			
	Safety Actions	<p>It is necessary to share among the involved parties the awareness of matters required for safe launches such as the pre-flight check of radio communication, the winch launching methods and emergency procedures. In addition, it is desirable to develop a system for proper management in order to perform periodical inspections of equipment such as radio and winches and keep their records. (See “3. ANALYSIS” on the Investigation Report.)</p>			
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acc/AA2023-2-1-JA100K.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acc/AA2023-2-1-JA100K.pdf</a> (Japanese)  <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA100K.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA100K.pdf</a> (English)</p>			
4	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type	
	March 30, 2023	April 18, 2022 Approximately 10 km west of Miike Port in Omuta City, Fukuoka Prefecture, in the Ariake Sea	Privately owned	JA3803 Fuji Heavy Industries FA-200-160 (Small aeroplane)	
	Summary	<p>For a flight training, the aircraft ditched into the Ariake Sea about 10 km west of Miike Port in Omuta City, Fukuoka Prefecture, and subsequently submerged under the sea. There were three persons on board the captain as a flight instructor, a student pilot, and a passenger. They were rescued drifting in the sea, the captain and the passenger suffered fatal injuries.</p>			
	Probable Causes	<p>The probable cause of this accident was that during the flight training, the captain continued flight after he lost the position of the aircraft, the aircraft run out of the fuel over the Ariake Sea, and ditched in the sea, resulting in drowning of the captain and the passenger.</p> <p>The captain lost the position of the aircraft possibly because he did not have sufficient terrain feature familiarization and did not carry flight charts. In addition, the reason why the captain continued flying without taking appropriate emergency responses could not be determined.</p>			
	Safety Actions	<p>Various factors likely contributed to the occurrence of the accident. However, the similar accidents can be more likely prevented by ensuring compliance with existing rules for safe operation for preparation of flight such as familiarization to terrain, onboard fuel, flight charts, and emergency response procedures, and filing a flight plan. (See “3. ANALYSIS” on the Investigation Report.)</p>			
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acc/AA2023-2-3-JA3803.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acc/AA2023-2-3-JA3803.pdf</a> (Japanese)  <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA3803.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA3803.pdf</a> (English)</p>				
5	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type	
	March 30, 2023	November 7, 2022 On the runway at Kagoshima Airport	Japan Air Commuter, Co., Ltd.	JA06JC ATR 72-212A (Large aeroplane)	





	Summary	The aircraft (regularly scheduled Flight 3760) took off from Tanegashima Airport, and upon landing at Kagoshima Airport, one passenger was seriously injured, suffering a lumbar compression fracture.		
	Probable Causes	The probable cause of this accident was that a seated passenger more likely suffered a lumbar compression fracture during landing due to the impact at touchdown. In addition, it is highly probable that the weather conditions during landing, the flight operations, and the aircraft were not contributing factors to the passenger's injury.		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-2-2-JA06JC.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-2-2-JA06JC.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA06JC.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA06JC.pdf</a> (English)		
6	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	April 27, 2023	August 28, 2022 Ubuyama temporary airfield in Ubuyama Village, Aso District, Kumamoto Prefecture	Privately owned	JX0135 Rans S-6 Coyote II-R582L modified (Self-made aircraft with two seats)
	Summary	Shortly after taking off from the Ubuyama temporary airfield, the aircraft tilted to the right, pitched down, and crashed. The pilot, the only person on board, was seriously injured. The aircraft was severely damaged, and a fire broke out. 		
	Probable Causes	The probable cause of this accident is most likely that because the aircraft stalled shortly after takeoff, and recovery operations were not in time, resulting in a crash. The reason the aircraft stalled is highly probable that the pilot did not check the airspeed indicator and taken off before reaching the appropriate takeoff speed, causing a right roll.		
	Safety Actions	Individuals flying self-made aircrafts and ultralight planes must prepare for safe flight, apply for and obtain permission under the Civil Aeronautics Act, and understand and comply with the permission details and aircraft manual content.		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-3-1-JX0135.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-3-1-JX0135.pdf</a> (Japanese)		
7	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	April 27, 2023	October 9, 2022 Namporo Town, Sorachi-gun, Hokkaido	Privately owned	JR1039 Quicksilver GT400SR447L (Ultralight plane with one seat)
	Summary	With one pilot on board, the aircraft experienced an engine failure during flight. They attempted an emergency landing, colliding with a step in a drainage ditch, resulting in damage to the aircraft and injury to the pilot. 		
Probable Causes	The probable cause of this accident is most likely that, when the engine stopped during flight, and the aircraft attempted an emergency landing but collided with a step in a drainage ditch, resulting in damage to the aircraft and injury to the pilot. The reason that the engine stopped during the flight is highly probable that inadequate maintenance leading to deterioration of the rubber socket in the intake system, allowing air to			




		enter and causing a lean fuel mixture. This caused the front cylinder to overheat, temporarily seizing the piston in the cylinder.		
	Safety Actions	Ultralight plane users must follow the maintenance manual to inspect and maintain the airframe and engine thoroughly. It is crucial to check the condition and history of the airframe and engine upon acquisition and manage usage time appropriately. If any defects or signs of issues are found during pre-flight inspections, operations should be halted, and necessary troubleshooting and maintenance should be performed.		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-3-2-JR1039.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-3-2-JR1039.pdf</a> (Japanese)		
8	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	June 29, 2023	January 16, 2022 At FL 280 over Kurashiki City, Okayama Prefecture	Star Flyer Inc.	JA24MC Airbus A320-214 (Large aeroplane)
	Summary	The aircraft took off from Tokyo International Airport as scheduled Flight 87. While flying for Kitakyushu Airport, the aircraft was shaken, and a passenger was injured.		
	Probable Causes	In this accident, the aircraft was probably shaken to the left when encountering clear air turbulence created by the jet stream. Therefore, the passenger hit their right side against the armrest on the right side of the seat, resulting in a serious injury.		
	Safety Actions	For the further safety of passengers, it is desirable that while informing the passengers that they should always fasten the seat belt at a low waist position with no slack when seated and paying attention to each body size of the passengers, the cabin crewmembers of the company shall check carefully whether the passengers properly fasten their seat belts.		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-4-1-JA24MC.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-4-1-JA24MC.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA24MC.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA24MC.pdf</a> (English)		
9	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	June 29, 2023	September 10, 2022 Tamamura Town, Sawa-gun, Gunma Prefecture	Privately owned	JR0878 Kolb Twinstar MKII R503L (Ultralight plane with two seats)
	Summary	With one pilot on board for leisure, the aircraft experienced an engine failure while flying near Tamamura Town, Sawa-gun, Gunma Prefecture. The aircraft attempted an emergency landing but collided with trees and crashed. The aircraft was severely damaged, and the pilot was seriously injured.		
	Probable Causes	The probable cause of this accident is highly probable when the engine failed during flight, and the aircraft attempted an emergency landing on a riverbank, but the left-wing bottom came in contact with the trees, resulting in a crash. The reason the engine stopped because a self-made molded plate detached during flight and collided with the carburetor, which was loosely attached due to poor maintenance, caused the carburetor to detach and the fuel supply to the engine to cease.		
	Safety Actions	Pilots must assemble and inspect the aircraft according to the manufacturer's manual to prevent similar accidents.		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-4-2-JR0878.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-4-2-JR0878.pdf</a> (Japanese)		
10	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type



