

International Aircraft Cabin Air Conference

19 - 20 September 2017

Flight Safety and Cabin Air Quality

A Captain & Cabin Crew Perspective

Cpt. Michael Kramer

Representative



Occupational Biography

1984 – 1990 Aircraft Mechanic at German Naval Air Squadron 2

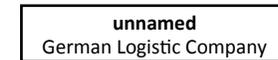
As Service Member training for A/P certificate at

1990 – 1995 A/P mechanic later engineer and Certifying of Staff worked on Executive Aircraft and in Engine Shop at

1996 – 1999 Executive Aviation Cessna 421, Metroliner, BAe Jetstream 32

1999 – 2011 Airline 2 Years BAe146
10 Years CRJ 100, -200, -700, -900

2011 – today Airbus A300-600R



10 years experience in aviation maintenance, I started in the **military** as **aircraft mechanic**, then became an **engineer** and thereafter went to **flight school** to train as a **pilot**.

20 years experience as a pilot on several aircraft types.

Sep. 3rd, **2015**, my **last flight as Captain on Airbus A300-600R** after **fume event**.



What was my knowledge about a fume event at this time?

- A sudden **exposure to pyrolysed engine oil due to a broken seal** in a compressor bearing housing

Does it happen very often?

- **NO**, it happens on occasions of **bad maintenance**

Did it happen to me?

- Flying the **BAe146** I smelled a lot of **engine oil** on a **regular basis**, especially in the morning after starting the APU, but assumed it **to be normal**.

We did not even use the term „fume event“.

What did the company do about it?

- They **took the issue very seriously**
Flight Safety Officer himself cut a pack open to find out what might produce **this kind of fumes**.
He found residuals of **De-icing Fluid**.



Could I imagine if a fume event is harmful to health?

- Probably for **some people**, but after I **encountered** so many **fume or just transient smell events** with **engine oil** or more often with small **exposures of jet fuel** either at **engine start up** or **shut down**, my health **never degraded** significantly.

What degraded my health, BUT NOT significantly?

- I remember by the time I **left the BAe146** for the new fleet I had a weakened **immune system**. I was **catching every cold** I could probably get. With my **actual job** I **gained weight**. I got **food allergies**. I experienced **digestion problems**. But at the end I **put it down to my age**, the kind of job, but **never on toxic cabin air**.

Why did I not take the issue of exposures serious?

- I was **convinced the authorities** would **take proper action** if there is a **danger for crew and passengers**.

I trusted the system. Aviation is the best regulated and controlled industry of all.

„I WAS WRONG“

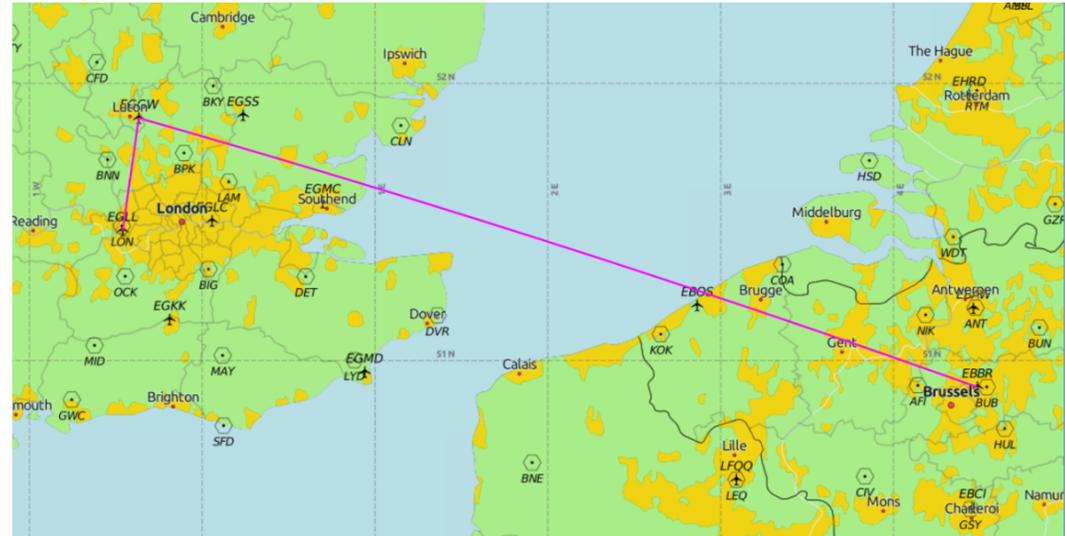
What changed my attitude?

