

アジアナ航空事故についてのNTSBハースマン委員長の7月11日記者会見（ビデオ）

Chairman Hersman's fifth media briefing on Asiana flight 214 crash (July 11, 2013)

（これまでのNTSBの記者会見ビデオ）

- [Chairman Hersman's fourth media briefing on Asiana flight 214 crash \(July 10, 2013\)](#)
- [Chairman Hersman's third media briefing on Asiana flight 214 crash \(July 9, 2013\)](#)
- [Chairman Hersman briefs the media on Asiana flight 214 crash in San Francisco, CA \(July 8, 2013\)](#)
- [Chairman Hersman briefs media on Asiana Flight 214 \(July 7, 2013\)](#)

[Video B Roll of wreckage from the Asiana flight 214 crash at San Francisco International Airport](#)

（報道などから）

○東京新聞 **速度維持装置 異常なし アシアナ航空機事故** 2013年7月12日 夕刊

【ニューヨーク＝長田弘己】米カリフォルニア州サンフランシスコ国際空港で、韓国のアジアナ航空機が着陸に失敗した事故で、米運輸安全委員会（NTSB）のハースマン委員長は十一日、現地で記者会見し、「フライトレコーダー（飛行記録装置）などの分析から、現時点で自動速度維持装置に異常は見つかっていない」と明らかにした。

NTSBのこれまでの調査によると、機長らは、自動速度維持装置に滑走路に入る際の目標速度を入力したと説明。事故直前に目標値よりも低速になっているのに気付いたが、着陸やり直しはできなかった。NTSBは操縦士らの誤操作の可能性を含めて調査しているが、ハースマン氏は「現地点での情報は氷山の一角だ」と慎重な姿勢をみせている。

ハースマン氏は、車輪やエンジンが正常に作動していたとの見解も示した。現地調査から燃料タンクが破損していなかったことが判明し、乗客が脱出した後の火災は燃料が漏れ出たものではないと述べた。

また、ボイスレコーダー（音声記録装置）の分析から事故直前のコックピット内の緊迫したやりとりも一部判明した。事故の三十五秒前に、高度が五百フィート（約百五十メートル）と告げる自動音声の後、当時三人いた操縦士の一人が「着陸のチェック完了」と話した。事故九秒前には、高度百フィートとの自動音声の直後、操縦士の一人が、速度が遅すぎると発言。さらに衝突三秒前と一・五秒前に、それぞれ別の操縦士から着陸やり直しの声が上がっていた。

事故原因についての報告書は一年以内に公表する方針。現場の事故機は十一日夜に解体され、NTSBが別の場所で保管する。

○REUTERS

No sign automatic equipment failed in San Francisco crash: NTSB

Thu, Jul 11 2013 By Gerry Shih SAN FRANCISCO | Thu Jul 11, 2013 8:55pm EDT

(Reuters) - There are no signs of failure of the autopilot or other key automatic flight equipment on the Asiana plane that crashed in San Francisco last week, the head of National Transportation Safety Board said on Thursday.

"There is no anomalous behavior of the autopilot, of the flight director, and of the auto-throttles, based on the FDR (flight data recorder) data reviewed to date," NTSB Chairwoman Deborah Hersman told a news conference, referring to the flight data recorder from the [Boeing 777](#).

The plane, carrying 291 passengers and 16 crew from Seoul to San Francisco, hit a seawall in front of the runway on Saturday, killing two passengers and injuring 180 others.

The tail section of an Asiana [Airlines](#) plane hit a seawall in front of the runway at San Francisco International airport, and initial information from the NTSB investigation shows that it was flying much too slowly in the final stages of the approach.

The plane's pilots have said in interviews with the NTSB that an electronic control known as an auto-throttle had been set to keep the plane flying at the proper speed, according to Hersman, and it remains unclear why the jet lost speed and why the pilots failed to notice the problem.

Hersman said the cockpit voice recorder showed that none of the three pilots on the flight deck said anything about speed until about 9 seconds before the crash. One of the pilots did raise a concern about "sink rate," or the speed of descent, prior to that, but Hersman did not provide further details.

The charred wreckage of the plane will be cut up and removed from the airport runway beginning on Thursday evening, Hersman said.

A final report on the crash will likely come in about a year.

In five detailed press briefings since the crash, Hersman has painted a picture of a flight crew that inexplicably failed to correct a doomed approach as the plane came in too low, too slow and off-center on a clear day with little wind. She has declined to speculate on the cause of the crash.

The briefings have drawn criticism from an airline pilots union and others, who say the release of so much information from flight recorders and other sources at an early stage of the investigation has unfairly suggested the pilots were at fault.

The pilot flying the plane when it crashed was still in training for the Boeing 777, and the instructor pilot who was in charge of the aircraft was on his first flight as a trainer.

