



U.S. Department
of Transportation

Federal Aviation
Administration

NOV 27 2013

Office of the Administrator

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

Mr. Jonas Bäckstrand
The Swedish Accident Investigation Authority (SHK)
P.O. BOX 12538
102 29 Stockholm
Sweden

Dear Mr. Bäckstrand:

This is in response to Safety Recommendation RL 2012: 21 R2 issued on December 28, 2012. The Swedish Accident Investigation Authority, *Statens haverikommission* (SHK), issued this recommendation following the investigation into the sudden engine failure and subsequent runway excursion of an A300-600 on January 16, 2010. The aircraft, operating as Iran Air flight 762 from Stockholm, Sweden, to Tehran, Iran, experienced a left engine failure approximately 10 seconds after commencing its takeoff roll. The sudden loss of engine power combined with a slippery runway surface resulted in a runway excursion. Safety Recommendation RL 2012: 21 R2 was assigned Federal Aviation Administration (FAA) control number 13.013.

13.013. Investigate, in consultation with EASA, the prerequisites for introducing requirements concerning yaw stability in large aircraft in the event of sudden loss of engine thrust below V_{MCG} under the anticipated operating conditions.

FAA Comment. In March 2013, the Aviation Rulemaking Advisory Committee (ARAC), which includes members from EASA, met to prioritize potential topic areas for development of new or revised requirements and guidance material for performance and handling characteristics in new transport category airplanes. The FAA Transport Airplane Directorate (TAD) requested that the subject of this safety recommendation be considered in the ARAC's prioritization.

The ARAC completed its prioritization and determined that the subject of this safety recommendation would not be included at this time because sudden engine failures below V_{MCG} occur infrequently in transport category aircraft. The ARAC's current tasking is scheduled for completion in three years. The FAA does not plan any further action at this time. As a result Safety Recommendation 13.013 has been classified as: closed-not adopted.

If you have any questions regarding this safety recommendation, please contact Chris Pedersen, AVP-420, at (202) 267-9055.

Sincerely,


Tony Fazio
Director, Office of Accident Investigation
And Prevention