

EASA - Contaminated air - requires input from crew now

'To those who have had an Air Contamination Event/s:

EASA is asking for crewmember input on oil fume events. This is the first time they've asked (and may be the last), so it is REALLY important that they get a strong response. Public and interested parties should also make a submission.

THERE ARE TWO THINGS YOU NEED TO DO:

1) If YOU have been exposed to fumes, please take the time to complete the short, online EASA survey (one for pilots, one for cabin crew). Any documentation that you can submit (aircraft mechanical records, airline incident reports, medical records, etc) will increase the validity and value of your report. Anything undocumented is "anecdotal." Anecdotal reports are better than nothing, but easy for EASA to dismiss. LINKS TO EASA SURVEYS AT WWW.GCAQE.ORG

2) Please widely and aggressively advertise the importance of your members completing the survey (including any supporting documentation). LINKS TO EASA SURVEYS AT WWW.GCAQE.ORG. Post information and reminders online, email lists, newsletters, any way possible. Remind your members often.

THE DEADLINE FOR ALL SUBMISSIONS IS 8 Jan 2010. TIME FLIES IN DECEMBER. PLEASE DO THIS SOONER RATHER THAN LATER.

In addition to filling in the survey, you may want to submit a letter on behalf of your members. Some key points you may wish to make are:

- 1) Events are underreported. EASA should have a mandatory reporting system for fume events.
- 2) Crews are not trained to recognize or respond to fume events. EASA should train both pilots and cabin crew to recognize and respond to fume events.
- 3) Bleed air comes straight off the engines/APU into the cabin/flight deck. Engines/APU sometimes leak oil. Maintenance workers sometimes spill oil. EASA should require bleed air cleaning to prevent fume events.
- 4) Even though it is generally accepted that engines/APU sometimes leak oil, the air supply system is not monitored. Pilots must rely on their sense of smell and whether a smoke/fume is present to determine if the air supply system is contaminated, and if it is, with what is it contaminated and whereabouts in the air supply system. This wastes precious time inflight. Pilots need contaminant monitoring in the air supply system with flight deck indication (per ASHRAE aircraft air quality standard 161-2007) to enable them to troubleshoot systems quickly and accurately. Also, contaminant monitoring would assist maintenance workers after landing. Monitoring systems should reduce the costs associated with diversions and delays (ground time).
- 5) Impairment is occurring & jeopardizing flight safety & health



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