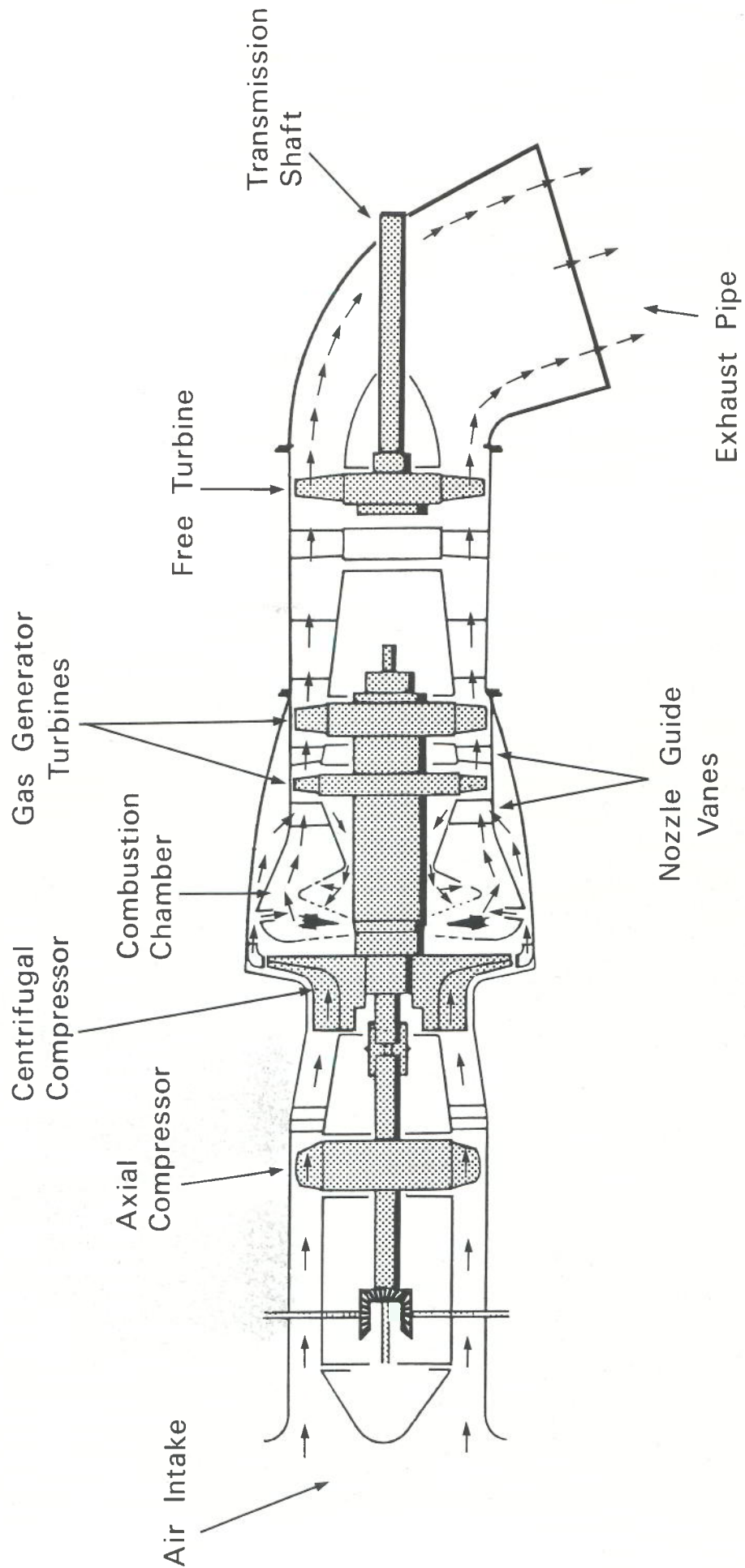


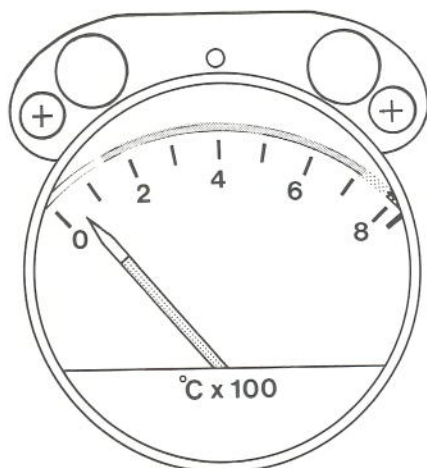
ABERDEEN AIRPORT



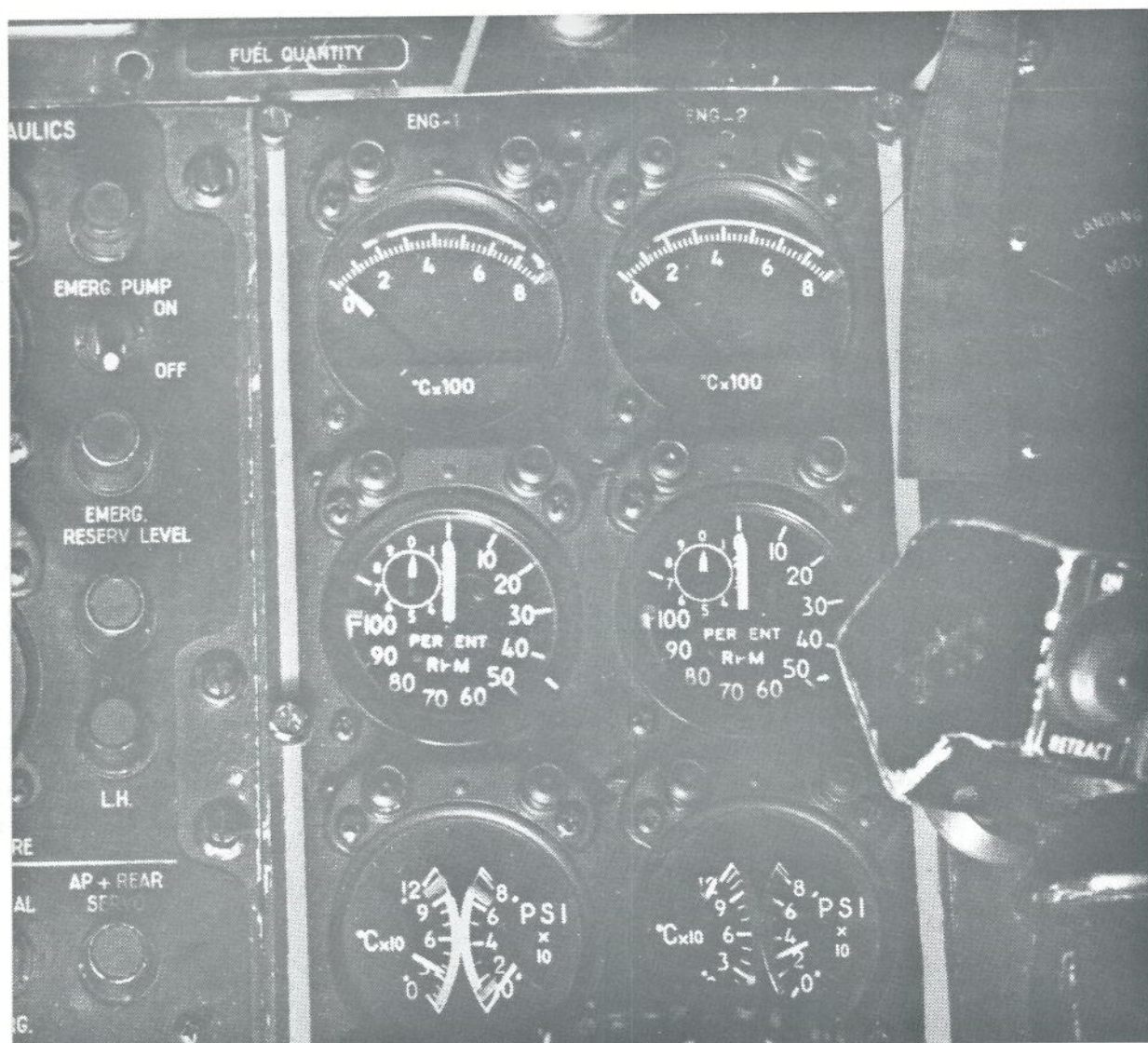
SITE OF THE ACCIDENT WRECKAGE

SCHEMATIC DIAGRAM OF TURBOMÉCA TURMO IVC TURBOSHAFT ENGINE



T4 TEMPERATURE INDICATORS

- Green arc from 150 C to 710 C
- Single yellow arc from 710 C to 770 C
- Double yellow arc from 770 C to 790 C
- Red arc from 790 C to 830 C
- Red line at 830 C

