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

(Presented by Japan)

EXECUTIVE SUMMARY

ICAO continues to focus its global and regional efforts on aviation safety by addressing the identified global high-risk category of occurrences (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 that occurred at Haneda Airport on 2 January 2024. It outlines the key measures taken to prevent recurrence and improve runway safety.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	
<i>References:</i>	

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, a Bombardier DHC-8-315 aircraft (registration JA722A), operated by the Japan Coast Guard carrying a total of six people on board (the Pilot in Command (PIC) and five other crew members) and an Airbus A350-941 aircraft (registration JA13XJ), 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 34R during landing and taxiing operations.

1.2 The PIC of the JA722A sustained a serious injury and five other crew members sustained fatal injuries. JA722A was totally destroyed by fire.

1.3 All crew and passengers evacuated from JA13XJ 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. JA13XJ 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 2024 and one on 10 January 2024.

2. DISCUSSION

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

- a) thorough instructions on basic operational procedures for both air traffic control (ATC) and airline operators;
- b) reinforcement of surveillance by ATCOs;
- c) enhancement of external monitoring and visual support by pilots;
- d) strict enforcement of rules regarding runway entries; and
- e) 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:

- a) prevent human errors in ATC communications;
- b) strengthen the warning system for runway incursions;
- c) strengthen the implementation system for ATC operations;
- d) strengthen the collaboration and promotion system for runway safety; and
- e) 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)

- a) JA722A understood that it had received clearance from the air traffic controller to enter the runway, entered the runway and stopped there;
- b) Tokyo Airport Control was not aware that JA722A had entered the runway or stopped on the runway; and
- c) JA13XJ did not recognize JA722A 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.)

- a) 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:
 - 1) establish runway safety teams at major airports;
 - 2) ensure proper operation of facilities such as runway status lights (RWSL);
 - 3) install location information transmitters on vehicles entering runways; and
 - 4) strengthen the safety supervision system for ground handling operators;
- b) Mandatory CRM Training (Crew Resource Management Training) for all pilots, including private pilots:
 - 1) pilots who take off or land at airports with air traffic control zones are required to complete the CRM training provided by a training institution or facility registered at by the Minister of Land, Infrastructure, Transport and Tourism (MLIT).

2.9 As a future step, Japan sees great benefit to exploit new cockpit technologies that serve to prevent serious accidents by runway incursions. In addition, Japan also sees importance to discuss the development of Standards and Recommended Practices (SARPs) depending on the maturity of the technology.

2.10 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.

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