

## **Urgent Statement for the Accident at Tokyo International Airport on Jan 2<sup>nd</sup>, 2024**

We would like to express our deepest condolences to the Japan Coast Guard personnel and their families who were killed in the collision between a Japan Airlines A350 and a Japan Coast Guard DH8C aircraft that occurred at Tokyo International Airport (Haneda Airport) on January 2<sup>nd</sup>, 2024. We also pray for the speedy recovery of all those injured in this accident, and extend our sympathy to all concerned.

We, Japan Federation of Civil Aviation Workers' Unions for Air Safety (JFAS), were established in 1966, triggered by a series of aircraft accidents that occurred in February and March 1966 (All Nippon Airways B727 accident off Haneda Airport, Canadian Airlines B707 accident at Haneda Airport, and BOAC B707 midair crash over Mt. Fuji). And we are in active during 58 years, with the goal of eliminating aviation accidents in Japan.

JFAS is composed of staffs involved in the field of aviation (pilots, air traffic controllers, mechanics, flight attendants, ground handlers, meteorological agency officials, customs officials, etc.). And JFAS requests of the relevant ministries and agencies the improvements of all safety factors in each field. Although various improvements have been made so far, we are aware that there are still various issues to be addressed in order to achieve aviation safety.

Unfortunately, the recent aircraft accident at Tokyo International Airport demonstrates that aviation safety is far from accomplished. And we say that a careful and accurate accident investigation should be conducted by the Japan Transport Safety Board (JTSB). Therefore, the fact-finding is the sole and highest priority, eliminating speculation and accurately understand.

In order to achieve this, all members of the press and those who disseminate information on social networking sites must eliminate speculation and imagination about this accident and deal only with accurate information.

When an aircraft accident occurs in Japan, it is customary for the police to investigate with the aim of determining the cause of the accident, but this is not an accident investigation

as required by the International Civil Aviation Organization (ICAO). There were many cases that were interfered with investigates the cause of the accident by the Police investigation in Japan. Police investigations are not to determine the cause of an accident, but criminal investigations.

The principle of ICAO Annex 13 is to investigate the cause of an aircraft accident and prevent recurrence, since there are potentially multiple factors that may have contributed to the occurrence of an accident. The reason for this is that there is a belief that identifying the cause of an aircraft accident will contribute to the prevention of further accidents. Therefore, Japan, which has ratified ICAO, is required to accurately understand and comply with its true meaning.

In addition, in Japan, the results of accident investigations by JTSB are used in criminal investigations and as trial evidence. These actions are unacceptable and deviate from the provisions of ICAO, which prohibits the use of investigation results except in cases where there is clear evidence of a crime.

JFAS strongly states that the highest priority in the investigation of this aircraft accident should be given to the accident investigation, and never to the criminal investigation, and that the results of the investigation should not be used for any purpose other than to prevent a recurrence of the accident.

JFAS expresses its willingness to cooperate to the fullest extent with the various investigations into this aircraft accident, and will further strengthen our activities to eliminate aircraft accidents.

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Chairman Takemichi NAGAI

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Remark :

Translated from Japanese statement. The Japanese statement takes precedence. So please refer to our website: <https://jfas-sky.jp>.