

# FEEDBACK



【 航空安全情報自発報告制度（VOICES）共有情報 】

一部英訳版

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Voluntary and Confidential Incident Reporting System (VOICES) is a safety information reporting system that was launched in fiscal year 2014 as part of the Aviation Safety Program. Its purpose is to collect information on events that may have posed safety concerns—such as so-called "near-miss" incidents—which cannot be fully captured through the Mandatory Reporting System for accidents and incidents. This information is utilized to enhance aviation safety. Some of the reported events, which have been analyzed by a team of experts, are regularly shared as part of the publication titled *FEEDBACK*.

(FEEDBACK No.2025-03-01)

## *Finding the fracture of a tire bolt during an external inspection*

During the initial external inspection of the turnaround flight, four broken bolts were found on one of the main gear tires (👍). I also think that if it had been only one bolt, or if it had been at night, it might have gone unnoticed. A runway inspection was reportedly conducted, but the missing parts were not found. Since Haneda Airport was in the RWY 16L/R arrival period afterward, I believe it was fortunate that the issue was detected before any further parts could detach. I think the recurrent training for component detachment was effectively applied (👍).

(FEEDBACK No.2025-03-27)

## *Climb became difficult due to high-altitude windshear*

Due to the frontal depression, moderate or slightly stronger turbulence was present at all altitudes during Enroute. This flight was the third leg of the day. As the same route had been flown earlier with comparatively better conditions at higher altitudes, we selected FL380. During the climb, at approximately FL330, we encountered a significant wind direction and speed change, resulting in moderate to slightly stronger turbulence. We applied Speed intervention and initiated an expedite climb. While passing around FL370, there were abrupt changes in wind direction, static air temperature (SAT), and updrafts/downdrafts, leading to an air speed decrease. Speed intervention was then disengaged, and control inputs were made to minimize further speed loss. However, the airspeed did not sufficiently recover, and before reaching FL380, the aircraft began to descend in order to regain speed. ALT HOLD was applied to stop the descent. The PM suggested setting thrust to CON (Continuous), which was then selected (👍). We informed ATC: “Due to wind change, unable climb to FL380, request descend to FL360.” ATC gave us a heading instruction but “stand by” regarding the descent. In the meantime, as a gradual descent was continued to recover speed, the PM suggested requesting a temporary block altitude: “Due to Wind Change, Unable Maintain Altitude, Request Block Altitude from FL360 to FL380 Temporary” (👍). Shortly thereafter, airspeed recovery was achieved, and the climb to FL380 became possible. We requested ATC, “Cancel our request, request FL380,” and then approved to climb to FL380. The autopilot remained engaged throughout the event. While focusing on maintaining situational awareness, the proactive advice from the PM was greatly appreciated. for the sake of aviation safety.