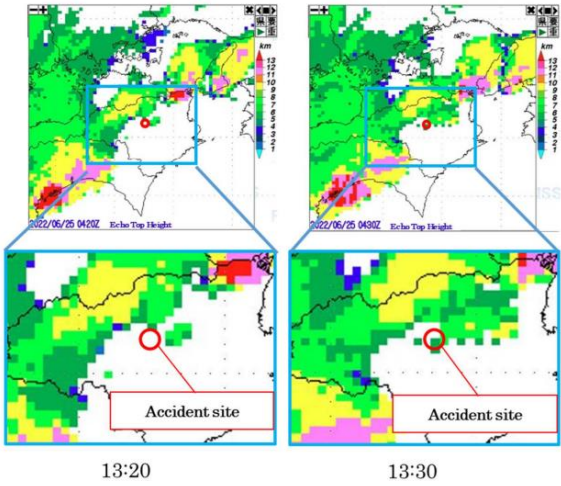



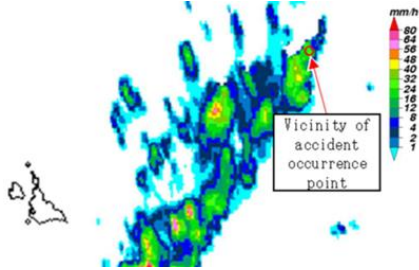


August 31, 2023	February 1, 2021 At Runway 16R of Narita International Airport	Nippon Cargo Airlines Co., Ltd.	JA13KZ Boeing 747-8F (Large aeroplane)	
Summary	<p>The aircraft experienced a bounce and became unstable attitude when landing at Runway 16R of Narita International Airport. Therefore, the aircraft executed a go-around, but the lower aft fuselage contacted with the runway, which resulted in damage to the airframe.</p> <p>There were two persons on board, consisting of the pilot in charge (PIC), one crewmember, but no one was injured.</p> 			
Probable Causes	<p>The probable cause of this accident was that when the aircraft made a go-around while becoming unstable attitude after touching down and bouncing, the pitch angle became excessively large with an inadequate aircraft speed, which more likely resulted in the lower aft fuselage contacting with the runway.</p> <p>The aircraft bounced after the touchdown is because it was likely insufficient to deal with the crosswind.</p> <p>The pitch angle became excessively large with an inadequate aircraft speed is probably because the PIC reflexively moved the reverse thrust levers after the touchdown, therefore, in the situation where it took time for the aircraft speed to increase due to the go-around operation, while being anxious about the runway-remaining length and others and trying to get off the ground as quickly as possible, the PIC performed the nose-up operation without checking the aircraft speed.</p>			
Safety Actions	<p>Regarding the procedures for stabilized approach and go-around, it is probably necessary for the Company to have the flight crew members comply with the rules in the AOM<sup>*1</sup>. In addition, it is required for the Company to enhance the Company's CRM/TEM education/training by studying this accident and reflecting it in the contents of CRM/TEM education/training so that the flight crew members would be able to demonstrate the CRM skills appropriately and practice the TEM.</p> <p>*1 "AOM" is a set of regulations concerning the aircraft performance, aircraft operations, and operation procedures for crew, which is provided for each type of aircraft and issued by airlines after review based on manuals issued by aircraft manufacturers. The AOM specifies operating limitation, normal operations, emergency response procedures / procedures in case of malfunction, various systems and the system operations, performance, special operations, weight and balance and others.</p>			
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-1-JA13KZ.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-1-JA13KZ.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA13KZ.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA13KZ.pdf</a> (English)</p>			
11	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	August 31, 2023	September 22, 2022 Yao Airport, Yao City, Osaka Prefecture	Privately owned	JA3969 Cessna 172P (Small aeroplane)




	Summary	<p>The Aircraft landed at Yao Airport, and it contacted with an equipment storage box attached to the pole of the apron floodlighting installed in the vicinity of the apron while taxiing toward the spot, resulting in damage to the left wing leading edge. There were two persons on board the aircraft, but no one was injured.</p> 		
	Probable Causes	<p>The probable cause of this accident was that the left wing leading edge highly probable came in contact with the equipment storage box attached to the pole of the apron floodlighting and sustained damage because the aircraft mistakenly entered the GSE Service Road*1.</p> <p>It is most likely that the reason why the Aircraft mistakenly entered the GSE Service Road is because the fellow pilot, who was piloting the aircraft, missed the entrance to the Lead-in Lines for Spot H while the time limit for the spot use time was looming, continued taxiing without stopping the aircraft and confirming a new travel route, in addition, did not know that the GSE Service Road was the exclusive one for vehicles and not the zone for aircraft to travel.</p> <p>*1 “GSE Service Road” refers to the route provided for airport Ground Support Equipment (GSE) to travel.</p>		
	Safety Actions	<p>(1) It is required for a person in charge of pilotage of an aircraft to taxi after sufficiently confirming the travel route to the Spot, the Spot location, and the aircraft maneuvering areas.</p> <p>(2) In case of taking a wrong travel route, it is required for a person in charge of pilotage of an aircraft to share the situation of its own aircraft with the ATC facilities and others and taxi after sufficiently confirming the travel route to the spot to park.</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-2-JA3969.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-2-JA3969.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA3969.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA3969.pdf</a> (English)</p>		
12	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	August 31, 2023	December 10, 2022 At an altitude of about 150 ft (45 m) about 0.5 nm (900 m) west of Kohnan Aerodrome, Okayama City, Okayama Prefecture	Okayama Air Service Co., Ltd.	JA123R Cessna 172R (Small aeroplane)
	Summary	<p>The Aircraft sustained damage due to bird strike when making a landing approach to the Aerodrome.</p> <p>There were four people on board, consisting of the captain and other three passengers. No one was injured.</p> 		
	Probable Causes	<p>The probable cause of this accident was that the Aircraft most likely sustained damage due to bird strike when making a landing approach. However, as the bloodstains attached to the Aircraft was not collected, the species of bird that struck the Aircraft was unable to be determined.</p>		
	Safety Actions	<p>In order to proceed more effective measures for Bird Strike prevention according to the birdlife, it shall be recommended to appropriately handle the carcass and bloodstains of the birds collided with aircraft, such as collecting them as samples and identifying the species of the birds. (See “3. ANALYSIS” on the Investigation Report.)</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-3-JA123R.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-3-JA123R.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA123R.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA123R.pdf</a> (English)</p>		
13	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type

	August 31, 2023	December 26, 2022 On the runway at Amakusa Airfield, Kumamoto Prefecture	Japan General Aviation Service	JA01TC Cirrus SR20 (Small aeroplane)
	Summary	The aircraft tried to execute a go-around when approaching Runway 31 at Amakusa Airfield in Kumamoto Prefecture for touch-and-go training, but touched down on the runway on the nose landing gear first, resulting in damage to the airframe.		
	Probable Causes	<p>The probable cause of this accident was most likely that because the nose went down when the aircraft tried to execute a go-around, the lower structure of the right central fuselage (Longeron) was damaged when the broken landing gear hit the lower fuselage after the aircraft touched down on its nose landing gear first on the runway.</p> <p>Regarding the fact that the aircraft's nose went down, Trainee A probably pushed the control yoke forward when trying to execute a go-around, and it is possible that Trainee A in the right pilot seat moved the control yoke handled by the right hand forward instead of the power lever.</p>		
	Safety Actions	<p>(1) It is probable necessary for the Company to provide an environment conducive to flight training after sorting out the differences in flight operations between the right and left pilot seats including that when trainees conduct flight operations in the right pilot seat, their left and right hands operate different devices, and how different looks have the instrument displays between the right and left pilot seats, and preparing well in advance.</p> <p>(2) It is necessary for the Company to verify the points to be noted when a trainee takes flight training in the right pilot seat, clarify the procedures for the trainee to control the airplane sitting in the right pilot seat as well as reeducate about the takeover by the instructor during the flight training.</p>		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-4-JA01TC.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-5-4-JA01TC.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA01TC.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA01TC.pdf</a> (English)		
14	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	September 28, 2023	July 19, 2020 Minamifurano-cho, Sorachi-gun, Hokkaido	Privately owned	JA3825 Cessna 172R RAM (Small aeroplane)
	Summary	The aircraft was conduct flight training, but crashed into the mountain slope in Minamifurano-cho, Sorachi-gun, Hokkaido. The two persons onboard the aircraft suffered serious injuries. The Aircraft was destroyed but no fire broke out.		
	Probable Causes	<p>This accident is presumed to have occurred because the aircraft unintentionally approached the mountain and crashed on the mountainside without enough time to avoid it while conducting flight training at a low altitude in a mountainous area.</p> <p>The lack of time to avoid the mountain due to insufficient altitude during flight training is presumed to be due to a lack of awareness of safe flight.</p>		
	Safety Actions	To prevent the recurrence of similar accidents, selecting safe training locations based on the training content and ensuring sufficient altitude during training flights are necessary. (See “3. ANALYSIS” on the Investigation Report.)		



