



## IFALPA AAP Committee Meeting

### in Tokyo その②

<日本における国際会議について>

今回の IFALPA 会議において、資料提供に協力してくれた東京都の外郭団体である「東京観光財団：Tokyo Convention & Visitors Bureau」から会議終了後、東京都での国際会議開催における都からの支援制度について説明を受けました。

更に、「日本国政府観光局：Japan National Tourism Organization」からも、ALPA Japan、IFALPA の国際活動についての問い合わせを受け、日本国政府としての国際会議誘致の制度、支援に関する説明を受けました。今後の ALPA Japan（日乗連）活動に有益な公的組織との繋がりを構築する事が出来ました。

<スポンサー>

3日間に渡る会議期間中に提供されるコーヒープレイクには、粘り強い交渉の末、全てのコーヒープレイクに Boeing、ATR、Embraer 及び IFALPA からスポンサーがつき、経費削減に貢献しました。



<最後に>

今回の IFALPA AAP は、AAP 以外の ALPA Japan の専門委員会（LEG、HUP 委員会、IFALPA Director、etc）や航空安全推進連絡会議の管制官の方々等多くの参加があり、皆の協力の基、円滑に会議運営を行う事が出来ました。加えて、現役の運輸安全委員会委員長、運輸安全委員会 OB の方々が中心的に安全活動を進めている NPO 法人、更に市民レベルで消費者事故調査委員会の発足に尽力をした「事故調ネット」からの参加等、関係各方面の協力により、盛況のうちに幕を閉じました。今後も ALPA Japan（日乗連）は航空の発展と安全性向上に向けて横断的な活動を積極的に推進していきます。

また、今回の会議会場となったグランドハイアットホテルには、準備段階から始まり、会議中の突発的な問題に対しても大変親身に対応して下さい、改めて感謝の意を表したいと思います。

～ ALPA Japan staff ～



～海外のメンバーも

日本の地下鉄ではお行儀よく整列～



～ 次回 IFALPA AAP 委員会は 2018 年秋オーストラリア・シドニーです ～

以 上

<運輸安全委員会：中橋和博委員長挨拶>

Good morning, Ladies and Gentleman, Welcome to Tokyo. It is my great honor to have the opportunity to address you today. Last month, 32 years have passed since the worst single-aircraft accident in aviation history, Boeing-747 crashed into mountain area in Japan due to bulkhead burst. Since that accident, fatal accidents involving passenger on Japan-based airlines have not occurred in Japan. I believe that it is the great result of safety actions taken by stakeholders on the front line of aviation, including activities of ALPA Japan, in cooperation with IFALPA. In Japan, however, several passengers and cabin attendants were injured due to severe turbulence during the cruise or near airports. There are two kinds of turbulence, natural turbulence and wake turbulence from a preceding aircraft, and as all of you are aware it is difficult to predict and respond to all turbulence appropriately. JAXA, Japan Aerospace Exploration Agency, is currently developing a clear-air turbulence detector and plan to test it on Boeing 777 as one of the Boeing Eco-Demonstrator Program next year. I hope their success and realization of this new technology's practical use. Japan Transport Safety Board has issued a safety digest in which we depict the figures and analyze on the turbulence issue. You can easily access the safety digest on our website in English, so your reading and giving feedbacks to us would be highly appreciated. In any way, the pursuit of aviation safety is a never-ending effort and I feel in my own mind that we, not only Accident Investigation Authority, but with close and solid cooperative effort with all the parties concerned, we have to improve safety culture continuously and surely. On behalf of Japan Transport Safety Board, I am sincerely hoping for the continuous success of this Accident Analysis and Prevention Committee Meeting of IFALPA. Thank you.

<NPO 航空鉄道安全推進機構：垣本由紀子氏挨拶>

It is my great pleasure to be invited to this honorable IFALPA Conferences. Concerned with flight safety activity, once I was a commission member of JTSA for six years. During this period, we had two major accidents; one is near midair collision and the other one is the trail derailment. In case of near midair collision, 100 persons had injuries and in the case of derailment, 107 person were killed and 562 persons had injuries. The trigger of both accidents was human errors and organizational influences especially in the derailment. So, I am looking forward to watch human error measures and follow effects of those measures. I thank you very much.

<事故調ネット：河村真紀子氏挨拶>

It is an honor to be invited to this 2017 AAP Committee meeting. I'm Makiko Kawamura, Co-representative of the Network for Establishing a New Accident Investigation Body. I am often impressed with the serious efforts made regarding accident investigation and safety by pilots and engineers in the aviation field. For a long time, the Japan Transport Safety Board was the only authorized accident investigation body in Japan. The division between police investigation and accident investigation has been unclear for accidents involving the public in fields other than transportation (such as accidents involving elevators and escalators,

playground and amusement park equipment, swimming pools, electronic goods, and gas products). Otherwise, an unauthorized administrative body would generally perform an inadequate accident investigation, and then close the investigation. As a member of a consumer organization, I have worked toward consumer safety. In an effort to improve the situation surrounding safety, in 2012, I took part in establishing the Network for Establishing a New Accident Investigation Body. People with a variety of viewpoints participate in the Network. This includes people involved in aviation and medical treatment, consumer organizations, lawyers, and parties injured in or affected by accidents. Mr. Hiroaki Tateno (president of ALPA Japan) is a member from the aviation field who serves as co-representative. There are technical aspects of accidents that differ depending on the field in which an accident occurs. However, Network members jointly recognize that there are universal concepts in accident investigation that extend beyond those differences between fields. With that in mind, members discuss accident investigation methods and support for victims that will contribute to preventative measures. The field of aviation has made noticeable progress in relation to research into accident investigations. We are learning a great deal regarding ideas and techniques in accident investigation that you have all played a role in establishing. For example, the sole purpose of accident investigation is to prevent recurrence of the same accident. It should be kept separate from the notion of seeking responsibility. Provided that every human kind makes errors, it should have implemented the most advanced way of understanding about human errors. Not only the direct cause which triggered the accident, other various multiple-factors or background factors should be also examined and clarified. In 2012, the Consumer Safety Investigation Commission was established as the authorized small-scale investigation body in Japan. Although we are seeing results from our efforts, we are yet to realize the level of investigations that we initially imagined. However, we plan on fostering the new commission by monitoring activities, reporting opinions, and providing support. We currently have a new objective—namely, to create an international standard regarding the method for carrying out accident investigations to prevent recurrence of consumer accidents. We hope that the concepts and methods regarding accident investigation that we have learned from the aviation field will be beneficial to people in countries where accident investigations have thus far not been properly performed. We are currently taking action to formulate accident investigation guidelines in the form of international standards to help prevent the recurrence of accidents, be it accidents involving products, ferries, or elevators. We have deep respect for safety efforts carried out by IFALPA. We hope that you continue to roll out activities within the aviation field, as well as in collaboration with other fields, in the pursuit of safety for the public. Thank you.

<参加国>

Australia, Austria, Belgium, Brazil, Canada, Denmark, Finland, France, Germany, Hong-Kong, Israel, Japan, Kenya, Morocco, Netherlands, New Zealand, Norway, Singapore, South Africa, South Korea, Sweden, Switzerland, Thailand, Tunisia, United Kingdom, United States of America