

NWA-AFA MEC ASHS AIR QUALITY UPDATE

April 16, 2010

Nearly two years ago, a prestigious panel of aviation experts recommended voluntary standards for onboard air circulation, lower ozone exposure, new monitoring for contaminated air from oil or hydraulic fluid leaks, and limits on pesticides used on planes. Both aviation regulators and airlines have yet to act.

At long last, legislation sponsored by Senator Dianne Feinstein (D-CA) would protect all aircraft occupants from harmful toxins in the cabin. On March 22nd, the U.S. Senate approved the measure as an amendment to the FAA Reauthorization Act. This requires the FAA to complete a comprehensive cabin air quality study within a year and provides the FAA with the authority to mandate airline monitoring of air quality in support of the study. Click [HERE](#) to read more about this important legislation.

CLOSER TO HOME

Five significant events involving suspected onboard exposures to toxic oil fumes have left affected crewmembers with a wide range of chronic neurological and respiratory illness. On April 7th, 2010, a hearing was held to discuss air contamination events, the company's investigative attempts and preventive measures, and importantly, identifying the need for further support of those crewmembers adversely affected by toxic exposure. AFA issued a call for more definitive guidance to be extended to all flight attendants, how to recognize similar air quality conditions, and what to do if it occurs.

Continuing our advocacy for essential change, AFA wrote to CEO Richard Anderson and reminded him of our own recent air contamination events, their traumatic impact on our colleagues, and AFA's call for corrective action. You can read our letter to Anderson [HERE](#) and view Delta's response [HERE](#). Check back with us next week for more in our continuing series on Cabin Air Quality in OUR workplace and news you can use to protect yourself.

~ Submitted by MEC ASHS Chair Jeanne Elliott