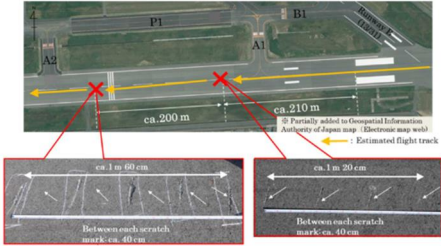

	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-6-1-JA3825.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-6-1-JA3825.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA3825.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA3825.pdf</a> (English)		
15	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	October 26, 2023	March 26, 2022 At an altitude of approximately 8,500 meters (FL280) over Nakatsugawa City, Gifu Prefecture	Japan Airlines Co., Ltd.	JA603J Boeing 767-300 (Large aeroplane)
	Summary	The aircraft, as scheduled flight 669, took off from Tokyo International Airport and flew to Oita Airport, where the aircraft encountered turbulence and a flight attendant was seriously injured by falling down.		
	Probable Causes	The probable cause of this accident was that the aircraft was shaken as it encountered turbulence that was difficult to predict, therefore the flight attendant working in the aft galley probably lifted into the air, lost her balance and fell, resulting in injuries.		
	Safety Actions	It is probably useful to re-disseminate and call attention to the characteristics and countermeasures of the case of this accident and similar cases in the past in order to prevent the recurrence of similar accidents. (See “3. ANALYSIS” on the Investigation Report.)		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-1-JA603J.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-1-JA603J.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA603J.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA603J.pdf</a> (English)		
16	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	October 26, 2023	June 25, 2022 At FL170 over Yoshinogawa City, Tokushima Prefecture	ANA WINGS Co., Ltd.	JA854A Bombardier DHC-8-402 (Large aeroplane)
	Summary	The aircraft, as a scheduled flight 1626 of All Nippon Airways Co., Ltd., as the joint undertaking for transport, was flying from Kumamoto Airport to Osaka International Airport, the aircraft was shaken, causing a cabin crew member to sustain an injury.		
	Probable Causes	<p>The probable cause of this accident was that while the Belt Sign was off, the aircraft encountered an airflow disturbance due to convective clouds*1 and was violently shaken, while working in the galley in the aft side of the aircraft, resulting in getting out of balance to fall down on the floor and most likely sustaining the injury.</p> <p>It is possible that the aircraft encountered airflow turbulence caused by convective clouds because of inadequate maneuvering to avoid them, and besides because it was difficult to detect developing convective clouds from onboard weather radar, the aircraft was likely not to be able to maintain an adequate distance from them.</p>		
				
	Safety Actions	<p>It is desirable for the Company to make known the overview of this accident to all flight crew members in order to let them reconfirm how to avoid echoes*2 and how to operate the Belt Sign.</p> <p>*2 “Echoes” refer to the reflective waves captured on the radar as radio waves emitted from a metrological radar are reflected by raindrop and ice particle, etc. The reflective waves allow to observe the distribution of precipitation area and the intensity, and this precipitation area may be also called “Echoes.”</p>		



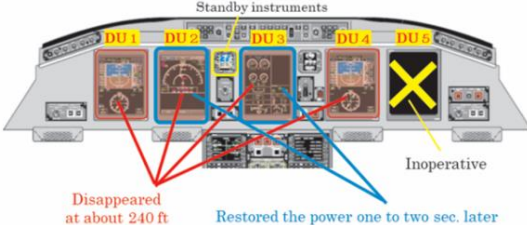

	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-2-JA854A.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-2-JA854A.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA854A.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA854A.pdf</a> (English)		
17	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	October 26, 2023	July 16, 2022 Approximately 120 km southwest of Naha Airport, around FL260	Solaseed Air Inc.	JA807X Boeing 737-800 (Large aeroplane)
	Summary	The aircraft, as a scheduled flight 41 of the Company, was flying from Naha Airport to New Ishigaki Airport, the aircraft was shaken, causing a cabin crew member to sustain an injury.		
	Probable Causes	<p>The probable cause of this accident was that when the aircraft passed over the developing convective clouds*1, occurred the shaking as if to hold the body down, due to which cabin crew fell down in a position like sitting sideways with left leg down, resulting in the injury in the left foot. It is highly probable that the reason why the aircraft passed over the developing convective clouds is because as it was unable to anticipate the possibility that the clouds seen below would rapidly develop, the aircraft passed over.</p>  <p>*1 “Convective Clouds” refer to clouds that are formed when updraft develops vertically.</p>		
	Safety Actions	In order to avoid a cumulonimbus, it is probably necessary to select the flight route based on the meteorological information and analysis obtained before flight, grasp the change in the weather conditions during flight and clouds conditions by visual sighting but also using the airborne radar, and reconfirm how to select a safer avoidance method. (See “3. ANALYSIS” on the Investigation Report.)		
Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-3-JA807X.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-3-JA807X.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA807X.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA807X.pdf</a> (English)			
18	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	October 26, 2023	October 3, 2022 About 56 km southeast of Miho Airport, at an altitude of approximately 11,300 meters (FL370)	Japan Transocean Air Co., Ltd.	JA07RK Boeing 737-800 (Large aeroplane)
	Summary	The aircraft was flying from Naha Airport to Komatsu Airport. The aircraft was shaken, causing a cabin crew member to sustain an injury.		
	Probable Causes	<p>The probable cause of this accident was most likely that as the aircraft was shaken violently in lateral direction during cruising, a heavy load was applied on the sole of the right foot of the cabin crew who was standing in the aisle in the aft cabin section, resulting in the serious injury to the cabin crew.</p> <p>The reason why the aircraft was shaken laterally was probably because the aircraft flew through the airspace where the wind velocity changed locally, which was not forecast according to the weather data the flight crew members confirmed in advance.</p>		
	Safety Actions	It is desirable for the Company to continue to implement their ongoing preventive measures against similar accidents. (See “3. ANALYSIS” on the Investigation Report.)		
Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-4-JA07RK.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-7-4-JA07RK.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA07RK.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA07RK.pdf</a> (English)			
19	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type

