

17 January 2008

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❖ NOTICE ❖



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TO: ALL QANTAS LAME MEMEBERS

RE: SAFETY BEFORE SCHEDULE

The ALAEA has been informed that there still appears to be some confusion amongst Qantas LAMEs and Supervisors with regards to entries in Aircraft Technical Logs.

To help clarify the procedures required to correctly fill in, action and certify entries in a Technical Log we would like to direct members to "Aircraft Customer Services Quality Notice ACS QN 07-16" which highlighted procedural deficiencies such as:

- Raising Tech Log Hold items without appropriate approved data to cover the discrepancy.
- Dispatching an aircraft after obtaining a "verbal Engineering Authority".
- Failing to review Tech Log Hold items and carry out required tasks prior to departure.

This Quality Notice reinforced the message that it is the responsibility of each LAME to ensure they comply with all applicable procedures when they carry out any form of maintenance.

We also refer to Aircraft Customer Services Quality Notice ACS QN 07-NN "Safety Before Schedule" which highlighted several occurrences of MELs not correctly applied that subsequent MEDA investigations identified time constraints as a contributory factor. The Quality Notice goes on to highlight the increased risk of error when applying MELs and notes that "Safety Before Schedule is promoted from the Executive General Manager Qantas Engineering and should be cascaded to all staff."

The Executive General Manager of Qantas Engineering reiterated during the 100 Managers Forum during 2007 the importance of "Safety Before Schedule" and highlighted

- **No one in Qantas will be subject to any disciplinary action or scrutiny for putting safety before schedule.**

He has also reinforced these principles and his commitment to them during visits to Qantas Engineering facilities during 2008.

"To undertake supervise and certify for the safety of all who fly."

The Association reminds all Qantas LAMEs to familiarise themselves with all of the relevant Qantas Procedures when carrying out maintenance on Qantas aircraft.

With regards to Technical Log entries the following procedure is required to be followed, QEPM 3-25-016 Form 943 Technical Log.

In particular:

- Paragraph 5, B. Basic Procedures and Responsibilities
- Paragraph 7,B Handling of Flight Details and Reported Defects
- Paragraph 8, C, F and I (3) Handling of Hold Items
- Paragraph 9,A,B and C Return to Service

The Association supports the principles put forward by the Executive General Manager of Qantas Engineering and as such the Association would like to remind members that they will strongly support and defend any LAME that feels they have been pressured to deviate from the above guidelines and procedures.

The Association will pursue and report to Qantas Management and the Aviation Regulator any individuals that attempt to place pressure on Qantas LAMEs to deviate from the correct, authorised procedures in order to place schedule before safety.

A handwritten signature in black ink, appearing to read 'Paul Cousins', with a long horizontal flourish extending to the right. The initials 'PP' are written to the left of the signature.

Paul Cousins
Federal President