- After my **last flight** I experienced **long lasting symptoms**.



My last rotation ... the two legs before.

Sep 2nd, **BRU – LTN**
2015 oil smell after T/O
(gave it a try) **Pack 1 Off**
smell **disappeared**
Engineer transferred to **HIL**
„Pack 1 **INOP**“



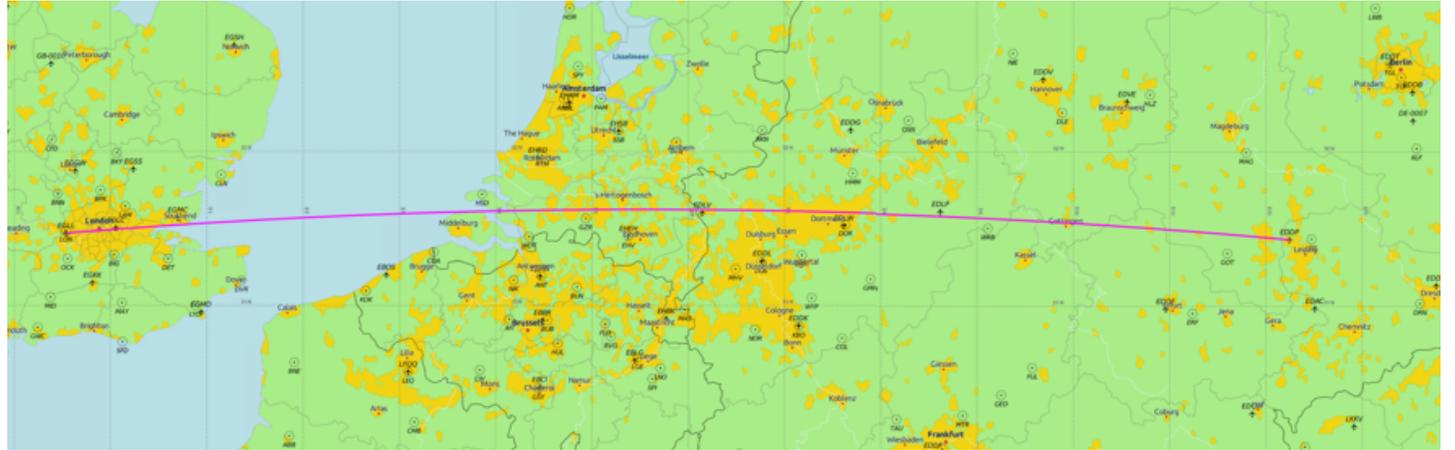
Sep 2nd, **LTN – LHR**
2015 short low level positioning flight
NO oil smell at all