	November 30, 2023	December 30, 2020 Ojiro, Shimada City, Shizuoka Prefecture	Privately owned	JA77AR Robinson R66 (Rotorcraft)
Summary	<p>The aircraft took off from Isewan Heliport in Tsu City, Mie Prefecture, and crashed into a mountain forest near Ojiro, Shimada City, Shizuoka Prefecture, while flying toward Hodogaya Imai Temporary Operation Site, Yokohama City, Kanagawa Prefecture. Only a captain was on board the aircraft, and fatally injured in the crash. The Aircraft was destroyed, but there was no outbreak of fire.</p>			
Probable Causes	<p>The probable cause of this accident was that during flight in a mountain region under strong winds, when the aircraft encountered a downdraft caused by a roll-shaped thermal convection and fell into a low-G condition, it is highly probable that the aircraft was resulted in the mast bumping and the loss of flight control failure when the aircraft's attitude was not properly controlled, it crashed. The mast bumping occurred leading to the loss of flight control failure was probably because the Aircraft continued flying due to encountering turbulence while maintaining airspeed.</p>			
Safety Actions	<p>1. It is required for a pilot flying a semi-rigid rotor*1 helicopter must keep the following in mind to prevent mast bumping that could lead to loss of control.</p> <p>(1) In order to avoid flying in low-G flight conditions, it is necessary to take into account the area where turbulence occurs and set appropriate airspeed and flight altitude. In particular, when temperatures rise, strong downdrafts occur due to roll-shaped thermal convection, and in mountainous region, downdrafts tend to be larger than in flat areas due to the influence of the topography. So do not wait until feeling turbulence, therefore, it is important to slow down and fly before entering an area where turbulence occurs.</p> <p>(2) When a low-G flight condition occurs, it is important to predict the occurrence of a right roll and prepare for an appropriate recovery maneuver as per the flight manual.</p> <p>2. It is important for a captain to obtain the weather information necessary for the relevant flight at Confirmation before departure and make flight decisions about whether to depart or not and perform flight operation according to a reasonable flight plan, if weather conditions impeding the flight operation are expected.</p> <p>*1 "Semi-rigid rotor type" refers to a rotor system in which the blades are fixed to the hub, but flapping and feathering are flexible, there are such as teeter ring type and under sling (seesaw) type.</p>			
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-1-JA77AR.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-1-JA77AR.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA77AR.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA77AR.pdf</a> (English)</p>			
20	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	November 30, 2023	November 7, 2021 Fukamizo Temporary Airfield in Yamaguchi City, Yamaguchi Prefecture	Privately owned	JR1347 Quicksilver MXII Sprint Top-R582L (Ultralight plane with two seats)
Summary	<p>The aircraft landed hard shortly after liftoff during an aborted takeoff at the Fukamizo Temporary Airfield in Yamaguchi City, Yamaguchi Prefecture. The pilot, who was the only person on board, was seriously injured.</p>			


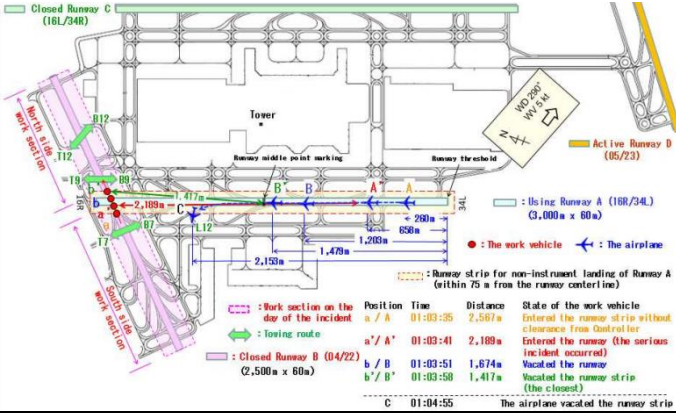

	Probable Causes	<p>The probable cause of this accident was probably because the throttle lever was returned during the aborted takeoff operation, causing the engine output to increase to takeoff power at mid-range speeds, resulting in the aircraft suddenly lifting off. When the pilot attempted to land, they pushed the control stick forward, causing a nose-down attitude and a hard landing on the nose wheel. The impact damaged the aircraft, and the pilot was injured.</p> <p>The sudden increase in engine output to takeoff power and the lift-off at mid-range speeds is considered to have occurred because the throttle lever was slowly returned from the full-open position. When it reached the mid-range, the engine output possibly exceeded takeoff power due to a reverse output condition between high and mid-range speeds.</p> <p>The reverse output condition between high and mid-range speeds is likely due to maintenance deficiencies, such as using parts not specified in the maintenance manual and parts catalog issued by the engine designer and manufacturer when replacing carburetor components.</p>			
	Safety Actions	<p>Ultralight plane users must properly maintain their aircraft and engines using the specified parts according to the maintenance manual and parts catalog issued by the designers and manufacturers. Additionally, it is important to adhere to the procedures specified in the flight manual when operating the aircraft.</p>			
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-2-JR1347.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-2-JR1347.pdf</a> (Japanese)</p>			
21	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type	
	November 30, 2023	January 7, 2023 Approximately 80 km east-northeast of Miyazaki Airport, over the sea	Japan Airlines Co., Ltd.	JA307J Boeing 737-800 (Large aeroplane)	
	Summary	<p>The aircraft took off from Tokyo International Airport on a scheduled Flight 687 of the company. While the aircraft was making approach for landing at Miyazaki Airport, it was shaken, causing the side of a passenger to hit hard against the armrest of the seat, resulting in injury to the passenger.</p>			
	Probable Causes	<p>The probable cause of this accident was that the left side of the passenger most likely hit hard against the armrest of the seat (39H), resulting in injury as the upper body of the passenger was swung to the left because the lateral acceleration changed due to the translational movement and yawing of the aircraft when the aircraft skimmed the cumulus clouds after the seat belt sign was turned on.</p>			
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-3-JA307J.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-acci/AA2023-8-3-JA307J.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA307J.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA307J.pdf</a> (English)</p>			


Aircraft serious incident investigation reports published in 2023


1	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	January 19, 2023	March 13, 2021 Kohnan airport, Okayama Prefecture	Okayama Air Service Co., Ltd.	JA01HJ Honda Aircraft HA-420 (Small aeroplane)
	Summary	<p>The aircraft ran off to the left side (south side) of Runway 27 at Kohnan Airport when landing, and was unable to perform taxiing after stopping in a grassy area. There were two persons on board in total, consisting of the captain and a trainee and they were not injured.</p> 		
	Probable Causes	<p>The probable cause of this serious incident was that as the tires skidded during the landing roll and the aircraft was unable to control its travel direction, the aircraft more likely ran off the side of the runway, stopped in a grassy area, and was unable to perform taxiing.</p> <p>It is probable that the tires skidded and the travel direction could not be controlled because the aircraft was tilted and large lateral acceleration was generated due to the excessive corrections on the travel direction, resulting in the reduced capability of steering control and the main landing gear braking control, and leading to the lost control of the travel direction.</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-1-1-JA01HJ.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-1-1-JA01HJ.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA01HJ.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA01HJ.pdf</a> (English)</p>		
2	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	February 16, 2023	March 6, 2022 Yao Airport, Yao City, Osaka Prefecture	Privately owned	JA007Z SOCATA TBM700 (Small aeroplane)
	Summary	<p>The aircraft repeated bouncing*1 on Runway A at Yao Airport when landing, then executed a go-around, and landed on the runway. The inspection conducted after the aircraft's landing found the damage of the propeller blade tip and scratch marks on the runway.</p> <p>The only person on board the aircraft was the captain, who did not sustain any injuries.</p>  <p>*1 "Bouncing" is a phenomenon where an aircraft bounces back into the air after the aircraft touched down during landing.</p>		
	Probable Causes	<p>The probable cause of this serious incident was that after the aircraft touched down and bounced with a greater than normal impact while the descent rate could not be reduced in the strong wind blowing from the northwest, it was unable to establish a proper attitude and touched down again with a nose-low attitude.</p> <p>It is probable that the aircraft touched down again with a nose-low attitude because the change in the Aircraft's attitude after the touchdown was not properly recognized.</p>		
	Safety Actions	<p>It is important for pilots to execute a go-around without hesitation, if a bounce occurs after the touchdown with a greater than normal impact while the descent rate cannot be reduced.</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-2-2-JA007Z.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-2-2-JA007Z.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA007Z.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA007Z.pdf</a> (English)</p>		
3	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	February 16, 2023	April 23, 2022 Fukui Airport	Tokai/Kansai Student Aviation League	JA01KT Scheibe SF25C (Powred glider with two seats)

