



May 12, 2011

Fellow Pilots,

Enclosed is printed guidance on Toxic Fume events and Chief Pilot issues as were referenced in the two most recent Safety Committee videos. Please follow this guidance should you encounter either of these issues in the daily performance of your duties. It is up to all of us to remain in the green by utilizing this guidance as we continue to operate within a flawed safety culture.

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Kubik".

Captain Tom Kubik
Chairman
USAPA Safety Committee

**SAFETY COMMITTEE OPERATIONAL
GUIDANCE**

Part 5: Toxic Fumes

Our company has been mostly silent on the toxic fume issues on our aircraft. At least two of our pilots are on permanent disability and have lost their FAA medicals due to TCP exposure on one of our aircraft. At least two more will likely lose their medicals. Dozens have been sickened and have needed to use sick time due to exposure to these dangerous neurotoxins.

The Company has provided us no guidance or training on either how to identify this danger or deal with the exposure. In fact, they attempt to have our pilots ferry aircraft to maintenance bases after a fume event without the aircraft being test flown to determine if the problem is solved. In some cases, the pilots who are assigned to ferry the aircraft have no knowledge of and are not informed that the aircraft was involved in a possible toxic fume event. This is in keeping with flawed safety culture in which we exist, which has been documented by the survey and denied by the Company.

Engine oils contain TCP, a neurotoxin. If engine oil leaks and mixes with hot bleed air it can become pyrolyzed, or burned, at which time the TCPs are released into the bleed air. This is when the problems begin. We have no way of knowing what it smells like or looks like. The Company has provided no training or guidance on this. Thus, we are on our own. How do we handle a possible toxic fume event? Well, the Company isn't giving us guidance on an issue that could easily cost you your FAA medical and, worse, cause permanent neurological damage. This has happened to pilots on this property.

Here is your operational guidance for dealing with fume events:

It is absolutely imperative that **any** unusual odor be handled as if it were an airborne neurotoxin. Whether the odor is noticed by you on the flight deck or by the flight attendants in the cabin, **you must assume that the aircraft is emitting a neurotoxin, and you must take action.** If you are on the ground at the gate, get off the aircraft immediately and have the flight attendants remove the passengers in a normal and orderly fashion. If you are taxiing, return to the gate and deplane the crew and passengers. If you are airborne, follow the QRH smoke and fume procedure and land the aircraft at the nearest suitable airport while using your oxygen.

Make the appropriate entry in the FDML, and fill out the aircraft cabin air quality report and ASAP report. If the pilots, flight attendants or passengers have symptoms of any kind due to exposure to fumes, make that known in both the FDML and the report. It is imperative that we document precisely what happened so our maintenance colleagues can properly deal with the problem. If you feel ill or have any unusual symptoms, contact Medlink for medical advice and tell them you may have been exposed to TCP.

If you are assigned to ferry an aircraft, you need to find out why it is being ferried. Have your dispatcher or MOC find out if the aircraft you are assigned has been involved in a fume event. If it has, make certain it has been test flown and signed off as airworthy. If it has not been test flown, do not accept it until it has. We are not test pilots, and we cannot assume the aircraft is fixed until it has been test flown.

We cannot stress enough the importance of paying attention to odors that either you or your flight attendant crew notice in flight or while on the ground. We have no way of knowing if the odors are benign or the neurotoxin TCP from aerosolized engine oil. The TCPs are deadly. It is foolish to assume the odors are benign. If you do, you are gambling with your livelihood and your health. Our company is not providing guidance to us with this issue. It is up to us to take the steps needed to avoid this exposure.

