

**60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Sendai, Japan
28 July - 1 August 2025*

AGENDA ITEM 3: AVIATION SAFETY

**MEASURES TO PREVENT RUNWAY INCURSIONS IN
RESPONSE TO THE ACCIDENT AT HANEDA AIRPORT
OCCURRED ON 2ND JANUARY 2024**

(Presented by Japan)

SUMMARY

ICAO continues to focus its global and regional efforts on aviation safety by addressing the identified G-HRCs and R-HRCs, of which runway safety, particularly runway incursions, is one of the most important aviation issues.

This paper highlights the aviation safety measures implemented by Japan in response to the accident occurred at Haneda Airport on 2 January 2024. It outlines the key measures taken to prevent recurrence and improve runway safety.

MEASURES TO PREVENT RUNWAY INCURSIONS IN RESPONSE TO THE ACCIDENT AT HANEDA AIRPORT OCCURRED ON 2ND JANUARY 2024

1. INTRODUCTION

1.1 At around 17:47 on 2 January 2024, (Japan Standard Time; 8:47 UTC), on Runway 34R at Tokyo International Airport (hereinafter referred to as “Runway C”), a Bombardier DHC-8-315 aircraft (registration JA722A, hereinafter referred to as “Aircraft A”), operated by the Japan Coast Guard carrying a total of six people on board (the Pilot in Command and five other crew members) and an Airbus A350-941 aircraft (registration JA13XJ, hereinafter referred to as “Aircraft B”), operated by Japan Airlines Co., Ltd. carrying a total of 379 people on board (the Pilot in Command, 11 other crew members and 367 passengers), collided on Runway C during landing and taxiing operations.

1.2 The PIC of the Aircraft A sustained a serious injury and 5 other crew members sustained fatal injuries. Aircraft A was totally destroyed by fire.

1.3 All crew and passengers evacuated from Aircraft B after it came to a stop, but one passenger sustained a serious injury and four passengers sustained minor injuries. In addition, 12 passengers who complained of feeling unwell were examined by a doctor. Aircraft B was totally destroyed by fire.

1.4 On 2 January 2024, the Japan Transport Safety Board (JTSB) received information about the occurrence of the accident and appointed one chief investigator and five other investigators to investigate this accident. Three investigators were additionally appointed on 5 January and one on 10 January.

2. DISCUSSION

2.1 In response to this accident, the following emergency measures were implemented on 9 January 2024 to ensure aviation safety;

- Thorough instructions on basic operational procedures for both ATC and airline operators
- Reinforcement of surveillance by ATCOs
- Enhancement of external monitoring and visual support by pilots
- Strict enforcement of rules regarding runway entries
- Strengthening communication among all aviation stakeholders

2.2 On 19 January 2024, the “Haneda Airport Collision Prevention Measures Review Committee” (hereinafter referred to as the “Committee”) was established, consisting of experts and related organizations.

2.3 On 24 June 2024, the Committee released its “Interim Report”, which recommended the following five measures:

- Prevent human errors in ATC communications
- Strengthen the warning system for runway incursions
- Strengthen the implementation system for ATC operations
- Strengthen the collaboration and promotion system for runway safety
- Promote research and development of new technologies

2.4 On 31 July 2024, 14 ATCOs were urgently added at five major airports.

2.5 On 25 December 2024, JTSB released its “Aircraft Accident Investigation Interim Report”, which summarized the overview of this accident and its contributing factors. The report states that this accident likely occurred due to a combination of the following factors; (Note: the JTSB’s investigation is still ongoing)

- Aircraft A understood that it had received clearance from the air traffic controller to enter the runway, entered the runway and stopped there.
- Tokyo Airport Control was not aware that Aircraft A had entered the runway or stopped on the runway
- Aircraft B did not recognize Aircraft A stopped on the runway until just before the collision

2.6 On 26 December 2024, the Committee reviewed JTSB’s Interim Report and the progress of the measures recommended in its Interim Report released in June 2024.

2.7 On 1 April 2025, a new position called “Coordinator for departure and arrival traffic management” was established to enhance situational awareness, and 52 ATCOs were assigned to seven major airports. To ensure a sufficient number of ATCOs, the enrollment capacity of the training institution for ATCOs was expanded up to 120 per year.

2.8 As preventive measures continued to be implemented, on 6 June 2025, the “Act Partially Amending the Civil Aeronautics Act and Other Related Acts” was promulgated, incorporating the following measures to ensure aviation safety in light of this accident; (Note: The effective date of the Act will be specified by Cabinet Order within a period not exceeding six months from the date of promulgation, except for certain provisions.)

- Enhancing runway safety measures at airports
 - To prevent runway incursions by aircraft and vehicles, the standards for securing functions that aerodrome providers must comply with will be strengthened by adding “Items related to measures to prevent runway incursions”. The following measures at airports will be reinforced:
 - Establish Runway Safety Teams at major airports
 - Ensure proper operation of facilities such as Runway Status Lights (RWSL)
 - Install location information transmitters on vehicles entering runways
 - Strengthen the safety supervision system for ground handling operators
- Mandatory CRM Training (Crew Resource Management Training) for all pilots, including private pilots

Regulations will be established requiring pilots who take off or land at airports within air traffic control zones to complete the CRM training conducted by a training institution or facility approved by the Minister of Land, Infrastructure, Transport and Tourism (MLIT)

2.9 Japan will continue to take necessary measures to ensure aviation safety, including safety measures based on the recent accident, in collaboration with all related aviation stakeholders. In addition, Japan will also actively promote the provision of information regarding the accident and the sharing of knowledge on runway safety at international and regional conferences.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Review the accident and recognize the importance of continuously implementing measures to improve runway safety;
- b) Urge Contracting States to share the measures taken and experiences of Japan among aviation stakeholders; and
- c) Urge ICAO to encourage further regional and international cooperation on runway safety.

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