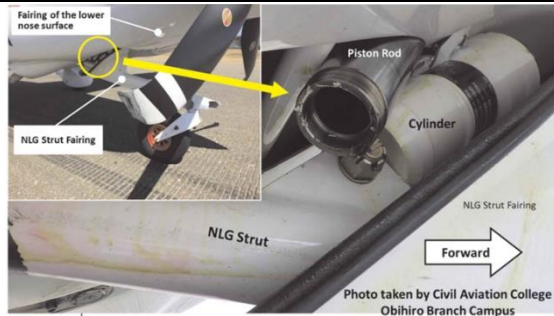
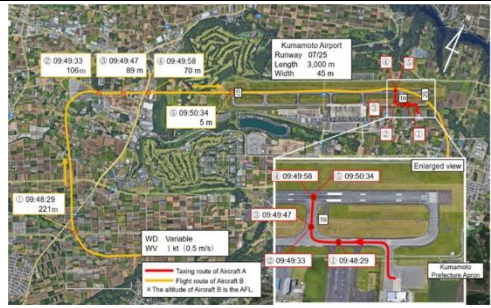
	Summary	<p>The aircraft touched down hard when landing on Runway 18 at Fukui Airport, and the tip part of the propeller blades and the right main wheel cover contacted with the runway surface.</p> <p>On board the aircraft were two persons in total with a captain as a flight instructor and a student pilot, but no one was injured.</p>			
	Probable Causes	<p>The probable cause of this serious incident was that because the wind direction and velocity changed and the tailwind component increased immediately before the touchdown, the lift decreased, the aircraft touched down hard, and the tip part of the propeller blades and the right main wheel cover contacted with the runway surface.</p>			
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-2-1-JA01KT.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-2-1-JA01KT.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA01KT.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA01KT.pdf</a> (English)</p>			
4	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type	
	March 30, 2023	December 23, 2019 Approximately 2.3 km south of New Chitose Airport, at an altitude of about 240 ft	Privately owned (entrusted flight operation to Sino Jet)	B-3203 Embraer ERJ 190-100ECJ	
	Summary	<p>The aircraft was on the final approach to New Chitose Airport, the destination aerodrome, with 24 persons on board, consisting of the captain, four other crewmembers and 19 passengers, but at a pressure altitude of approximately 240 ft (AGL: about 165ft), the indication on all the display units powered by multiple systems temporarily disappeared in the cockpit. The aircraft landed without any change.</p>			
	Probable Causes	<p>The probable cause of this serious incident was that when the Aircraft was on the final approach, the IDG*12 was tripped off from the power supply system due to the false detection of an Overfrequency condition by the general control unit (GCU) 2, and then the IDG1 was also tripped off from the power supply system due to the false detection of an Undervoltage condition by the GCU1, which most likely resulted in the power loss of the both two main power supply systems of the aircraft.</p> <p>Regarding the fact that the both two IDGs were tripped off due to the false detections of the Overfrequency and Undervoltage, the two GCUs involved in the event did not have the Service Bulletins (to correct the faults) incorporated, which probably contributed to it.</p> <p>*1 “IDG”, which stands for Integrated Drive Generator, is an electrical generator installed in each of the left and right engine gear boxes, which provides stable 3-phase AC power at 400Hz, 115/200VAC, and 30/40KVA.</p>			
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-3-2-B-3203.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-3-2-B-3203.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/B-3203.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/B-3203.pdf</a> (English)</p>				
5	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type	
	March 30, 2023	August 26, 2021 Kumamoto Airport	The Educational Corporation Kimigafuchi Gakuen (Sojo University) (Aircraft A)	JA31UK Cessna 172S (Small aeroplane)	
			Kumamoto Prefectural Disaster	JA90MT Airbus Helicopters AS365N3	


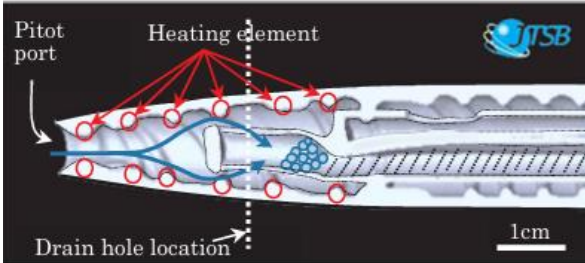





			Prevention and Firefighting Air Unit (Aircraft B)	(Rotorcraft)																														
Summary	<p>At Kumamoto Airport, Aircraft A executed a touch-and-go*1 on the runway being used by Aircraft B, although the air traffic controller instructed Aircraft A to go around as Aircraft B rejected its take-off when it was on the final approach to Runway 25 after being cleared to land (touch-and-go).</p> <p>*1 “Touch-and-go” is an aircraft maneuver that the aircraft takes off again without stopping on the runway or evacuating the runway after landing.</p>																																	
Probable Causes	<p>The probable cause of this serious incident was that although the air traffic controller instructed Aircraft A, the succeeding arriving aircraft, to execute a go-around, when visually recognizing that Aircraft B, the preceding departure aircraft, had aborted its take-off, Aircraft A was most likely unable to hear the go-around instruction and executed a touch-and-go.</p> <p>The reason why Aircraft A was unable to hear the go-around instruction is probably because the captain was concentrating on instructing trainee.</p>																																	
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-3-1-JA31UK_JA90MT.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-3-1-JA31UK_JA90MT.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA31UK_JA90MT.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA31UK_JA90MT.pdf</a> (English)</p>																																	
6	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type																														
	April 27, 2023	November 30, 2019 On Runway 34L (Runway A) at Tokyo International Airport	Peach Aviation Limited	JA806P Airbus A320-214 (Large aeroplane)																														
Summary	<p>The aircraft was making a landing approach to Runway 34L at Tokyo International Airport with a landing clearance, during which a work vehicle entered the runway.</p>  <table border="1"> <thead> <tr> <th>Work section on the day of the incident</th> <th>Position</th> <th>Time</th> <th>Distance</th> <th>State of the work vehicle</th> </tr> </thead> <tbody> <tr> <td>a / A</td> <td></td> <td>01:03:35</td> <td>2,567m</td> <td>Entered the runway strip without clearance from Controller</td> </tr> <tr> <td>a' / A'</td> <td></td> <td>01:03:41</td> <td>2,189m</td> <td>Entered the runway (the serious incident occurred)</td> </tr> <tr> <td>b / B</td> <td></td> <td>01:03:51</td> <td>1,674m</td> <td>Vacated the runway</td> </tr> <tr> <td>b' / B'</td> <td></td> <td>01:03:58</td> <td>1,417m</td> <td>Vacated the runway strip (the closest)</td> </tr> <tr> <td>C</td> <td></td> <td>01:04:55</td> <td></td> <td>The airplane vacated the runway strip</td> </tr> </tbody> </table>				Work section on the day of the incident	Position	Time	Distance	State of the work vehicle	a / A		01:03:35	2,567m	Entered the runway strip without clearance from Controller	a' / A'		01:03:41	2,189m	Entered the runway (the serious incident occurred)	b / B		01:03:51	1,674m	Vacated the runway	b' / B'		01:03:58	1,417m	Vacated the runway strip (the closest)	C		01:04:55		The airplane vacated the runway strip
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C		01:04:55		The airplane vacated the runway strip																														
Probable Causes	<p>The probable cause of this serious incident was that when the aircraft was making a landing approach to Runway A at Tokyo International Airport with a landing clearance, a work vehicle entered and crossed the runway without clearance from Controller, which highly probably caused the aircraft to land on the runway where the work vehicle was present.</p> <p>Probable contributors to the fact that the work vehicle entered and crossed the runway without clearance from Controller are as follows: Workers did not understand sufficiently that clearance from Controller shall be necessary for crossing the runway; and the intersection part between Runway A and Runway B was described as a closed status in the diagram they referred to.</p>																																	
Safety Actions	<p>It is necessary for the parties concerned to consider and implement the safety actions regarding such as the education/qualification management for the construction workers, how to describe in the drawing to be used, the hold positions when entering runways, and safety management activities. (See “3. ANALYSIS” on the Investigation Report.)</p>																																	
Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-4-1-JA806P.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-4-1-JA806P.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA806P.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA806P.pdf</a> (English)</p>																																	
7	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type																														