The flight of concern Sep. 2nd, 2015

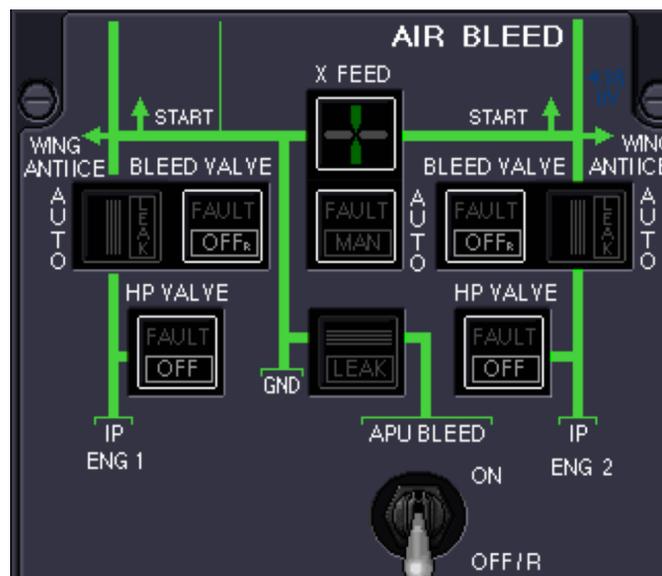
LHR - LEJ

- oil smell **after T/O** again
- after **intensifying** of smell
- remaining **Pack 2 OFF**
- INOP labeled **Pack 1 ON**
- smell **disappeared**
- **reaching CRZ LVL** with thrust reduction
smell **got worse** again
- **Pack 2 ON** and **Pack 1 OFF**
- smell disappeared, **uneventful CRZ**
- when **starting descent** both pilots began to **feel dizzy, nausea, fatigue**
- **oil smell starts**, quickly intensifying



The flight of concern Sep. 2nd, 2015 continued

- smell **got worse** again
- passing FL 230 **APU started** to get a **third air source**
- **NO** improvement of air quality
- **both Packs** and **all Bleed OFF**
- use of **Oxygen masks (EMER)**
- **20 times better** than before
- both pilots **did not recover** sufficient to **land the A/C manually**
- successful **Autoland** executed
- cockpit **switches** were **covered** with **mist of engine oil**
- the **problem** was **already known** by maintenance for several months
- the aircraft had a long history of fume events even at former operator



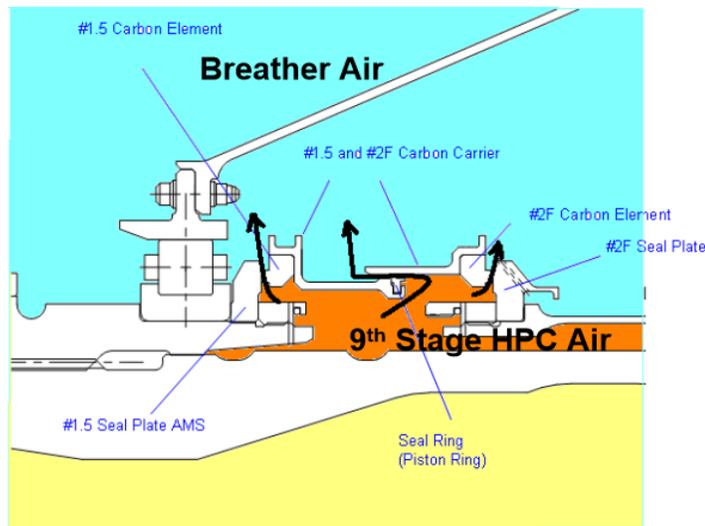
Technical findings in the aftermath

due to a leakage of bearing #2 back plate carbon seal on both engines the Environmental Control System became severely contaminated with engine oil

#1.5 / #2 F Seal Assembly Wear Leads to Oil Leakage of #1 and #2 Rear Carbon Seals

