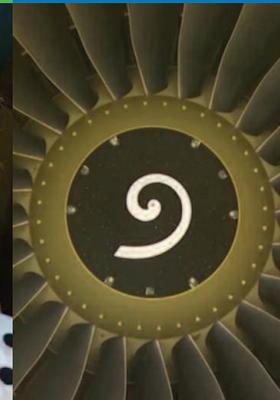
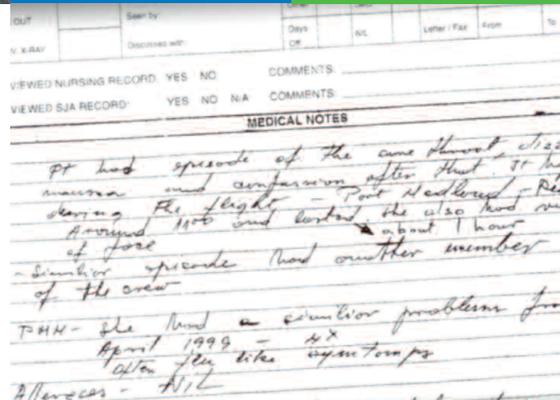
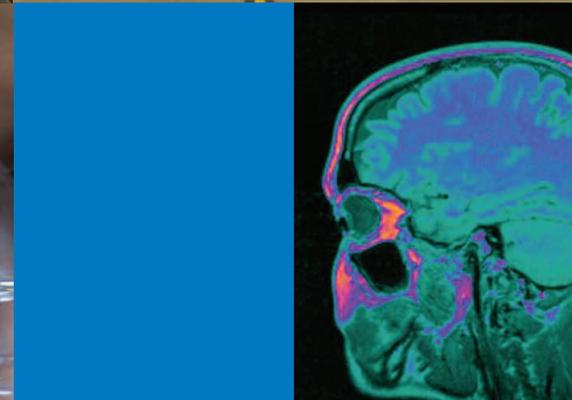


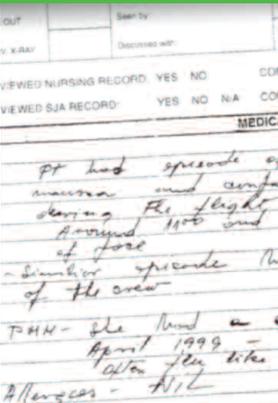
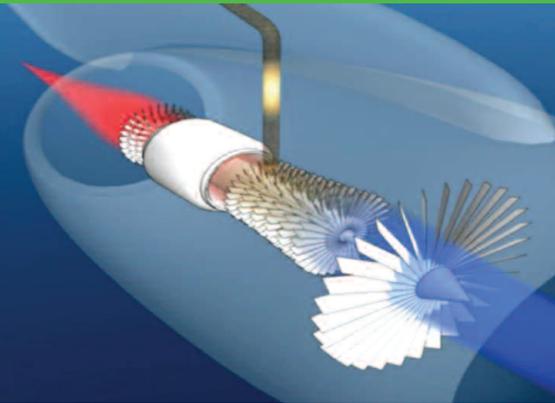
AIRCRAFT AIR QUALITY: DEFENDING THE HEALTH AND SAFETY OF AVIATION WORKERS

Guidelines for aviation unions



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BE AWARE OF THE PROBLEM

Cabin crew have long reported health problems after exposure to chemicals. These chemicals enter the cabin via the aircraft ventilation system. The aircraft's air supply is bled off the engines. Engines sometimes leak toxic oil. Other chemicals include hydraulic fluid, de-icing fluid, ozone and exhaust. The problem is not limited to a single airline or aircraft type. Fumes can be a problem on the ground or during and after take-off.

INFORM AND EDUCATE UNION MEMBERS

Run education and information sessions for union members. Draw attention to the issue in union meetings and publications. It is important that members understand the causes of the problem, how to recognise the symptoms and the action which they need to take if there is an incident. Read the ITF guidelines for cabin crew available and provide members with the ITF air quality information card available at www.cabinairquality.org

REPRESENT AND SUPPORT UNION MEMBERS

Provide advice to ill members. Make sure that members submit a written report to the union which includes the flight number and date and time of the incident. The union can also assist members who have been exposed to form support networks. These workers often feel isolated, so ongoing support and solidarity is

essential. Union representation may be needed if the airline puts pressure on a worker to go back to work before they are well enough to do so. A crucial challenge for unions is to get contaminated air exposure recognised as a workplace injury.

NEGOTIATE WITH AIRLINES

Airlines must take responsibility for dealing with the problem of contaminated air. Negotiate with your airline to:

- Provide training for cabin crew to recognise odours and symptoms associated with contaminated air. Training must include the procedures which should be followed if contaminated air is suspected, including reporting to the flight deck and filing a written safety report.
- Provide training for pilots to recognise odours and symptoms associated with contaminated air. Training must include the procedures which should be followed if contaminated air is suspected, including the need to log all odours so that the maintenance department will investigate, use the smoke/fumes checklist and use oxygen masks.
- Work with the maintenance department to develop and implement preventive measures, including the use of air supply monitoring systems. Unions should also have the right to

review the monitoring data as part of their collective bargaining agreements.

- Allow testing for workers who are showing symptoms of exposure to contaminated air.

CAMPAIGN FOR RULES AND REGULATIONS

Unions globally must campaign for stricter rules and requirements which can prevent exposure to contaminated air.

We can demand:

- * Using less toxic oil
- * Filtering the air before crew and passengers breathe it
- * Monitoring air quality, with flight deck indication
- * Manufacturing of non-bleed aircraft
- * Developing alternative fuels
- * Adopting a global aircraft air quality standard

GO PUBLIC!

Win support for addressing the problem with passengers and the wider public. Unions can use the media to give facts and figures, and highlight the experiences and stories of aviation workers and passengers who have been exposed to contaminated air.

BUILD PARTNERSHIPS

Most doctors don't know about the potential for exposure to contaminated air on aircraft, and the health impact of different types of chemicals.

Unions can build partnerships with occupational health groups to develop a health guide for doctors so that they are educated about the acute and chronic health risks associated with exposure. Passenger groups and environmental organisations might also share a common interest with aviation unions to prevent exposure to contaminated air. Work together with other unions in the industry who might represent different occupational groups.

COORDINATE AND NETWORK GLOBALLY

Through the ITF, aviation unions can coordinate their efforts to lobby governments for rules and regulations to prevent contaminated air. Send the ITF reports of contaminated air incidents, and stories from your members about how they have been affected. This will enable the ITF to put together a global picture of how the problem is impacting on aviation workers for representation in international forums and industry bodies. Identify your country representative to the International Civil Aviation Organisation (ICAO), and ask for their support.

If you need more detailed information, visit www.GCAQE.org. Several ITF affiliates participate in this coalition of concerned organisations.