

ALPA Japan's Statement Regarding a Total Stop of Operating B-787s

To avoid a major accident, the ANA692's decision to make an emergency landing at Takamatsu airport, the emergency exit after landing, plus the pilots', attendants', air control's and airport staff's actions were all appropriate.

After the incident, both Japanese and American authorities decision to stop all B-787 operations and start to investigate the causes [both actions to help to prevent another accident], in this respect is valuable.

On the other hand, we need to take seriously, as people who are involved in aviation, that we gave huge uncertainty to not only the passengers who were on the ANA plane but also society worldwide. Also it is necessary to search our conscience that all of us who are involved in aviation should also have had a similar cautious response including to stop B787 operations when Japan Airline's same type of airplane had a similar incident in Boston Airport .

The defects in the electric system, including the two incidents involving lithium ion batteries which could cause serious accidents such as fires during flying, it is necessary to investigate the causes completely and establish preventive measures.

Regarding defects found after B-787 flights, instead of examining each case separately we should investigate all of the facts more broadly against a background based on safety management and risk management; then we can predict the influences those might give, and we can take measures in advance.

ALPA Japan thinks restarting flights, with the risks which could not be dealt with, should not be happening based on SMS (Safety Management System) by ICAO (International Civil Aviation Organization).

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Note: ICAO SMS is an approach for safety management, including necessary organization, responsibility, direction, and how to do things step-by-step.