	April 27, 2023	January 8, 2022 Kagoshima Airport	New Japan Aviation Co., LTD. (Aircraft A)	JA4061 Cessna 172P (Small aeroplane)
			Japan Air Commuter, Co., Ltd. (Aircraft B)	JA04JC ATR 42-500 (Large aeroplane)
	Summary	At Kagoshima Airport, when Aircraft B was on final approach to Runway 34 with the landing clearance, Aircraft A entered the runway without the clearance from an air traffic controller.		
	Probable Causes	The probable cause of this serious incident is certainly that Aircraft A, which had been instructed to hold short of the runway, entered the runway, when Aircraft B was cleared to land on the runway. The reason why Aircraft A, which had been instructed to hold short of the runway, entered the runway is because Trainee A (pilot of Aircraft A) most likely inferred from the ATC instructions that Trainee A had received a clearance of entering the runway, which Trainee A had expected while unable to understand the holding instruction.		
	Safety Actions	Regarding radio communications with the Controllers especially related to the runway use, it is more likely necessary for the parties concerned to consider and implement the safety actions to ensure to certify whether or not the student pilot masters the aeronautical skills required for solo flight. (See “3. ANALYSIS” on the Investigation Report.)		
Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-4-2-JA4061_JA04JC.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-4-2-JA4061_JA04JC.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA4061_JA04JC.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA4061_JA04JC.pdf</a> (English)			
8	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	July 27, 2023	March 7, 2022 Kumamoto Airport	Kumamoto Prefectural Disaster Prevention and Firefighting Air Unit (entrusted operation to Amakusa Airlines Co., Ltd.) (Aircraft A)	JA90MT Airbus Helicopters AS365N3 (Rotorcraft)
			The Educational Corporation Kimigafuchi Gakuen (Sojo University) (Aircraft B)	JA47UK Textron Aviation 172S (Small aeroplane)

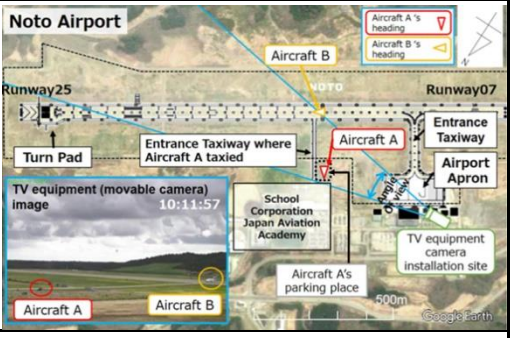


	Summary	<p>At Kumamoto Airport, Aircraft A was on the approach to Runway 07 being cleared to land (touch-and-go*1 clearance), Aircraft B entered the runway without the clearance from an air traffic controller at the time of the take-off from the airport</p> <p>*1 “Touch-and-go” means that after the touchdown, the aircraft takes off again without stopping or leaving the runway.</p>		
	Probable Causes	<p>The probable cause of this serious incident was certainly that Aircraft A, which had been instructed to hold short of the runway, entered the runway where Aircraft B was approaching as cleared to make a touch-and-go.</p> <p>It is highly probable that Aircraft A mistakenly recognized the ATC instruction as the holding on the runway instruction and entered the runway is because it failed to correct the erroneous recognition caused by a false assumption about the ATC instruction.</p>		
	Safety Actions	<p>1. It is important for flight crewmembers to be clearly aware of the difference between the two ATC phraseology such as “LINE UP AND WAIT” and “HOLD SHORT OF RUNWAY” and correctly listen to the ATC phraseology.</p> <p>2. It is desirable that in order to ensure the safe flight operations with two pilots, the KFFDPAC should continue to consider the measures for safe flight that take advantage of the two-pilot system, such as clarifying the confirmation method of the tasks requiring for mutual confirmation to ensure a smooth crew coordination between the pilots, and promoting the creation of an environment that facilitates assertions.</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-5-1-JA90MT_JA47UK.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-5-1-JA90MT_JA47UK.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA90MT_JA47UK.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA90MT_JA47UK.pdf</a> (English)</p>		
9	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	September 28, 2023	April 17, 2020 Obihiro Airport	Civil Aviation College	JA017C Cirrus SR22 (Small aeroplane)
	Summary	<p>When the aircraft landed at Obihiro Airport, the nose landing gear (NLG) was damaged and it stopped on the runway. After that, the aircraft became unable to continue its taxiing.</p>		
Probable Causes	<p>It is certain that the probable cause of this serious incident was that the Aircraft landed with the Piston Rod separated from the NLG Oleo*1 cylinder, and the aircraft was excessively tilted downward during the landing roll.</p> <p>The reason why the Piston Rod was separated from the NLG Oleo cylinder is probably because in the manufacturing operation for the Oleo that was installed on the aircraft, the assembly work for the Piston Rod and the Piston Rod Locknut was not conducted appropriately, and as take-offs and landings were repeated, the Piston Rod Locknut was detached from the Piston Rod.</p> <p>*1 “Oleo” refers to a shock absorber used to cushion the impacts applied through the nose landing gear of aircraft at the time of taking off, landing and taxiing.</p>			
Safety Actions	<p>The Oleo manufacturer shall improve the manufacturing procedures to ensure the Oleo assembly work. (See “3. ANALYSIS” on the Investigation Report.)</p>			





