

*FAI – CIMP National Report – Japan (Kaz Shimada)*  
*June 2013, Paris*

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1. Regulation changes

In addition to classroom requirements, flight check every two years becomes mandatory from 2014 for JCAB licenses (do NOT include balloon). No Light Sport category in view.

2. NAC budget

Koku-Kyokai survived, but with lesser support for FAI meetings.

3. Model aircraft

No large UAS operations by Japanese military yet.

- A) 1996 A crop duster helicopter killed its operator.
- B) 2003 An electric helicopter (5kg 1.5mD rotor) killed another sport operator (head).
- C) 2005 A 3kg electric helicopter (rotorD 1.1m) killed operator's 5y granddaughter (head).
- D) 2010 A crop duster helicopter (3mD rotor, 50kg) killed a bystander.
- E) 2012 A 3m sport helicopter rotor hit operator's head (details unknown).
- F) A 2kg 1.3m span airplane crashed into another operator's car and killed a child.
- G) A 4kg 1.6m span airplane killed a golf player (chest).
- H) A wooden helicopter rotor broke off and injured another operator in the eye.

Sport Aviation accident, reported by air sport organization, Japan

year	#	bal	exp& gyro	airpl	gldr	prcht	hg	pg	ppg/ phg	ult	model # of insurance payment
1989-	total	37	14	74	48	8		8	66	66	1
1998	fatal	4	9	26	6	2		2	30	30	0
1999-	total	28	8	70	45	23		226	38	25	23
2008	fatal	1	2	32	13	2		54	16	9	2
2009	total	19	0	4	3	-	6	10	8	1	19
	fatal	0	0	1	0	-	3	3	0	1	0
2010	total	11	1	3	2	-	1	9	8	1	18
	fatal	0	0	1	0	-	0	2	2	0	0
2011	total	13	0	5	1	-	1	12	8	1	18
	fatal	0	0	-	0	-	0	5	1	0	0
2012	total	22	0		0	-	4	8	9	2	14
	fatal	0	0		0	-	2	4	0	0	0