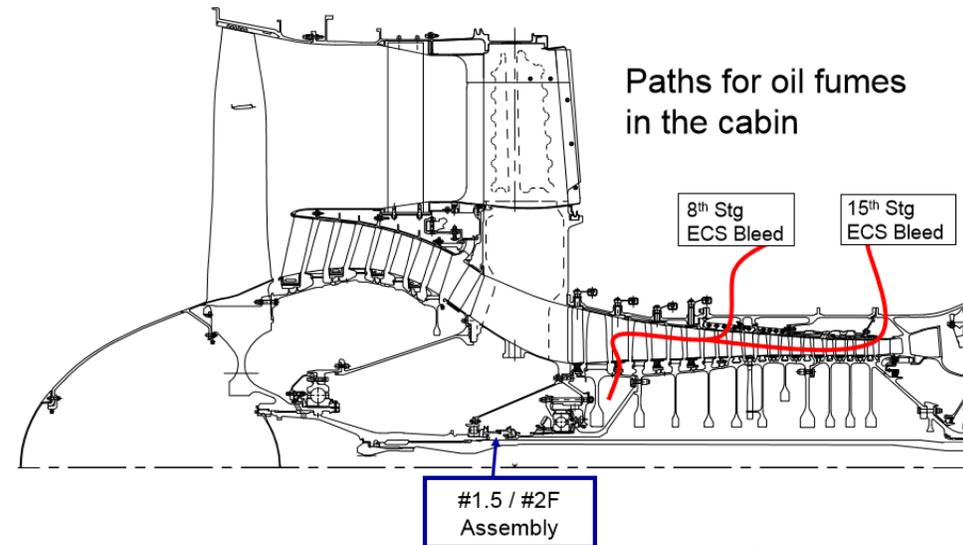
PW4000-94/-100 Engine and Nacelle Technical Review – October / November 2010

- Wear of intershaft seal assembly results in air leakage of 9th stage HPC air into the front bearing compartment
- Leads to excess pressure in the front compartment
- This reverses the #1 and #2R bearing seal pressurization causing oil leakage



Oil Leakage Past #2 Rear Carbon Seal

PW4000-94/-100 Engine and Nacelle Technical Review – October / November 2010



Physical symptoms of flightcrew in the aftermath

After arrival at the **local hospital**: medical examination **according to a guideline** of the employer's liability insurer „Berufsgenossenschaft Verkehr“ (BG),

check from head to toe, **ONLY** full blood count, **NO** urine sample, **NO** check for toxins,

First Officer recovered fully, it was his first fume event at age of 26

First week for the Captain:

overall symptoms

- „**high**“ feeling for **5 days**,
- extreme fatigue,
- extreme headaches,
- sleep disorders,
- metallic taste,

lasting cognitive and neurological impairment

- speech,
- concentration,
- memory,
- slow motoric movement,
- balance problems,
- digestion problems
- skin /tingling sensation
- brain fog

- aching joints and muscles after longer periods of sitting and lying

lasting respiratory problems

- breathing problems, deep, but somehow restricted,
- quickly exhausted,



After 8 days I found out about „Göttingen“

University of Göttingen, „Fume event“ consultation with

Priv. Doz. Dr. med. Astrid Heutelbeck and her team.

- 3 hours **cognitive test** package
- **respiratory test** DLCO, KCO
- **neurological tests**
- **biomonitoring**

Results of the biomonitoring (sample taken by own means on the day of the accident)