	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-6-1-JA017C.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-6-1-JA017C.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA017C.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA017C.pdf</a> (English)		
10	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	September 28, 2023	April 18, 2022 At an altitude of approx. FL 360 over Oda City, Shimane Prefecture	IBEX Airlines Co., Ltd.	JA07RJ Bombardier CL-600-2C10 (Large aeroplane)
	Summary	<p>The aircraft, as scheduled flight 18, took off from Sendai Airport, however, while the airplane was flying over Oda City, Shimane Prefecture toward Fukuoka Airport at FL 360*1, unreliable airspeed indication occurred temporarily on both Primary Flight Displays for the Pilot in Charge and the First Officer. For that reason, the Pilot declared a state of emergency, continued the flight, and landed at Fukuoka Airport.</p> <p>*1 “FL” means a pressure altitude in the standard atmosphere. FL is expressed in the value obtained by dividing the reading on the altimeter (unit: ft) by 100 when the altimeter is set to 29.92 in Hg. Flight altitude over 14,000 ft is generally expressed in FL in Japan. For instance, FL360 stands for an altitude of 36,000 ft.</p>		
	Probable Causes	<p>It is most likely that the probable cause of this serious incident was that the right and left sides of the pitot system became blocked while the aircraft was flying at FL 360, the failure airspeed indication temporarily occurred on both sides of the Pilot in Charge and the First Officer.</p> <p>Regarding the pitot system being blocked, it is probable that the aircraft flew in an area where ice crystals existed.</p> 		
	Safety Actions	<p>This serious incident occurred during the night, and in spite that visually recognizable information such as topography and others was unable to be obtained, the flight crewmembers continued to fly with their calm response and made a safe landing. It was difficult for weather prediction and airborne weather radar to detect the airspace presented ice crystals, and it is possible that ice crystals are suddenly encountered during flight. As there is a past event where wrong responses by flight crewmembers led to a serious accident, even if similar it is necessary to be prepared so as to address appropriately should a similar situation arise.</p>		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-6-2-JA07RJ.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-6-2-JA07RJ.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA07RJ.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA07RJ.pdf</a> (English)		
11	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	September 28, 2023	April 22, 2022 Kansai International Airport	Japan Coast Guard	JA687A Eurocopter EC225LP (Rotorcraft)
	Summary	<p>At Kansai International Airport, when the aircraft was on an approach to the take-off/landing field for helicopters (helipad) with landing clearance from an air traffic controller, an inspection vehicle cleared for entering from another air traffic controller entered the helipad.</p>		
	Probable Causes	<p>The probable cause of this serious incident was certainly that when the aircraft was on an approach to the helipad with landing clearance from the Tower, the inspection vehicle belonging to Kansai Airports (hereinafter referred to as “Vehicle B”) entered the helipad as cleared by the Ground.</p> <p>The reason why the Ground issued a clearance to enter the helipad to Vehicle B is most likely because while the coordination including the approval related to the use of the helipad</p>		

		were not made in an explicit manner mutually between the Tower and the Ground, the Ground recognized that the Tower had approved of Vehicle B entering the helipad.		
	Safety Actions	When coordinating about the approvals between control positions, it is important that the air traffic controller who seeks an approval shall state clearly to that effect, and that the air traffic controller who is asked to coordinate with shall state clearly whether it is approved or not approved for the coordination. (See “3. ANALYSIS” on the Investigation Report.)		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-6-3-JA687A.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-6-3-JA687A.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA687A.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA687A.pdf</a> (English)		
12	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	September 28, 2023	October 18, 2022 Yao Airport, Yao City, Osaka Prefecture	ASAHI AIRLINES CO., LTD.	JA80AP Cessna 172S (Small aeroplane)
	Summary	<p>The aircraft executed a go-around due to an instable attitude during the continuous touch-and-go training for the trainee, with a captain as an instructor on board, and the underside of the aft fuselage contacted on the surface of Runway27 at Yao Airport.</p> <p>On board the aircraft were the instructor and the trainee, who were not injured.</p>		
	Probable Causes	<p>The probable cause of this serious incident was that during the training, even after the aircraft was flared, came into floating state to meet the go-around criteria, the approach was continued because the go-around decision was not made, and then the sink rate increased rapidly at the time of the landing maneuver, therefore, a go-around was executed, but, the aircraft did not stop sinking, probably causing the underside of the aft fuselage to contact the runway surface before it climbed.</p> <p>The reason why the aircraft continued to approach without making a go-around decision after the aircraft met the go-around criteria was because the Instructor's intention to allow the trainee to experience a landing, even as the Instructor assisted the trainee in controlling the aircraft, was probably a contributing factor.</p>		
	Safety Actions	<ol style="list-style-type: none"> <li>It is necessary for the Company to take following safety actions.               <ol style="list-style-type: none"> <li>If the go-around criteria are met, a go-around shall be executed.</li> <li>Clarify the purpose and procedure of the Assist in flight.</li> </ol> </li> <li>As described in the ANALYSIS, it is desirable for the Company to maintain a state in which flight data can be recorded at all times. (See “3. ANALYSIS” on the Investigation Report.)</li> </ol>		
Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-6-4-JA80AP.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-6-4-JA80AP.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA80AP.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA80AP.pdf</a> (English)			
13	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	November 30, 2023	December 12, 2022 Saga Airport	SGC Saga Aviation Co., Ltd.	JA4121 Cessna 172P (Small aeroplane)
	Summary	While the aircraft was making a landing approach to Saga Airport for a flight training, a vehicle entered the runway, causing the aircraft to execute a go-around.		
	Probable Causes	<p>The probable cause of this serious incident was that the vehicle most likely entered the runway without obtaining runway entry permission while the aircraft was making landing approach.</p> <p>It is highly probable that as the Bird Sweep*1 Staff misunderstood instruction to hold</p>		

		<p>position and thought that runway entry permission was obtained, because he wanted to complete bird sweep as soon as possible.</p> <p>*1 “Bird sweep” refers to removal work of harmful birds and beasts to prevent them from striking aircraft using firearms and fireworks.</p>		
	Safety Actions	When entering a runway, it is necessary to ensure that the runway entry permission has been obtained. (See “3. ANALYSIS” on the Investigation Report.)		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-7-1-JA4121.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-7-1-JA4121.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA4121.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA4121.pdf</a> (English)		
14	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	December 21, 2023	May 20, 2022 Hyakuri Airfield	Fuji Dream Airlines Co., Ltd.	JA10FJ Embraer ERJ 170-200STD (Large aeroplane)
	Summary	At Hyakuri Airfield, after receiving a landing clearance from an air traffic controller, the aircraft attempted to land on Runway 21R where there was a vehicle.		
	Probable Causes	<p>The probable cause of this serious incident was certainly that when the Vehicle was conducting the barrier inspection on Runway 21 and its vicinity after receiving the runway entry permission, Controller A issued a landing clearance for the runway to the aircraft, therefore the aircraft attempted to landing on the runway.</p> <p>Controller A gave the aircraft the landing clearance for the runway where there was the Vehicle was most likely because Controller A had forgot the existence of the Vehicle, and Controller B in charge of the ground control position had also forgot the existence of the Vehicle and was unable to complement the services of tower control position.</p> <p>Regarding to Controllers A and B forgetting the existence of the Vehicle, after the Vehicle was comprehensively permitted to enter the runway, there was no communication between the Vehicle and the airfield traffic control tower for about 40 minutes, in addition, as multiple on-the-job trainings were conducted at the airfield traffic control tower, the system to complement their ATC services one another became fragile and others, which probably contributed to it.</p>		
	Safety Actions	<p>It is important for the Controllers engaged in the services at the tower control position to grasp the conditions of obstacles on the runway and its vicinity surely and continuously, and always be prepared to take appropriate actions if necessary.</p> <p>Besides, when the runway entry is comprehensively permitted to the Vehicle for long hours, it is necessary to consider and take effective measures to prevent forgetting such as instruction of fixed-point reporting and others. (See “3. ANALYSIS” on the Investigation Report.)</p>		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-8-1-JA10FJ.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-8-1-JA10FJ.pdf</a> (Japanese) <a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA10FJ.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA10FJ.pdf</a> (English)		
15	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	December 21, 2023	October 15, 2022 Noto Airport	JANET CORPORATION (Aircraft A)	JA6113 Bell 206B (Rotorcraft)
			Japan Coast Guard (Aircraft B)	JA871B Textron Aviation B300C (Small aeroplane)

