



NTSB の事故調査途中のデータ発表には問題がある 《アジアナ機サンフランシスコ事故関連の IFALPA 声明》

IFALPA は、7月6日に起こったアジアナ機のサンフランシスコでの事故に関して、7月11日 Press Release を発表し、事故調査に関する事実の一部のみを公表することに疑問を投げかけました。IFALPA 声明の概要をお伝えします。

IFALPA は、NTSB が事故調査の初期の段階で、航空機搭載のフライト・レコーダー等の記録装置のデータを公表することには、同意しかねる。

IFALPA は、事故後まだ1週間も経たず、現場の調査が行われている段階において揃っていないデータを公表するのではなく、事故調査が完全に終わった時点で全データを発表すべきと考える。解析の終わっていない不完全なデータを部分的に公表することは、事故調査の妨げとなるだけでなく、調査途中で事故の原因を NTSB が発表していると受け取られる傾向を生じせしめている。

詳細データの突合せをおこなっていない状態で、フライト・レコーダーやボイスやボイス・レコーダーの内容を公表することは、飛行の安全を阻害する行為である。全ての事実が取りまとめられ、パイロットと客室乗務員が経緯を正確に報告し、事故調査担当者が事故原因を特定できうる時点に至らぬ段階で、一部のデータを報道関係者に公表することは、不適切な憶測を含む行き過ぎた記事の氾濫を生じることになる。

アジアナ 214 便事故に関しては、結論を出す前に、解明しなければならない事項が多く残っている。IFALPA は、正確な状況解析により得られた全ての事実に基づく客観的な事故調査手順を強く推すものである。IFALPA の人的資源は NTSB および諸国の事故調査機関が活用できる状態にあり、IFALPA は事実情報の収集とその他必要な情報の提供に無条件で協力するものである。

(裏面に IFALPA Press Release 14PRL01 を添付します)

Full investigation of Asiana Flight 214 accident needed before drawing conclusions

MONTREAL — The International Federation of Air Line Pilots' Associations has released the following statement regarding the Asiana Flight 214 accident in San Francisco on 6 July, 2013:

IFALPA would like to express our most sincere condolences to all those impacted by this accident including passengers, crew, first responders, and their families.

IFALPA would like to acknowledge that we disagree with the National Transportation Safety Board's (NTSB) decision to release the operational data from on-board recorders so early in the investigation of this accident. IFALPA feels strongly that such details should only be publicly released following a thorough and complete investigation of the events that occurred, and not prematurely during the course of the field portion of the accident investigation, underway for less than one week. Publicly declaring premature, unanalyzed, and partial data can severely interfere with the investigative process, and also implies that the NTSB has already concluded probable cause of the accident before the onset of an investigation.

IFALPA feels that the publication of data points obtained from the flight data recorder and the cockpit voice recorder can compromise flight safety as the data lacks the context of the entire body of factual investigative data. The release of partial data can lead to media and public speculation and sensationalization of the causes of the accident before all the facts are collected, and before investigators have the ability to determine why the events occurred and, in this case, before the aircraft pilots and crew had the opportunity to report vital information as to what exactly occurred during the event leading up to the accident.

Many critical questions remain to be answered before drawing a conclusion in the Asiana Flight 214 accident. IFALPA strongly supports an objective accident investigation process through the collection of all the facts needed to draw an accurate analysis of events that may have led to the accident in the appropriate operational context. IFALPA's resources are at the disposal of the NTSB or any state investigative agency, and we freely offer our assistance in gathering those facts and any other information which may be pertinent to this case.

Note to Editors: The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots in more than 100 countries world-wide. IFALPA's mission is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations.

See the Federation website www.ifalpa.org

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