

QF: 054/2008

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❖ NOTICE ❖

TO: QANTAS MEMBERS

RE: ENGINE RUNS

The ALAEA have been made aware of a possible ongoing breach of Qantas Procedure by LAMEs carrying out Engine ground runs due to lack of training. 9-72-003 refers and describes the requirement for Continuation Training to be held in each 24 month period after the initial licence is issued. Part 7 Item 9 states -

'In addition Engine Ground Run approval holders will be required to complete Engine Ground Run Continuation Training for each approval held in each 24-month period following initial approval.'

Those persons occupying the FO's seat and Ground Observer position also require training that includes fire extinguisher training that can be verified on EQ. The relevant procedures are attached to this notice. Members report that none of this training has been carried out and they can not comply with Qantas approved procedures to carry out Engine Ground Runs.

The ALAEA understands that Qantas management over the weekend have realised that their gross reduction in Aircraft training has led to this oversight and situation that makes it almost impossible to carry out legal Engine Ground Runs. Members were shown an email explaining that Quality Assurance are suspending this requirement until ACS management can supply the required training. The ALAEA advise members that emails from individuals cannot and do not override Qantas policies. Therefore members are immediately advised that prior to each engine run they should -

- 1. Familiarise themselves with procedures contained within PPM 9-72-003**
- 2. Check EQ Qualification for the role assigned during the Engine run.**
- 3. Not participate in that role if approval or Qualification cannot be confirmed.**

It is likely that Qantas will immediately amend its procedures to bypass this training. If this occurs the ALAEA will ask members to continue following the original procedure. It must be remembered that the Engine Continuation Training was initially put in place after the Qantas system of maintenance identified safety deficiencies that could be overcome by regular training. These included emergency evacuation procedures, fire extinguishing training and reviews of incidents on Engine runs in the previous 24 months. These are all safety related and cannot be eliminated by the swipe of a pen from an office worker.

STEPHEN PURVINAS
Federal Secretary

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

NOTE

1. The appropriately qualified engineer in charge of the run shall be equipped with a two way radio and will establish communication with the Duty Maintenance Manager prior to commencement of the engine run to ensure the radio equipment is operating satisfactorily.
2. Where direct radio communication with the DMM is not possible, the engineer shall use a mobile to communicate with the DMM or use the radio to contact the Local Hangar/Maintenance area.

- I. Engineer in charge is to ensure radio communication is available to call for assistance if an emergency situation occurs. The engineer in charge shall make an appropriate call to either the Airport Authority, Control Tower or the DMM, whichever is appropriate at the location. In the event of an emergency the aircraft location on the airport, aircraft registration and engine position being run must be transmitted. Communication shall be established prior to commencement of engine run.
- J. All use of the aircraft radio equipment must be carried out by an appropriately authorised radio operator in accordance with Chapter 3-30-003 of this Manual.
- K. Engineer in charge is to ensure serviceable ground fire fighting equipment is available and appropriately trained staff are on stand-by.
- L. When access to ground fire fighting equipment is not available at remote engine ground run sights (i.e. active taxi-ways, holding bays etc.), then the engineer in charge of the ground run shall be familiar with the Fire/Overheat Indication System and the operation of the Engine Fire Extinguishing System.

WARNING

WHEN FIRE FIGHTING EQUIPMENT IS NOT AVAILABLE, IT IS MANDATORY TO ESTABLISH RADIO CONTACT WITH THE CONTROL TOWER/EMERGENCY SERVICES BEFORE THE ENGINE RUN, SHOULD IT BE NECESSARY TO CALL THE AIRPORT FIRE SERVICES.

NOTE

The above are minimum engine ground running requirements, where there are other local requirements these need to be considered.

7. Engine Ground Run Approval and Training

A. Initial Approval

1. An Engine Ground Run approval will be granted to appropriately Licensed Aircraft Maintenance Engineers in the Engine category for each aircraft type who have met the following criteria:
 - a. Performed a minimum of 3 engine runs under the direct supervision of an existing Engine Ground Run approval holder, of which at least 1 shall be at power.
 - b. Successfully completed the associated Simulator Proficiency Training course.

NOTE

Where no simulator is available for the approval sought, the requirement for the Simulator Proficiency Training may be waived provided the applicant has satisfied this requirement on another aircraft type of similar complexity and configuration. This applies specifically to the B747-400/CF6 and B767-300/B211 aircraft combinations.

2. Quality Systems and Risk Management, Approvals Management will issue the approval based on evidence that these criteria have been satisfied. All requests for Engine Ground Run approval will be submitted to Quality Systems and Risk Management, Approvals Management by the applicable Training Co-ordinator.
3. Where an Engine Ground Run approval has been granted, eQ will reflect the competency with the words "Engine Ground Run" following the aircraft/type combination (e.g. QF B747-400/CF6-80C2 Engine Ground Run).

