

QF: 009/2009

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25 Stoney Creek Rd Bexley 2207 NSW
Ph: (02) 9554 9399 Fax: (02) 9554 9644
Email: alaea@alaea.asn.au
Web: www.alaea.asn.au
ABN: 84 234 747 620

❖ NOTICE ❖

TO: QANTAS AND FORSTAFF MEMBERS

RE: ENGINE GROUND RUN APPROVALS

Members are advised that tomorrow marks the 12 month mark since the effective date of Quality and Risk Bulletin 10/08 Aircraft Engine Ground Running QEPM 9-72-003. This bulletin details the training/proficiency requirements for all LAMEs involved in Engine ground runs and details the ongoing record keeping that LAMEs must document in order to qualify for involvement in this task.

In summary, single engine authorised LAMEs must be able to demonstrate at least 3 engine runs in the previous 12 month period. Multiple engine holders must be able to demonstrate at least one run per engine type in the previous 12 month period.

The evidence of the runs carried out must have been documented in the log books produced and distributed by the Individual businesses. Alternatively records of engine ground run sheets demonstrating minimum frequency could be sufficient (refer EM Procedures manual 9-72-003).

The ALAEA have called for Qantas to confirm that local Training Co-ordinators in each port have carried out audits as per Qantas procedures to verify that the minimum frequency has been met and appropriate records of the Engine runs retained. Your individual frequency should be accurately reflected in the Qantas EQ system.

Qantas have had a number of issues recently with persons appearing licenced or qualified for particular tasks in EQ when the requirements had not been met. Members are advised not to carry out engine runs unless EQ reflects your ability to undertake this task and you can demonstrate your compliance with the engine run frequency schedule. If your log books do not reflect the minimum number of engine runs in the previous 12 months or you are not 100% certain that MR sheets are available to demonstrate your compliance, do not carry out engine runs.

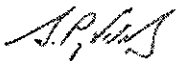
LAMEs who carry out engine runs without being able to demonstrate ongoing compliance with this policy may find themselves accused of a reckless violation of Qantas procedures. It is not normally the case that Qantas will actively pursue LAMEs for these violations when operations are ongoing without incident. It is normal for these matters to surface after incidents have occurred and scapegoats are sought for management oversights.

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

Recently a LAME was demoted after an incident for reckless violations including such matters as not sighting towsafe cards before a tow (even though they were all valid) and failing to assign a wing walker for a tow (the wing walker had taken the initiative to assign himself). LAMEs should remember that these procedures are complicated and in many cases not designed to guide LAMEs in their functions. Qantas have demonstrated that the procedures will be used against LAMEs to exonerate managers when things go wrong.

Again LAMEs who cannot demonstrate compliance with Engine run frequency should not carry out engine runs until qualifications are made current by completing the relevant simulator proficiency training course.

A copy of the relevant Quality and risk Bulletin accompanies this notice.



STEVE PURVINAS
Federal Secretary