2-Butanon/MEK	µg/l	11,3
Isopropanol	µg/l	304,3

Isohexan/2-Methylpentan	µg/l	49,9
Toluol	µg/l	0,8



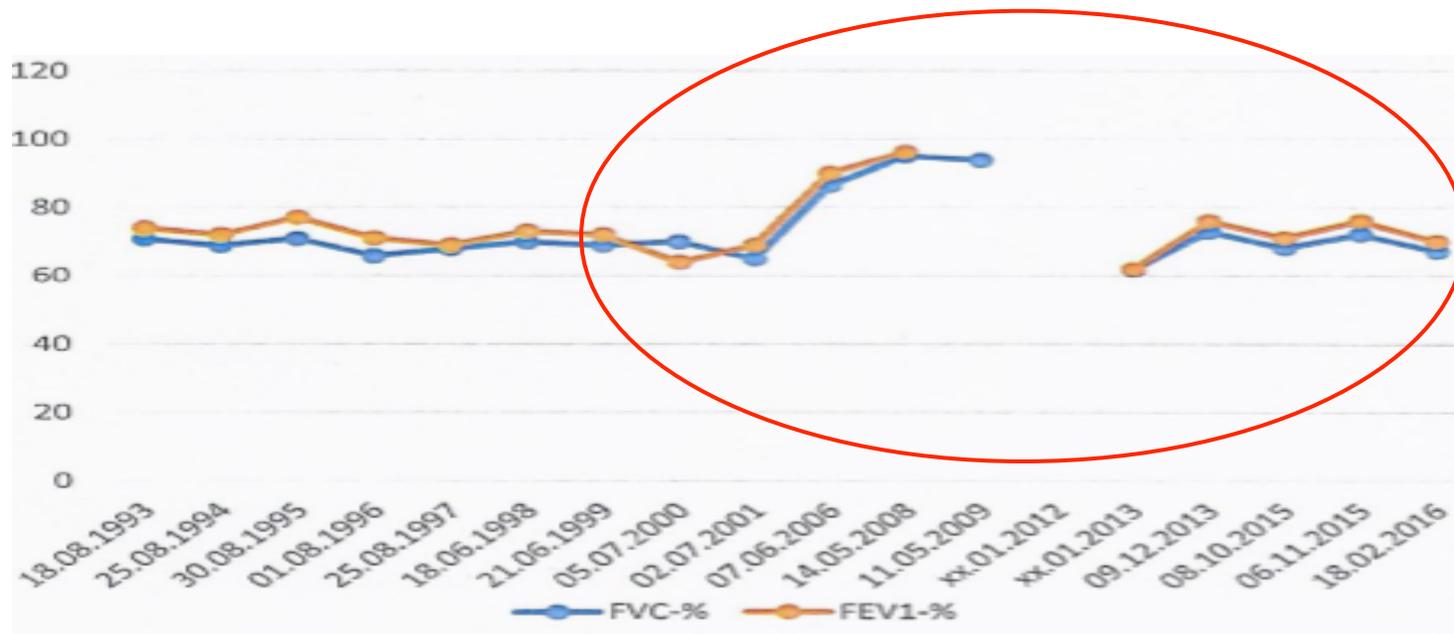
Clinical Examinations,

what is still remaining?

- Oct. 8th, 2015 local respiratory physician ergospirometry weak lung performance, thorax x-ray, dark dots
- Oct. 13th, 2015 local diagnostic radiology thorax MRT **pulmonary nodules**, some **already calcified**
- Oct. 21st, 2015 local respiratory physician ergospiro. „acc. age, a little obese, no sports, ex-smoker, **ALL OKAY**“
- Nov.11th,2015 Göttingen neurological re-check still **residuals of cognitive impairment**
- Jan. 13th, 2016 local diagnostic radiology thorax MRT re-check **no growth** or changes
- Mar. 29th, 2016 radiology Göttingen brain MRT a **very small lesion** added compared to exam
- Jun. 8th, 2016 respiratory phys. Munich ergospirometry **capillar perfusion disorder**
- Jun. 9th, 2016 Hospital bronchoskopy later samples confirmed **FIBROSIS** unknown source
- Jul. 14th, 2016 Göttingen skin sample **SMALL FIBER NEUROPATHY**
- Sep. 5th, 2016 respiratory exam by BG ergospirometrie lung disorder confirmed
- Sep. 6th-8th neurootologist in BK several procedures **damaged nervesystem** and **brainstem**
- Sep. 14th,2016 neurological exam by BG cognitive and nerve system testing, **all confirmed**
- May 30th,2016 repiratory check Göttingen perfusion **DLCO still 66%**



The effect of lung performance and aircraft type flown over 20 years



documented fume/smell events with actual employment:

Jan. 15th, 2013 oil fume event even with haze, no mask, normal Idg.

Jun. 27th, 2014 electrical smell phys. symp., mask used, emer Idg.

Sep. 3rd, 2015 oil fume event phys. symp., mask used, emer. Idg

1996 began to fly on turboprops, no fumes

1999 began to fly on „stinky“ BAe146

2011 began to fly Airbus A300-600

2001 began to fly on always new CRJ's, no fumes

*2009 to 2013 no valid data available.



