

# AIRCRAFT AIR QUALITY INFO CARD

~ What you need to know  
if you get sick ~



WHAT TO DO...  
WHO TO CALL.  
HOW TO REPORT.

WHERE TO GET MORE INFO.

*Fly safely and be smart  
about aircraft air quality.*

Flight attendants have long reported health problems after exposure to chemicals that enter the cabin via the aircraft air supply. Such chemicals include engine oil, hydraulic fluid, deicing fluid, ozone, and exhaust. Sometimes the symptoms can be very serious and long-lasting, including memory loss, fatigue, tingling in the hands and feet, headaches, breathing difficulties, and muscle pain. Other times, the symptoms may be less serious and last for a few days or weeks, but are still unpleasant and may put you at risk of more serious symptoms if you are exposed again.

The most serious fume events typically involve exposure to engine oil or hydraulic fluid fumes. Usually people notice a peculiar odor (dirty socks, wet dog, chemical, electrical, oily, etc.) and you may also see smoke or a mist. In some cases, you may not smell or see anything, but you may still feel sick.

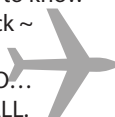
Keep this air quality information card behind your airline ID or keep it in your wallet or purse so you have the information at your fingertips when you need it.

## COMPLIMENTS OF YOUR MASTER EXECUTIVE COUNCIL **AIR SAFETY, HEALTH & SECURITY (ASHS) COMMITTEE**

Association of Flight Attendants-CWA

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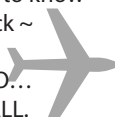
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### IF EXPOSED TO CONTAMINATED AIR...

1. Document the incident in the CML/CDL and brief the pilot in command. A paper trail is critical to ensure maintenance investigates and in case similar problems arise on future flights on that particular aircraft.
2. If you have symptoms, file a Workers' Comp claim and keep a copy of all paperwork for your records.
3. Symptoms can persist, worsen, or return after another incident. Call your AFA Air Safety reps for help. Read the Air Quality

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Information Packet posted at [www.nwaafa.org/safety](http://www.nwaafa.org/safety).

4. Seek medical attention ASAP. Keep a 'symptom' diary and document everything with your doctor.
5. Report any OJI to Delta within 24 hours.

#### AIR SAFETY CONTACTS

Jeanne Elliott, ASHS Chair  
425-647-6455, [jelliott@nwaafa.org](mailto:jelliott@nwaafa.org)

Gary Helton, ASHS Vice Chair  
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**LOCAL ASHS CONTACT INFO:**  
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### WHAT TO DO IF YOU THINK YOU WERE EXPOSED TO OIL/HYDRAULIC FLUID FUMES

Give your doctor a copy of the relevant MSDS (ask AFA for more info) and the contaminated air health care providers' guide (<http://ashsd.afacwa.org/docs/HCPquick.pdf>) and tell your doctor the following:

1. Aerosolized heated aircraft engine oil or hydraulic fluid contaminated the aircraft air supply system. Aircraft mechanical records are the only available exposure data. You will ask your airline for a copy, but they are hard to obtain.

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2. Delta uses engine oils that contain neurotoxic tricresylphosphates (TCPs), per the MSDS. Also, you can be exposed to carbon monoxide.
3. If you were exposed to oil fumes, you need a blood draw order so that Univ. of WA can test your blood for the presence of TCP metabolites. Instructions posted at <http://ashsd.afacwa.org/docs/howto.htm>. Within a week is best. Within three months is okay.

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