	Summary	<p>At Noto Airport, Aircraft A took off from the runway where Aircraft B was taxiing toward the apron.</p> 		
	Probable Causes	<p>The probable cause of this serious incident is that it is certain that even though Aircraft B had not yet vacated the runway it had landed on, Aircraft A took off from the runway.</p> <p>It is probable that Aircraft A took off because the captain of Aircraft A had assumed that there would be no other aircraft on the runway, and the captain did not fully conduct visual safety check for the runway with a desire to keep the time schedule for the repeatedly continuing sightseeing flights.</p> <p>The captain of Aircraft A had assumed that there would be no aircraft on the runway is most likely because with the increasing workload, Noto Radio, who had forgotten the existence of the Aircraft B having landed on the runway, provided Aircraft A with the information that "RUNWAY IS CLEAR" without fully confirming there was no traffic on the runway.</p>		
	Safety Actions	<p>Flight crew members have to surely keep watch for the runway by themselves at the time of take-off and landing, and it is necessary to follow the procedures to implement this thoroughly. Besides, in the case where several aircraft use the same aerodrome, in order to have common recognition among them regarding the air traffic condition, it is desirable for flight crew members of each aircraft to make efforts to grasp other aircraft movements by monitoring not only the information provided by AFIS but also the radio communication with other aircraft as much as possible.</p> <p>Furthermore, in the case of the flight operation for sightseeing flight and others that would be repeated continuously in a short time, it is important to plan with plenty of time.</p> <p>In the case where those engaged in AFIS provide the information "RUNWAY IS CLEAR", it is important to implement thoroughly the procedures to ensure that there is no relevant aircraft on the runway. (See "3. ANALYSIS" on the Investigation Report.)</p>		
	Report	<p><a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-8-2-JA6113_JA871B.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inci/AI2023-8-2-JA6113_JA871B.pdf</a> (Japanese)</p> <p><a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA6113_JA871B.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA6113_JA871B.pdf</a> (English)</p>		
16	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	December 21, 2023	March 12, 2023 Tamamura Town, Sawa-gun, Gunma Prefecture	Privately owned	JR1250 Rans S-6 Coyote II-R582L (Ultralight plane with two seats)
	Summary	<p>During a leisure flight near Tamamura Town, Sawa-gun, Gunma Prefecture, the aircraft experienced a decrease in engine output and made an emergency landing on a riverbank.</p> <p>The aircraft had one pilot on board, but no one was injured, and there is no damage for the aircraft.</p> 		
Probable Causes	<p>The probable cause of this serious incident is most likely because the fuel supply to the engine decreased during the flight, leading to a continuous loss of engine output.</p> <p>It is highly probable that the reduction in fuel supply to the engine during the flight is caused by debris adhering to the fuel filter, obstructing the fuel flow, and an incomplete closure of the check valve inside the fuel pump, resulting in insufficient fuel pressure.</p> <p>According to the manufacturer's manual, the failure to recognize debris adherence to the</p>			

		fuel filter and reduced fuel pump performance before the continuous loss of engine output during flight is considered to have resulted from inadequate inspection and maintenance.		
	Safety Actions	Ultralight plane users must conduct proper inspections and maintenance following the manufacturer's manual. Additionally, maintenance records should be kept whenever inspections and maintenance are performed. (See "3. ANALYSIS" on the Investigation Report.)		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-8-3-JR1250.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-8-3-JR1250.pdf</a> (Japanese)		
17	Date of publication	Date and location	Operator	Aircraft registration number and aircraft type
	December 21, 2023	May 22, 2023 Chubu Centrair International Airport	AERO ASAHI CORPORATION	JA6718 Aerospatiale AS355F2 (Rotorcraft)
	Summary	When landing at Chubu Centrair International Airport, the helicopter landed at the take-off/landing field for helicopters (helipad) on a taxiway that was different from the runway assigned by the air traffic controller.		
	Probable Causes	The probable cause of this serious incident was that when the helicopter was cleared to land on Runway 36 by the Tower, the captain most likely mistakenly believed that it was cleared to land at T Helipad and it landed at the helipad.		
	Safety Actions	It is important for pilots to acquire sufficient knowledge related to ATC phraseology and correctly recognize the transmission contents from air traffic controllers. (See "3. ANALYSIS" on the Investigation Report.)		
	Report	<a href="https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-8-4-JA6718.pdf">https://www.mlit.go.jp/jtsb/aircraft/rep-inc/Al2023-8-4-JA6718.pdf</a> (Japanese)		<a href="https://www.mlit.go.jp/jtsb/eng-air_report/JA6718.pdf">https://www.mlit.go.jp/jtsb/eng-air_report/JA6718.pdf</a> (English)

## 7 Provision of factual information in 2023 (aircraft accidents and serious incidents)

The JTSB provided no factual information in 2023.



Column

## Participation in the Annual Meeting of the International Society of Air Safety Investigators (ISASI 2023)

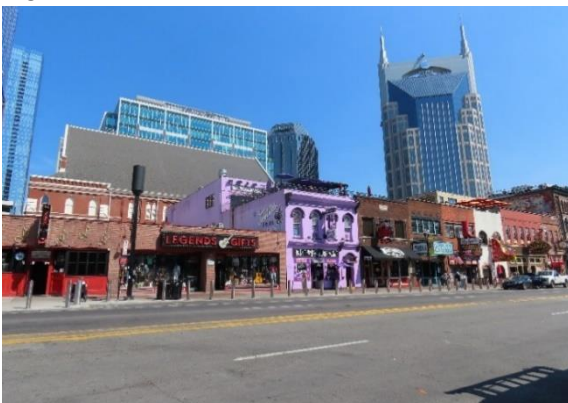
### Aircraft Accident Investigators, Analysis, Recommendation and Opinion Office

The International Society of Air Safety Investigators (ISASI) is an organization aimed at sharing information and enhancing the skills of international aircraft accident investigators. It comprises aircraft accident investigation authorities from various countries, airlines, aircraft manufacturers, and flight/cabin crew associations. ISASI holds an annual meeting every year, and in 2023, it was held in Nashville, Tennessee, USA, in August. Nashville is the holy land of country music, with music museums, famous concert halls, and numerous music studios. It is a city where the music industry stands out, attracting fans worldwide. The downtown area of Broadway is especially impressive, where live performances continue day and night.

ISASI 2023 saw the participation of 325 individuals from about 30 countries and regions. The event featured three keynote speeches and 25 presentations from a wide range of fields, including unique accident investigation cases and investigation methods. Among them, JTSA would like to study and incorporate the new analytical methods introduced in the presentations on the investigation techniques of various countries. Additionally, the US Federal Aviation Administration (FAA), where private sector space development has been active in recent years, lectured on the approach to space accident investigations. We also participated in the simultaneous meetings of the Asian Society of Air Safety Investigators (AsiaSASI) and the Government Air Safety Investigators Group (GASIG), exchanging information and discussing the status of activities and aviation accident investigation-related information. The Japan Transport Safety Board has participated in the annual meeting since establishing the Aircraft Accident Investigation Commission in 1974 and supported the event in Sapporo in 2010.

By utilizing the knowledge and information gained from this meeting in our accident investigations, we aim to improve our investigative techniques further and continue to conduct accurate accident investigations.

Moreover, for this meeting, one young staff member from the Analysis, Recommendation and Opinion Office, who is in their second year of employment, participated to gain experience in international conferences. In addition to acquiring knowledge and information on accident investigations, they had many encounters with investigators from other countries, making this a fruitful business trip for their future career development. We hope the knowledge and international exchange experience gained by the young staff members at this conference will be applied to their daily work and contribute to their future success as an aviation accident investigator.



Broadway in Nashville



The venue of ISASI 2023