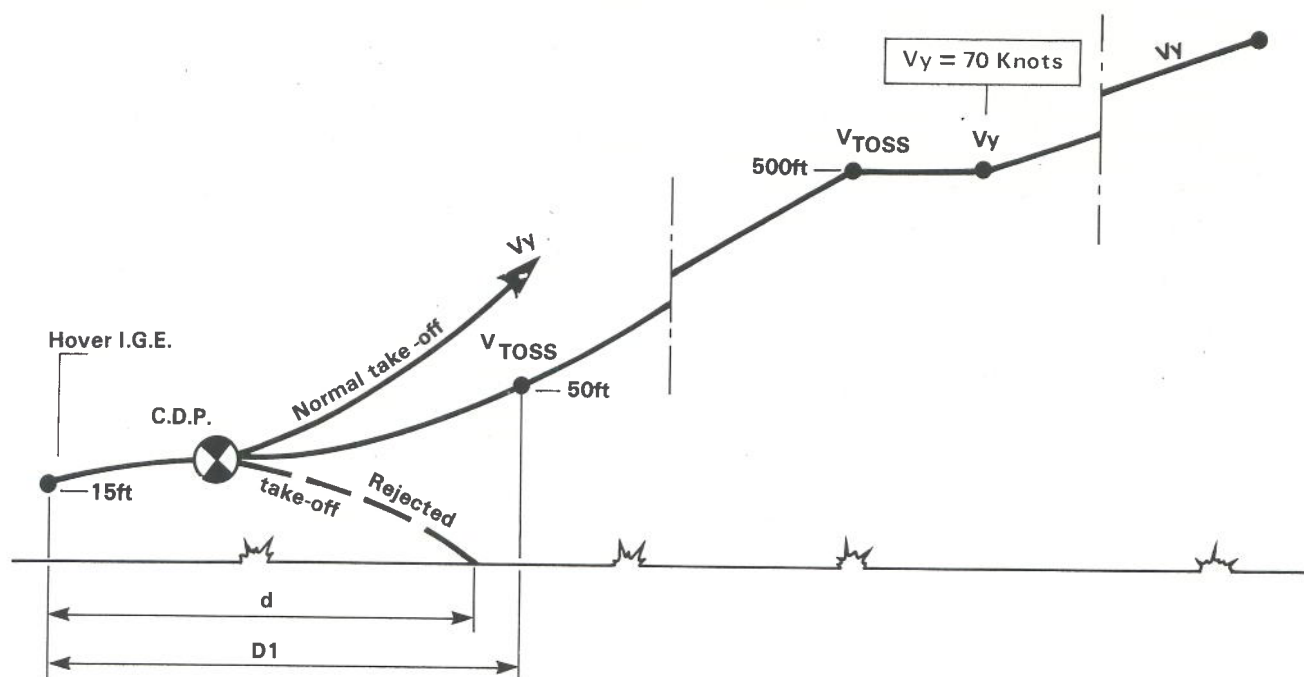


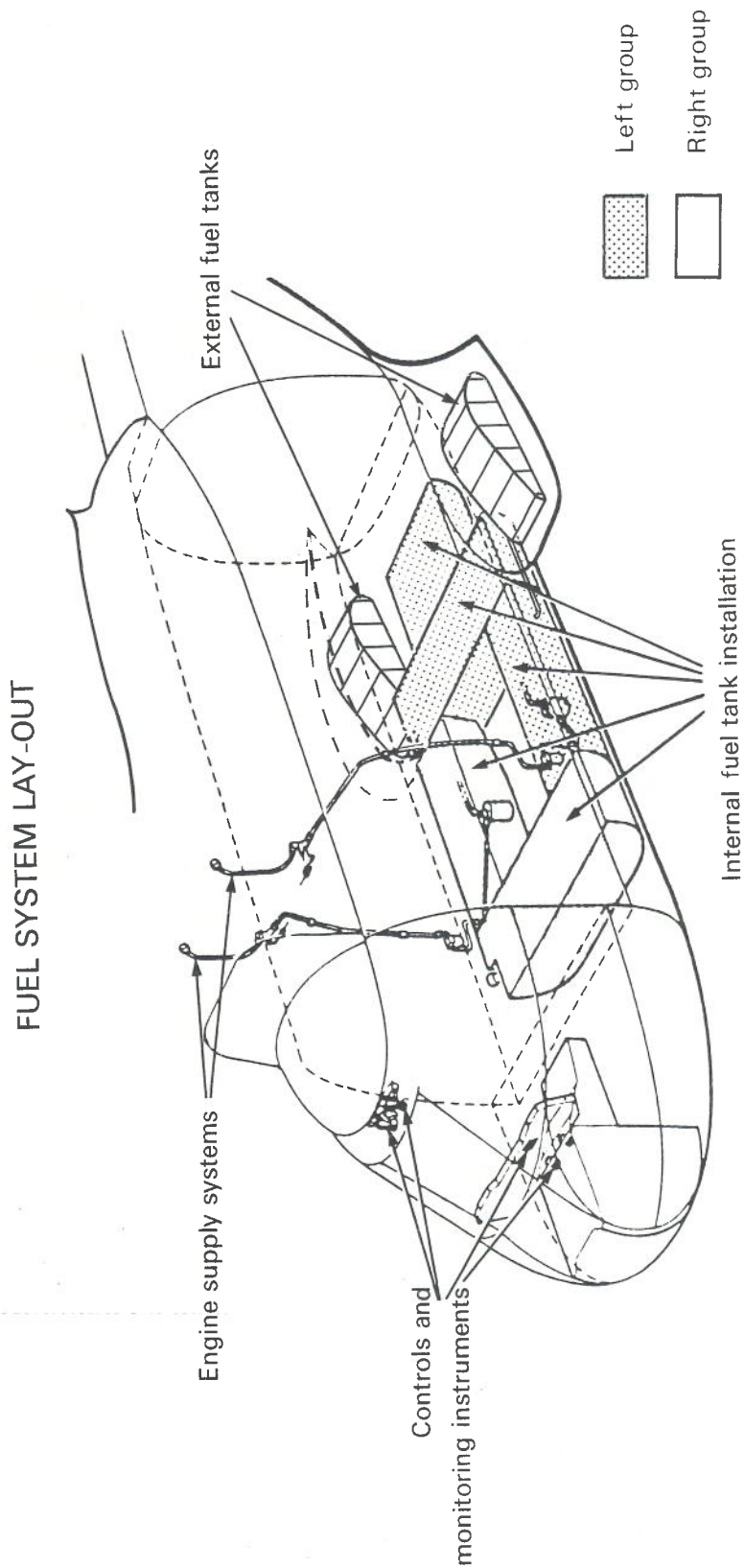
DETAILED SECTION FROM THE ENGINE INSTRUMENT PANEL

SA330J FLIGHT MANUAL, SUPPLEMENT No.8, GROUP A OPERATION

Profiles of normal take-off from a clear area and following a failure of one engine

- I.G.E. : In ground effect
- C.D.P. : Critical decision point
- V_{TOSS} : Take off safety speed
- d : Acceleration – stop distance
- D1 : Take off distance required
- V_y : Speed for rate of climb





CAA EMERGENCY AIRWORTHINESS DIRECTIVE NO. 008-02-84
AEROSPATIALE SA 330 WITH TURBOMECA TURMO IVC ENGINE
USE OF MAXIMUM CONTINGENCY POWER AND ENGINE AIR BLEED

A. Applicability

Aerospatiale SA 330 aircraft and Turbomeca Turmo IVC engine.

B. Description

This Directive is being issued following advice from the D.G.A.C. who are expected to be issuing their own Directive in the near future. In the meantime compliance with these requirements is classified as Mandatory by the CAA.

The purpose of the Directive is to clarify the permitted use of Maximum Contingency Power and engine air bleed and to introduce a turbine creep check.

C. Compliance

On receipt of this Airworthiness Directive.

D. Requirement

1. The engine maximum accumulated time for which Maximum Contingency Power may be used, since new or since last overhaul, is limited to 30 minutes, after which the engine must be removed from service.
