



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

Office of the Administrator

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

NOV 08 2013

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 R4 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 R4 was assigned Federal Aviation Administration (FAA) control number 13.015.

13.015: Improve processes to expedite safety of flight considerations in granting export licenses and waivers so that political sanctions do not unnecessarily delay civil aviation safety investigations concerning aircraft – or parts thereof – which are manufactured in the USA.

FAA Comment. The FAA coordinated with the National Transportation Safety Board (NTSB), the U.S. Department of the Treasury – Office of Foreign Assets Control, and the U.S. Department of State. It was determined that the FAA has no role in the implementation of the U.S. sanctions programs referenced in this safety recommendation. However, because this recommendation was addressed to the FAA, it consulted with the appropriate agencies within the U.S. Government to solicit their input.

U.S. agencies, as well as U.S. manufacturers and service providers, are legally bound to comply with statutory, regulatory, and other restrictions including but not limited to orders, directives, or licenses associated with sanctions and export control programs. As you are aware, however, a license for the provision of certain assistance or information may be granted under certain situations.

The NTSB has initiated meetings in recent years with U.S. agencies and manufacturers to help streamline and accelerate the license application review process, especially when circumstances relate to the safety of civil aviation and the safe operation of commercial passenger aircraft. NTSB outreach with other U.S. agencies has yielded a substantially improved license application review and approval process. Concerns highlighted in this safety recommendation have been the basis for additional discussions and progress with the licensing process.

The FAA has effectively addressed the intent of Safety Recommendation 13.015, and it has been classified as: closed-acceptable action. If you have any questions regarding this safety recommendation, please contact Chris Pedersen, AVP-420, at (202) 267-9055.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Fazio', with a stylized flourish at the end.

for Tony Fazio
Director, Office of Accident Investigation
And Prevention