

# WE NEED YOUR SUPPORT!!

About Haneda collision accident . . .

In Japan, when an industrial accident occurs—including those in the aviation sector—it is common for individual workers to be criminally prosecuted under the charge of “professional negligence resulting in injury or death.”

In the case of the Haneda Airport collision, which resulted in the deaths of five individuals, there is a strong possibility that both the pilots and the air traffic controller involved will face manslaughter charges.

Moreover, in Japan, reports produced by the Japan Transport Safety Board (JTSB)—the country’s equivalent of the National Transportation Safety Board—can be used as evidence in criminal trials. As a result, individuals involved in accidents often refrain from cooperating with investigations for fear of self-incrimination.

In other words, this legal framework creates a significant barrier to uncovering the true causes of accidents and implementing meaningful preventive measures. It fundamentally undermines the principles of open and non-punitive safety investigations that are internationally recognized as essential to aviation safety.

We are therefore seeking opinions and information from around the world regarding your country’s legal system, especially how it treats individuals involved in industrial or aviation accidents.

Please send your thoughts, information, or expressions of support to JFATC (Japan Federation of Air Traffic Controllers' Unions).

Your voice can help drive change in Japanese law and policy to promote a safer and more just system for all aviation professionals.

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(NAOTO ISHII, JFATC member)



The mailer will launch and you can send to JFATC.



Statement : The Government and the Ministry of Land, Infrastructure, Transport and Tourism  
should take responsibility for strengthening measures to ensure air safety and security  
- One year after the plane crash at Haneda Airport -

The collision between Japan Airlines Flight 516 and a Japan Coast Guard aircraft occurred at Tokyo International Airport (hereinafter referred to as Haneda Airport) on January 2, 2024. One year has passed since the accident, and we would like to express our heartfelt condolences to the five Japan Coast Guard personnel who lost their lives and their families. We would like to express our heartfelt sympathies to those who were injured in this accident.

After the accident, the Land, Infrastructure, Transport and Tourism Labours' Union worked together with various parties to ensure that such unfortunate accidents do not occur again. In the midst of this, we have been working together with many people to investigate more about the overwhelming shortage of air traffic controllers. Many problems have come to light, including the issue of fatigue management being repeatedly raised in the Diet.

Even before the accident, we had been strongly demanded the government and the Ministry of Land, Infrastructure, Transport and Tourism to strengthen and expand the personnel system for air traffic control. However, due to the government's capacity rationalization policy, sufficient measures have not been taken. This is not limited to Haneda airports, but occurs in many airports and air traffic control centers in Japan. On the subject of fatigue management, Due to a shortage of air traffic controllers, temporary away from job for toilets, drinking water, etc. will be considered as breaks, so, the system continues to be inadequate.

These issues have also been discussed in the National Diet, leading to the inclusion of provisions for strengthening and expanding the staffing of air traffic controllers in the Interim Report released by the Haneda Airport Aircraft Collision Countermeasures Review Committee on June 24, 2024. In response, the Civil Aviation Bureau announced on July 31, 2024, a set of measures aimed at increasing staffing, including the emergency recruitment of additional air traffic controllers, the expansion of admission quotas at the Aeronautical Safety College, and the implementation of mid-career hiring.

We are taking measures to increase the number of air traffic controllers we need, but the training required to develop air traffic controllers is not enough. Due to the physical limitations of the training facility, this cannot be achieved in a year or two, but should be carried out under a medium- to long-term plan. Therefore, we will continue to protect air safety and provide aviation services so that the public can fly with peace of mind, so We will request the allocation of air traffic controller positions and closely monitor the recruitment plans associated with this. In addition, we will continue to call for further improvements in treatment of all aviation staff working on the front lines.

Meanwhile, the Japan Transport Safety Board published a "Progress Report" on December 25, 2024. The report outlines the facts revealed and the direction of future research and analysis. In the section on "Regarding the Handling of progress report" it states, "To protect the parties who provided information in good faith for the investigation." And the end of report clearly states that "investigations into accidents, etc. are not conducted to assign responsibility." Although this is a standard phrase used in accident investigation reports, We believe that the current situation in which individual responsibility is pursued is evidence of the existence of problems that hinder true aviation safety.

In the current legal system in Japan, individual workers involved in accidents are held responsible. Therefore, it is important to clarify all the causes of accidents and take truly effective measures not only in the aviation industry but in all industries. In order to take effective measures to prevent recurrence, the "Memorandum on the Bill to Establish an Aircraft Accident Investigation Commission" (Exchanged in February 1972) should be abolished and related laws should be revised.

We, The Ministry of the Land, Infrastructure, Transport Labours' Union, are working to build a higher level of safety by forming joint organizations and working with the people. Together with our joint organizations, we will not tolerate the pursuit of individual responsibility, and will continue to work to identify the true cause of the accident and prevent a recurrence. We hereby announce that we will further strengthen our efforts.

January 22, 2025  
Masato YAMASAKI  
President, The Ministry of Land Infrastructure, Transport Labours' Union