

from the fuel tank on the right wing.

At 10:33 am, the mechanic told the pilot through the interphone to stop the engines and to actuate the extinguishing system and evacuate passengers immediately. All passengers including two babies were evacuated safely using evacuation slides following cabin crew's instructions. The residual heat of the engine caught a fire and burst into flames (Report by The Yomiuri News dated 21 August 2007).

This issue is deeply involved with the relaxation of the regulations on flight safety implemented by MLIT. The above mentioned Update Program of Aviation Safety Standards says "On new aircraft for which the manufacturers don't require through flight check, it doesn't affect flight safety if such check is skipped. Through flight check is not necessarily required if the pilots confirm safety at preflight check, and a maintenance management system is well organized to handle troubles", which will result in the absence of licensed mechanics.

Kohkuren expressed their concern on this issue and held negotiations with the Civil Aviation Bureau, the governmental agency. In September 2012, the Bureau declared that "a deep deliberation is needed to abolish inspection by licensed mechanics, which make a final decision to hand over a safe aircraft to service. While turnaround time is being reduced, double visual inspection by mechanic and flight crew members is the way to enhance the quality of inspection and safety.

It is needed to face the fact that not only mechanics but pilots and cabin crew members who are professionals to secure safety and really know how things go in the field. They oppose to the NFO which ANA introduced. We can't accept an abolition of a through flight check by mechanics which can lead to safety reduction.

End