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## ❖ NOTICE ❖

**TO: ALL ACS QANTAS MEMBERS**

**RE: ONE MAN PUSHBACK UPDATE**

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For those members working at terminals across the country the following is an update on the state of the one man pushback discussions with Qantas management. The ALAEA position has been made clear that a safe work environment for all members involved in aircraft pushbacks is mandatory. Over the years more than 50 aircraft engineers have been killed whilst undertaking aircraft pushbacks in what has proven to be one of the most dangerous single tasks undertaken in any industry across the world.

I remind members that until a safe procedure is developed for the interim period the following recommendation still applies –

**The ALAEA recommends that all aircraft pushbacks be carried out by a minimum of two engineers until a full review of procedures is concluded and the appropriate equipment and training provided.**

**In addition to the initial recommendation I would also like to advise members that the ALAEA will not be able to represent members involved in incidents that occur whilst acting contrary to the above advice.**

The ALAEA is working with the airline to resolve the outstanding problems and the following points have been raised with the responses attached -

ALAEA - A functional cordless headset sourced and the appropriate number identified and ordered. A reasonable timeframe for final delivery set.  
Qantas - Graeme Johnson is currently finalising the trial of the selected headsets. A request is currently with MACS for assessment of the quantity required. We note here that ACS will not provide personal headsets, but will provide an appropriate number for use by LAMEs. Suitable hygiene protection will also be provided.

ALAEA - A safe procedure for one man operation in place prior to final delivery for the interim period.  
Qantas - Agreed and will be tasked into the Towing Project.

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

ALAEA - All local area procedures reviewed and amended centrally to ensure commonality between operating procedures for cordless headset operation.

*Qantas - Agreed. Will be prepared as part of the introduction of cordless headsets. Will be tasked into Towing Comms project.*

ALAEA - The appropriate training for engineers involved in one man pushbacks identified and added to the E and M one person receipt and dispatch procedure.

*Qantas - Agreed. Again to be tasked into the Towing Project. I'm assuming here that the specific training steps are what is at issue.*

ALAEA - The appropriate training for tech crew involved in one man pushbacks undertaken and documented.

*Qantas - Cannot control this but we will refer it to Flight Ops for tasking to an appropriate person.*

ALAEA - The appropriate training for ramp staff involved in one man pushbacks undertaken and documented.

*Qantas - Also currently included in Towing Project and Towing Comms Project, as both have Airports involvement and support.*

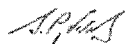
ALAEA - Recurrent training for the three areas identified and scheduled.

*Qantas - Agreed. Also tasked into Towing Project.*

ALAEA - The above changes to be overseen and approved by the existing Qantas Councillors Paul Cail, Vinko Vulin and Christopher.

*Qantas - Happy to keep them briefed as key stakeholders, but do not need approval.*

At the invitation of the airline I have attended the Sydney airport to observe trials that are currently underway on cordless headsets. The initial tests have proved promising and once finalised and ordered it will be a positive indication that Qantas are actually committed to this issue. The assistance of ALAEA officials to develop an interim safe procedure has also been offered. On the advice of those officials we will advise members when it is safe to return to one man pushbacks at designated bays.



STEVE PURVINAS  
Federal Secretary