

(Press Memo – For Immediate Release)

February 2, 2024

Regarding the Collision Accident between Japan Airlines Flight 516 and a Japan Coast Guard Aircraft (Final Report)

In regard to the collision accident that occurred at Haneda Airport on January 2, 2024, new injuries have been confirmed for our customers. The following changes are to be noted, **as indicated in red text**.

Sincere apologies are offered for the considerable concerns and inconveniences caused to our customers, their families, and all parties involved. Full cooperation will be provided in the investigation of the incident.

Details:

Date and Time: January 2, 2024 (Tuesday) around 17:47 (JST)

Location: Tokyo International Airport (Haneda Airport), Runway C

Flight Number: JL516

Departure: New Chitose Airport - Scheduled departure time: 15:50 - Actual departure time: 16:15

Arrival: Haneda Airport - Scheduled arrival time: 17:35 - Actual landing time: 17:47

Number of Passengers: 359 adults + 8 infants = 367 in total

Number of Crew: 3 cockpit crew members + 9 cabin crew members = 12 in total

Passenger Situation: Injury (by medical certificate, etc.) :1 person with rib fracture (crack), **1 person with shin bone contusion**, 1 person with sprain, 1 person with bruising,

Physical condition decline (Visited a medical facility on the day): 12 people

Aircraft Type and Registration: Airbus A350-900, Registration Number JA13XJ

Aircraft Condition: Total loss

Summary:

After departing from New Chitose Airport at 16:15 on January 2, the aircraft flew smoothly (*1), and after landing at Haneda Airport Runway C at 17:47 (*2), the aircraft collided with a Japan Coast Guard aircraft and caught fire. All passengers and crew members on our flight successfully performed an emergency evacuation (*3). Support is being provided to each passenger in terms of their condition and assistance for their return home.

(*1) The aircraft did not experience any issues or irregularities during its departure from New Chitose Airport or throughout the flight.

(*2) According to interviews with the operating crew, they acknowledged and repeated the landing permission from air traffic control, and then proceeded with the approach and landing procedures.

(*3) The aircraft's announcement system malfunctioned during the evacuation, so cabin crew members conducted instructions using a megaphone and their voices. Cabin crew members determined safe exits for evacuation, and all passengers and crew members evacuated through three emergency exits.

Currently, detailed information and the cause of the accident are under investigation, and full cooperation with the investigation will be provided.

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