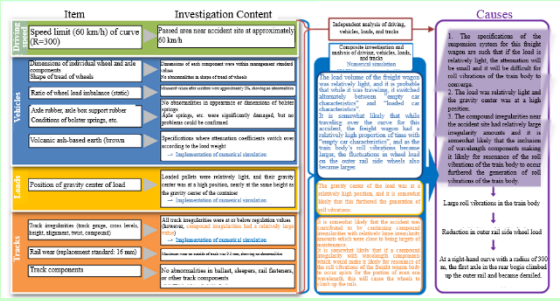
資料２

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）



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

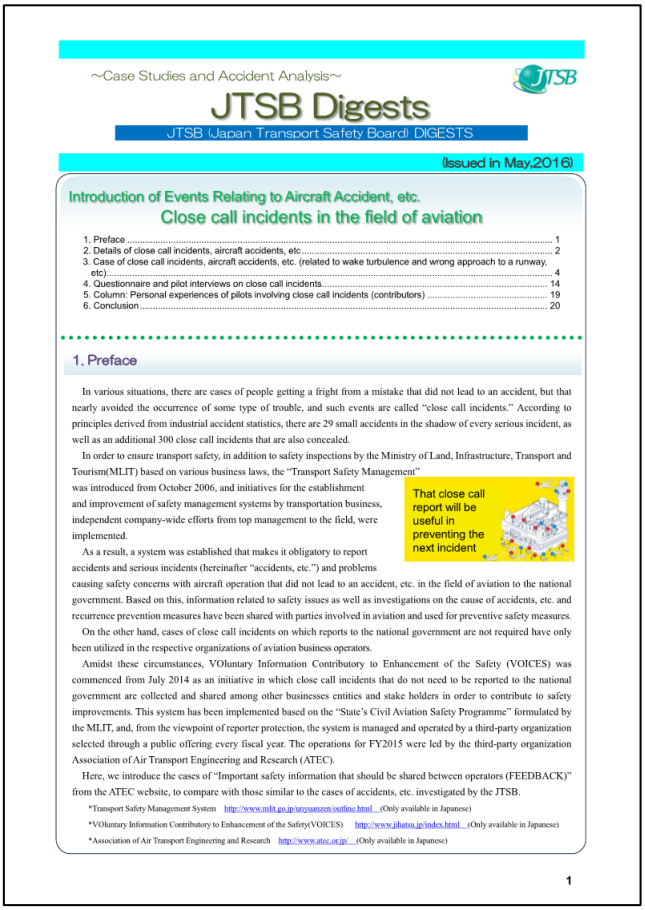
平成 24 年 9 月 11 日発生、日本貨物鉄道㈱ 江差線 釜谷駅～泉沢駅間 列車脱線事故（平成 27 年 12 月 17 日公表）

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

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.

That close call report will be useful in preventing the next incident

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/unyuanzen/outline.html (Only available in Japanese)

*VOluntary Information Contributory to Enhancement of the Safety(VOICES) http://www.jiluisu.jp/index.html (Only available in Japanese)

*Association of Air Transport Engineering and Research http://www.atec.or.jp/ (Only available in Japanese)

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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）