(Reporting by Gerry Shih and Jonathan Weber; Editing by Peter Henderson and Sandra Maler)

○米国／カナダ ALPA (Air Line Pilots Association) の見解

<http://www.alpa.org/AboutALPA/tabid/1740/Default.aspx>

http://www.alpa.org/Portals/Alpa/PressRoom/PressReleases/2013/7-11-13_13.39.htm

Release #13.39
July 11, 2013

ALPA Reaffirms Commitment to Finding All Factors in Crash of Asiana Flight 214

WASHINGTON—As contributing factors continue to be discovered in the Asiana Flight 214 accident investigation, ALPA again warns about the dangers of speculation based on incomplete data. Today, the NTSB revealed that the pilot flying the aircraft was blinded by a flash of light only seconds before the crash. It also has been reported that the autothrottles may have malfunctioned.

ALPA fully supports open, objective, and thorough investigations with the goal of finding all factors involved in the accident, not simply the most convenient to identify quickly. Anything less must not be tolerated.

“ALPA, like other organizations with airline safety as a bedrock value, views any accident involving an airline aircraft with a single objective - finding every link in the complex chain of events leading to the accident so that mitigations can be put in place to keep such an accident from happening again,” said ALPA president, Capt. Lee Moak. “Clearly, with decades of experience and tens of thousands of flight hours on the flight deck in multiple airline aircraft, a well-rested, fully qualified professional airline flight crew does not set out to fly into a seawall. The key question remains, why did events unfold as they did?”

The hazard of laser illumination of airline cockpits has been recognized as potentially disastrous, and commercially available lasers continue to grow in both power and popularity among those oblivious to the potential danger. If aircraft arriving in San Francisco are being targeted, or if some other light source is creating a distraction to the pilots of arriving aircraft at low altitude, identifying that hazard is critical.

Similarly, determining the second-by-second status of the autothrottles, a key element in speed control, must also be a priority. Proper, appropriate operation of all aircraft automation needs to be verified, and any deviations from standard procedures and operations thoroughly and promptly investigated. If a mechanical deficiency, a training

deficiency, or other problem exists, that must be detected promptly and examined thoroughly in order to develop a remedy.

Another issue receiving little attention is the effect of the ongoing construction on and around Runway 28L. The NTSB has commented on the lack of an instrument landing system (ILS) on that runway as a result of the construction. Availability of multiple accurate vertical guidance cues, particularly when landing at an airport with which a pilot may not be familiar, is critical to pilots. The absence of this capability must be further evaluated, as should the availability of other external cues.

“As we recognize the testament to safety represented by the survival of nearly every occupant of the aircraft, and as we remain mindful of the victims and their loved ones, we also recognize the aviation safety community’s responsibility to investigate every possible aspect of the operation leading up to the accident with the singular goal of preventing a recurrence,” said Moak.

Founded in 1931, ALPA is the world’s largest pilot union, representing more than 50,000 pilots at 33 airlines in the United States and Canada.

http://www.alpa.org/Portals/Alpa/PressRoom/PressReleases/2013/7-9-13_13.35.htm

Release #13.35
July 9, 2013

ALPA Asks for Answers to Key Questions in Accident Investigation

WASHINGTON – *The Air Line Pilots Association, Int’l*, released the following statement regarding the crash landing of Asiana Flight 214 in San Francisco on Saturday, July 6, 2013.

The Air Line Pilots Association, International (ALPA), as the largest nongovernmental safety organization in the world, continues to monitor the accident investigation of Asiana 214 and the National Transportation Safety Board (NTSB)’s ill-advised release of partial data in the aftermath of this tragedy.

The NTSB’s release of incomplete, out-of-context information has fueled rampant speculation about the cause of the accident. The field phase of the investigation is barely three days old, and the pilots on the flight deck, at the controls of the aircraft, had little opportunity to provide vital information as to what exactly happened during the event before disclosing data recorded during the last moments of the flight.

In the interest of providing context to the information already disclosed, ALPA calls on the NTSB to, at the very least, elaborate on factual material that has been excluded from public releases but must be considered in determining not only what happened, but why.

For example:

Why was the Instrument Landing System (ILS), a critical aid to pilots, out of service?

- In the absence of the ILS, was an alternate space-based navigation capability, such as Required Navigation Performance (RNP), available and in use?
- Were other aids to accurate vertical positioning, such as the Precision Approach Path Indicator (PAPI) lights, functional, and if not, why not?
- Was the crew using onboard aids such as Vertical Navigation (VNAV) to determine a precise vertical path?
- Did the crew’s training include proper use of all these capabilities?

- What were the indications shown on the flight instruments available to the pilots, and how did this information compare to what was recorded?

These are just some of the critical questions that need to be investigated in order to determine the entire chain of events leading to the accident. Without the full body of facts surrounding a catastrophic event, partial or incomplete information can lead to erroneous conclusions and, in turn, skew the perception of individuals' behavior. This could then lead to misguided assessments of the crew's intentions and actions.

ALPA calls on the international aviation community, including our government and industry safety partners around the world, to redouble its efforts to gather the full body of factual knowledge necessary and release that information accordingly.

Only then can the global safety community be able to identify potential hazards and continue to make safety improvements in every aspect of the aviation system.

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