



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

**MAR 29 2019**

Ms. Ann-Charlott Söderquist  
Administrator  
Swedish Accident Investigation Authority  
P.O. Box 6014  
SE- 102 31 Stockholm  
Sweden

Dear Ms. Söderquist:

This is our initial and final response to Federal Aviation Administration (FAA) Safety Recommendation 18.158 received on October 03, 2018. The Swedish Accident Investigation Authority (SHK) issued this recommendation as a result of an accident occurring on September 26, 2017, in which a Model MDHI 369D aircraft, operated by First European Aviation Company under registration number SE-JVI, was reported to have experienced a loss of power shortly after take-off. The post event inspection found a loose B-nut on the Pc line where it connects to the Fuel Control Unit (FCU).

18.158. Investigate whether there is a need to inform concerned sections of the industry that there may be deviating fittings (Filter Assembly) in circulation in international flight operations. [RL 2018:08 R2].

FAA Comment. In response to this event, the FAA and Rolls Royce Corporation (RRC) investigated this issue to determine its root cause. The FAA reviewed all supporting documentation, to include the RRC, Red-Top (AI-2017-079 Closure Report) and SHK Report (Final Report RL 2018:08e). The RRC Closure Report concluded that the fitting was a non-OEM part, however, it was an AS4395 fitting which is a standard fitting commonly used in the aviation industry in numerous applications.

Additionally, both reports concluded the results to be inconclusive with respect to how this hardware played a role, if any, in the accident. The FAA has not received any further reports of this fitting being installed in the fuel control on any other engine. Based on information gleaned from the investigation referenced above, the FAA has determined there is a low probability of a repeat event of this nature.

I believe the FAA has effectively addressed this safety recommendation and consider our actions complete.

The FAA would like to thank the SHK for submitting FAA Safety Recommendation 18.158 and its continued interest in aviation safety. If you have any questions, or need additional information regarding this safety recommendation, please contact the FAA Safety Recommendations Program staff at 9-AVP-FAA-SafetyRecs@faa.gov. Alternatively, you may contact Mr. Joshua Parker, AVP-420, at (202) 267-1538.

Sincerely,



*FOR* Steven J. Gottlieb  
Aviation Safety  
Executive Director  
Office of Accident Investigation and Prevention