

ANNUAL REPORT 2016 英語版 (掲載事例抜粋)



Overrun due to inability to stop within runway
Korean Air Lines Co., Ltd. Boeing 737-900, HL7599

平成 25 年 8 月 5 日発生、大韓航空株式会社所属ボーイング式 737-900 型 HL7599、新潟空港に着陸し滑走路内で停止することができず、オーバーラン (平成 27 年 1 月 29 日公表)

Item	Investigation Content	Causes
Driver Speed limit (60 km/h) of curve (R=300)	Passed one more accident site at approximately 60 km/h	<p>Causes</p> <ol style="list-style-type: none"> The specifications of the suspension system for this freight wagon are such that if the load is relatively light, the wagon will be swayed and it will be difficult for the vibrations of the train body to occur. The load was relatively light and the gravity center was at a high position. The compressed suspension near the accident site had relatively large compressive amount and it is considered that the vibration of the wagon body to occur. The wagon body had relatively large lateral vibration and it is considered that the vibration of the train body to occur. At a right hand curve a radius of 200 m, the front axle and the rear bogie climbed up the outer rail and because derailed.
Wagon Positioning of side-tilt rib and axle (R=300)	Dimension of side-tilt rib was appropriate since the wagon was in curve at that time	
Wagon State of wheel tread substance (wear)	Wagon tread was appropriate to driving condition	
Wagon Side-tilt rib: side-tilt support rubber Condition of bottom springs, etc.	Side-tilt rib: appearance or dimension of bottom spring Side-tilt rib: side-tilt support rubber Condition of bottom springs, etc. were significantly damaged, but no abnormality could be confirmed	
Wagon Vibration with-hand earth (boom)	Specifications when vibration conditions occur were according to the load weight No abnormalities of mechanical condition	
Wagon Position of gravity center of load	Load pattern was relatively light and their gravity center was at a high position, and it is considered that the gravity center of the wagon is high No abnormalities of mechanical condition	
Track Track irregularities (track gauge, cross level, height alignment, etc.)	All track irregularities were at a level regularity value between -10mm and +10mm and it is considered that there is no abnormality	
Track Track wear (single-wheel method, TF wear)	Wagon was in curve at the time of accident	
Track Track components	No abnormalities in ballast, sleepers, rail fasteners, or other track components	

Japan Freight Railway Company; Train derailment accident between Kamaya station and Izumisawa station, Esashi Line

平成 24 年 9 月 11 日発生、日本貨物鉄道(株) 江差線 釜谷駅～泉沢駅間 列車脱線事故 (平成 27 年 12 月 17 日公表)



Collision between tank landing ship OSUMI and pleasure boat TOBIUO



平成 26 年 1 月 15 日発生、輸送艦おおすみプレジャーボートとびうお衝突 (平成 27 年 2 月 9 日公表)

英語版ホームページにおける情報提供（年報以外）

運輸安全委員会ダイジェスト英語版 (平成 28 年 5 月 発行)

~Case Studies and Accident Analysis~

JTSB Digests
JTSB (Japan Transport Safety Board) DIGESTS

(Issued in May, 2016)

**Introduction of Events Relating to Aircraft Accident, etc.
Close call incidents in the field of aviation**

1. Preface	1
2. Details of close call incidents, aircraft accidents, etc.	2
3. Case of close call incidents, aircraft accidents, etc. (related to wake turbulence and wrong approach to a runway, etc.)	4
4. Questionnaire and pilot interviews on close call incidents	14
5. Column: Personal experiences of pilots involving close call incidents (contributors)	19
6. Conclusion	20

1. Preface

In various situations, there are cases of people getting a fright from a mistake that did not lead to an accident, but that nearly avoided the occurrence of some type of trouble, and such events are called "close call incidents." According to principles derived from industrial accident statistics, there are 29 small accidents in the shadow of every serious incident, as well as an additional 300 close call incidents that are also concealed.

In order to ensure transport safety, in addition to safety inspections by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) based on various business laws, the "Transport Safety Management" was introduced from October 2006, and initiatives for the establishment and improvement of safety management systems by transportation business, independent company-wide efforts from top management to the field, were implemented.

As a result, a system was established that makes it obligatory to report accidents and serious incidents (hereinafter "accidents, etc.") and problems causing safety concerns with aircraft operation that did not lead to an accident, etc. in the field of aviation to the national government. Based on this, information related to safety issues as well as investigations on the cause of accidents, etc. and recurrence prevention measures have been shared with parties involved in aviation and used for preventive safety measures.

On the other hand, cases of close call incidents on which reports to the national government are not required have only been utilized in the respective organizations of aviation business operators.

Amidst these circumstances, Voluntary Information Contributory to Enhancement of the Safety (VOICES) was commenced from July 2014 as an initiative in which close call incidents that do not need to be reported to the national government are collected and shared among other businesses entities and stake holders in order to contribute to safety improvements. This system has been implemented based on the "State's Civil Aviation Safety Programme" formulated by the MLIT, and, from the viewpoint of reporter protection, the system is managed and operated by a third-party organization selected through a public offering every fiscal year. The operations for FY2015 were led by the third-party organization Association of Air Transport Engineering and Research (ATEC).

Here, we introduce the cases of "Important safety information that should be shared between operators (FEEDBACK)" from the ATEC website, to compare with those similar to the cases of accidents, etc. investigated by the JTSB.

*Transport Safety Management System <http://www.mlit.go.jp/jtsb/taizen/online.html> (Only available in Japanese)
*Voluntary Information Contributory to Enhancement of the Safety (VOICES) <http://www.jphotos.jp/index.html> (Only available in Japanese)
*Association of Air Transport Engineering and Research <http://www.atec.or.jp/> (Only available in Japanese)

1

船舶事故ハザードマップ・グローバル版 (平成 26 年 4 月 運用開始)

運輸安全委員会 Japan-Marine Accident Risk and Safety Information System (J-MARISIS)

Show links Japanese

Accident search Display options Map List

User guide

Name of place/landmark

Date of occurrence From: / / To: / /

Time of occurrence From: -- -- To: -- --

Year of publication From: / / To: / /

Accident type

Vessel type

Gross tonnage t - t

Keywords

Not keyword

Select search area Visible area Draw rectangle Draw polygon

Data representation Icon Heatmap Icon and Heatmap Indicate whether info is available in English

Zoom in on the map to search this area for information.