B. Approval Maintenance

1. The initial Engine Ground Run approval is issued on the basis that it will be used and therefore the frequency of that usage will be a reflection of currency with respect to that activity.
2. Engine ground runs are to be carried out using a consistent and professional approach that will reinforce those behaviours required to adequately deal with situations or emergencies that may arise.
3. Each engine ground run will be conducted strictly in accordance with the appropriate Engine Run Procedures Manual. As part of the overall process the drills including pre-start, start, shutdown and emergency situations must be discussed, and responsibilities and actions agreed by those personnel participating prior to the starting of any engine.
4. To maintain the Engine Ground Run approval, an individual must be able to demonstrate that they have participated in a minimum of 6-engine ground runs in each 24-month period following initial approval, with a minimum frequency of 3 engine ground runs per 12 month interval.
5. Where an individual holds multiple Engine Ground Run approvals, the individual must be able to demonstrate that they have participated in a minimum of 6-engine ground runs in each 24-month period, with a minimum of 1-engine ground run for each particular aircraft type per year.
6. Example: An individual holds an Engine Ground Run approval for the B737-300/400

aircraft only. The individual must demonstrate a minimum of 6-engine ground runs on the B737-300/400.

7. Example 2: An individual holds Engine Ground Run approvals for the B737-300/400, B767-300, E747-400 and B747-300. The individual must demonstrate a minimum of 8-engine ground runs; this comprises a minimum 2-engine ground runs for each approval held.
8. Engine ground run performance may be demonstrated by logbook or retained copies of engine ground run sheets. Where a logbook is used, a shift supervisor must verify the entries.
9. In addition Engine Ground Run approval holders will be required to complete Engine Ground Run Continuation Training for each approval held in each 24-month period following initial approval.
10. An Engine Ground Run approval will be withdrawn under the following circumstances:
 - a. Failure to demonstrate required minimum 6-engine ground runs within the 24-month period;
 - b. Failure to attend the relevant Engine Ground Run Continuation Training;
 - c. Adverse quality audit finding; or
 - d. Reckless violation of procedures.
11. Where an approval is to be withdrawn, the local Quality Department will notify Quality Systems and Risk Management, Approvals and Education to have the approval withdrawn.
12. For reinstatement of an approval that has been withdrawn for less than 12 months, the individual must successfully complete the associated Simulator Proficiency Training course.
13. For reinstatement of an approval that has been withdrawn for greater than 12 months, the individual must meet the initial approval criteria.

C. Engine Ground Run Continuation Training

1. Engine Ground Run Continuation Training will be conducted for each aircraft type. The training session will address as necessary the following topic areas:
 - a. Overview of engine run procedural responsibilities;
 - b. Review of controls and indications, both normal and abnormal;
 - c. Aircraft peculiarities;
 - d. Review of incidents within the preceding 24 months; and
 - e. Human factors issues.

B. Additional Requirements for Ancillary Personnel

- A. Personnel performing ancillary functions on the engine ground run must complete the

following requirements:

1. First Officers and/or Supernumerary Position
 - a. Personnel are required to read and sign for having read and understood:
 1. This policy document; and
 2. The applicable sections of the Engine Ground Run Manual for the relevant aircraft.
 - b. This acknowledgment will be recorded in the individual's eQ training history as "EGR Procedures" proceeded by the aircraft/engine type, (e.g. B737-300/400 CFM56 EGR Procedures).
2. Ground Observer
 - a. Personnel are required to read and sign for having read and understood:
 1. This policy document; and
 2. The applicable sections of the Engine Ground Run Manual for the relevant aircraft.
 - b. Acknowledgment will be recorded in the individual's eQ training history as "EGR Procedures" proceeded by the aircraft/engine type, (e.g. B737-300/400 CFM56 EGR Procedures).
 - c. In addition personnel will have completed fire extinguisher training with their eQ training history appropriately endorsed.

9. Records for Audit

- A. Records of training to be maintained as per local policies including entry into eQ. Formal record of the training and any assessment should be kept in hard copy and updated in eQ.
- B. The local Training Co-ordinator will conduct an audit of each individual holding Engine Ground Run approval to ensure compliance with the minimum frequency requirement.
- C. Adherence to these procedures will also be subject to periodic audit by the local Quality Department and/or the Quality Systems and Risk Management Group representatives.

10. Review

- A. When changes occur to the QE PM.
- B. Changes in the Aircraft Maintenance Manual.
- C. Changes to Civil Aviation Safety Authority, Civil Aviation Orders.

11. Reference Documents

- A. Qantas Engine run procedures, general notes and requirements.
- B. Qantas Aircraft Maintenance Manual.