



European Aviation Safety Agency

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Ab. 360

John Vincent • Deputy Director for Strategic Safety • Executive Directorate

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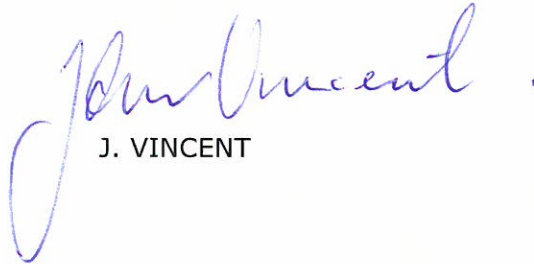
Board of Accident Investigation
(Statens Haverikommission / SHK)
Mr. Hans Ytterberg
Director General
P.O. Box 12538
10229 Stockholm
Sweden

Subject: Safety recommendations related to the event to AIRBUS - A300 registered EP-IBB, on 16/01/2010, at Stockholm/Arlanda Airport - Sweden

Dear Mr. Ytterberg

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,


J. VINCENT

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Subject: AIRBUS - A300 registered EP-IBB, on 16/01/2010, at Stockholm/Arlanda Airport - Sweden

Reply to Safety Recommendation SWED-2012-005 received on 18/01/2013

Safety Recommendation:	EASA is recommended to investigate, in consultation with the FAA, the prerequisites for introducing requirements concerning yaw stability in large aircraft in the event of sudden loss of engine thrust below VMCG under the anticipated operating conditions. (RL 2012: 21 R5)
Response:	<p>In the event of an engine failure, Certification Specifications (CS) 25.143 (a)(1) and (b)(1) require that the aircraft must remain safely controllable.</p> <p>Concerning control on ground during take-off, EASA considers that the Minimum Control Speed on the Ground (VMCG) test, as per CS and Acceptable Means of Compliance 25.149, is a sufficiently stringent test to certify yaw stability on ground in the event of sudden loss of engine.</p> <p>Nevertheless, EASA, in consultation with the Federal Aviation Administration, continue to monitor the number of lateral runways excursions after an engine failure below VMCG. For the time being, there is low service history of this type of incident.</p>
Status:	Closed – Disagreement

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