2. Use of engine bleed air systems, except that necessary for powerplant anti-icing, is prohibited during take-off and landing. See Aerospatiale Flight Manual procedures for further information.
3. Powerplant anti-icing must be used in conditions of precipitation and visible moisture when the outside air temperature is less than +10°C. In this event the aircraft performance must be determined by entering the present Flight Manual performance charts using an altitude of the actual altitude increased by 1,000 ft.
4. The engine must be removed from service after the combined use of Maximum Contingency Power and engine bleed air.
5. A turbine creep check as defined in Turbomeca Service Letter 979/84/214 must be made:
 - (a) on all engines within 10 hours of receipt of this Directive, and
 - (b) after each use of Maximum or Intermediate Contingency Powers, and
 - (c) repeated at intervals of less than:
 - (i) 250 hours when the engine life is between 1,000 hours and 2,000 hours since new or overhaul, or
 - (ii) 100 hours when the engine life is over 2,000 hours since new or since overhaul.

NOTE 1. Regarding Item 1, if there is any difficulty in precisely establishing the accumulated time of Maximum Contingency Power usage on engines already in service, removal criteria must be agreed by the CAA.

NOTE 2. Use of Contingency Powers must be recorded in accordance with Chapter A6-8 of BCAR.

NOTE 3. Items 1, 2, 3 and 4 constitute a Flight Manual amendment. The information must be included in the aircraft Flight Manual pending issue of an approved definitive change.