

**Aviation Safety Investigation Report
199403338**

**Airbus
A300-B4-203**

10 November 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199403338	Occurrence Type:	Incident
Location:	Melbourne		
State:	VIC	Inv Category:	4
Date:	Thursday 10 November 1994		
Time:	1400 hours	Time Zone	ESuT
Highest Injury Level:	None		
Aircraft Manufacturer:	Airbus		
Aircraft Model:	A300-B4-203		
Aircraft Registration:	VH-TAD	Serial Number:	196
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Melbourne VIC		
Departure Time:			
Destination:			

Approved for Release: Thursday, May 11, 1995

During a maximum power takeoff the engine exceeded Exhaust Gas Temperature (EGT) limits. The outside air temperature (OAT) was reported to be 31 degrees C. The engine was shut down and the aircraft returned to land.

The engine was removed and a subsequent test cell run showed that it had a low EGT margin. This would have resulted in the observed EGT exceedance under high OAT conditions.

The operator has carried out a maximum power assurance run on all engines and has instituted a continual EGT monitoring program to ensure that adequate EGT margins are available.