My present situation:

The **company remains silent**, I only have contact to council members.

After almost two years the **BG** sent a report **denying** contaminated cabin air is being the **reason** for my **long term health problems** and stopped the monthly compensation.

At this time I do **not have any income**.

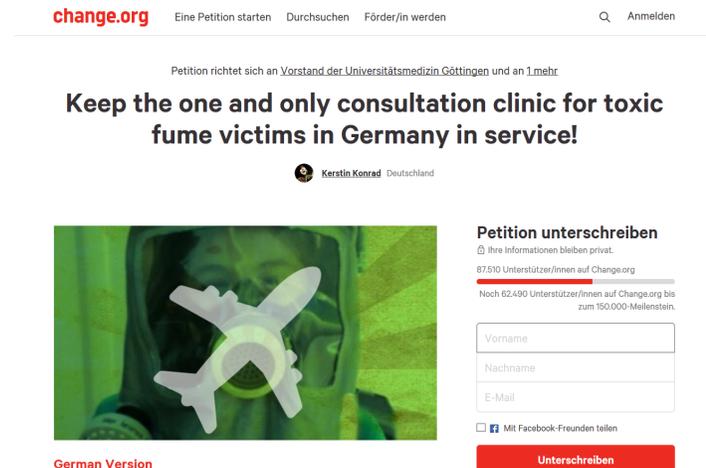
I had to **engage a lawyer to represent my legal interest**

The **BFU**(Accident Investigation Agency) has **NOT released their report until this day**.

In **January** this year **we started a petition to keep** the one and only consultation **clinic** for toxic fume victims in Germany **in service**. Now we adressed it to the Minister of Labor&Transport.

Over **87.500** people have already **signed** it in support.

We founded a non profit organisation called „P – CoC“ after receiving such a positive reaction.



change.org Eine Petition starten Durchsuchen Förder/in werden Q Anmelden

Petition richtet sich an Vorstand der Universitätsmedizin Göttingen und an 1 mehr

Keep the one and only consultation clinic for toxic fume victims in Germany in service!

Kerstin Konrad Deutschland

Petition unterschreiben
Ihre Informationen bleiben privat.
87.510 Unterstützer/innen auf Change.org
Noch 62.490 Unterstützer/innen auf Change.org bis zum 150.000-Meilenstein.

Vorname
Nachname
E-Mail

Mit Facebook-Freunden teilen

Unterschreiben

German Version



What is **P-COC**? www.p-coc.com



It stands for: **Patient initiative – Contaminated Cabin Air e.V.**

- We aim to **bring information** to the **broader public** and **support affected crew**
- We **keep contact with attorneys** as well as **scientists** and **aviation experts** to make sure the **latest knowledge is accessible for everybody**
- We are trying to **build a network** to connect everybody who is involved, e.g. **crewmembers, passengers, physicians, scientists, attorneys, politicians etc.**
- We plan on **educating practitioners** and **medical staff** to make sure that **passengers will not experience the same disaster** as the **crews do** after exposure to a **fume event**.



Therefore, we as P-COC demand:

- to equip all aircraft immediately with **sufficient protection** for **crew and passengers**, like masks, filters etc.
- Public **information** about the problem of contaminated cabin air by the responsible representatives of industry and politics, as well as general information for passengers by the airlines in the case of an incident with contaminated cabin air
- the **immediate** implementation of all **prevention measures**, e.g. crew training on proper reporting, health checks etc.
- the **proper investigation** of Fume Events by the Bundesstelle für Flugunfalluntersuchung (**BFU**) **according to EU-Regulation 996/2010**
- the **proper handling of** occupational accidents with contaminated cabin air by the **BG Verkehr according to prevailing law**
- the **complete scientific research** of all circumstances **causing incidents** with contaminated cabin air by using all available resources and creating additional, **independent institutions to support** the process.
- the **continuous monitoring** of the **cabin air** on commercial aircrafts **on toxic components** by using the **latest technology available**



Thank you for your attention.

