



Qantas Flight 32

Date:

Wednesday 28th August, 2013

Time:

18:00 for an 18:30 start

Speaker

**Captain David Evans
Check and Training Captain
Airbus A380, Qantas Airway Ltd**

Topic:

"Teamwork Under Duress"

Venue:

**New Law School Lecture Theatre Eastern
Avenue – Camperdown Campus
University of Sydney**



Synopsis

The presentation commences with a 2 minute video taken (with permission) from the ABC 4 Corners program culminating in the animated engine explosion. This is followed by a fade to black screen with a silent "roll" of the 58 ECAM messages that were instantly faced by the crew. David will detail the immediate actions taken to secure the aircraft and the first of a number of important PA's given to the cabin. These PAs emphasized the importance of verbal communication during times of duress.

Each component of the damaged systems on the A380 was then looked at with an emphasis on team work and lateral thinking. Some of these messages were contradicting and confusing, so David will introduce the concepts of "Synergy", "Crew Resource Management" and a "Shallow Cockpit Gradient". These "Think Tank" concepts were essential to the successful outcome of this incident.

With all the airborne matters dealt with the process of re-configuring the damaged A380 for landing quickly followed - landing performance (stopping margin), Centre of Gravity, and handling questions answered. Finally after a successful landing on nearly the full length of Singapore's 4,000m runway a new and perhaps more dangerous emergency was introduced.

This new phase deals with 433 traumatized passengers stuck in an aluminium tube at the end of a runway in Singapore at midday with no air conditioning or electrical power. Outside an explosive mix of raw fuel pouring out of a damaged wing in close proximity to extremely overheated brakes onto a tarmac now filled with fire trucks and emergency vehicles being witnessed by these passengers.

The subsequent two hours it took to de-plane these passengers in a calm and methodical manner is another chapter in communication and crowd control not successfully attempted before. David believes the QF32

incident has far reaching implications to many if not all businesses that deal with humans

Profile

Captain David Evans joined Qantas in 1984 as a Second Officer on the "Classic" Boeing 747. He quickly moved through the ranks gaining his initial command on the Boeing 767 six years later.



Soon after David was invited to be a "Check and Training" Captain on the B767, and went on to command on the Boeing 747-400. In 2005 having flown all the aircraft in the Qantas "Long-haul Fleet" he was invited to be part of the team that introduced the Airbus A380.

As Qantas was a launch customer for the A380 David had the privilege of flying the "Test" aircraft in Toulouse France with Airbus Pilots.

His current role is to instruct, train and check Captains, First Officers and Second Officers on Qantas A380 aircraft during line operations. He also holds a Grade 3 instructor rating and volunteer instructs with 211 Wing Royal Australian Airforce Cadets at RAAF Base Amberley.

Dinner: There will **not** be a dinner after the presentation.

Parking: Parking is available in the Sheppard St Car Park - free parking after 18:00 hours, which is next door to the Mechanical Engineering Building. Please observe parking restrictions and allow time to drive to the University of Sydney, park, and walk to the venue.

RSVP: Attendance **registration** for the presentation **is essential**. Please register by clicking on this link: <https://raesaug13.eventbrite.com.au/> Your registration will be confirmed by email with an attached ticket. **You must print the ticket and present the ticket at the door to gain entry to the event.**

