

1. The Japanese Representative made the following statement concerning the safety of the MV-22 flight operation:

"Regarding the recent mishaps of the MV-22 in Morocco and the CV-22 in Florida, the GOJ proactively reviewed the investigation reports presented by the USG and, based on its analysis and evaluation reports, identified preventative measures as the lessons learned from those mishaps in order to prevent similar mishaps from recurring. The preventative measures are;

- (1) To train aircrew on appropriate procedures at very limit of its operational performances such as those of nacelles movement and relative wind restriction,
- (2) To train aircrew on techniques for maintaining proper position, distance, and vertical separation for formation flight,
- (3) To ensure sufficient interplane communication during formation flight especially when the flight plan is changed,
- (4) To ensure that aircrew are briefed regarding "take-offs and transition to flight with tailwind" and "the wake effect" in order to ensure proper understanding of aircraft limitations,
- (5) Except as operationally necessary, MV-22s will normally conduct low-level tight formation (such as flown by CV-22s in Florida on 13 June 2012) flight training only within the boundary of authorized facilities and areas, and,
- (6) To continuously review NATOPS, as necessary.

The GOJ has requested these measures to be taken by the USG to ensure the safe operation of the MV-22 in Japan."

2. The US Representative responded as follows:

"The USG confirms the measures from (1) to (4) have already been taken. With respect to (5), the USG intends to limit such flights to authorized facilities and areas as much as possible. With respect to (6), the USG continuously reviews NATOPS and incorporates lessons learned. The USG will continue to take every measure to ensure the safety of the aircraft."

3. The Japanese Representative made the following statement concerning the MV-22's autorotation capability:

"The GOJ would like to confirm the capability of the MV-22 to safely return to MCAS Futenma from the established traffic patterns by autorotation."

4. The US Representative responded as follows:

"In the highly unlikely event of dual engine failure that necessitates an autorotation, pilots will make every attempt to safely return to the area within the boundary of the airfield."

5. The Japanese Representative stated as follows:

"The GOJ would like to make the contents of these exchanges publicly releasable."

6. The US Representative responded as follows:

"The USG has no objection to making the contents of these exchanges releasable."