

**ACN: 1499322**

## **Time / Day**

Date : 201711

Local Time Of Day : 0601-1200

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## **Environment**

Light : Daylight

## **Aircraft**

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## **Person**

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Cabin Jumpseat

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1499322

Human Factors : Physiological - Other

## **Events**

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Attendant

When Detected : Pre-flight

Result.General : Work Refused

Result.General : Physical Injury / Incapacitation

Result.General : Maintenance Action

Result.Flight Crew : Took Evasive Action

## **Assessments**

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## **Narrative: 1**

Crew boarded AC to begin preflight and we immediately noticed a foul, strong, and pungent smell. All 3 cabin crew members (#1, #2, and myself the #4) smelled the smell and suffered symptoms relating to toxic fume exposure. The gate agent also came on board and said it smelled like strong paint thinner to him. I (#4) went up into the airport to get away from smell and there I met with the pilots who were waiting to go down onto AC. I told them of the smell/odor and we all went down to AC. I went back on board to gather my things and we all got off AC because the smell/fumes/odor was so strong. Our AC was taken out of service and we were given another gate and AC. I was later informed that our BAD AC had an oil leak into the APU.

These events and FUME ISSUES need to be taken more seriously. Even days later myself and the #1 are still not feeling well. In fact the #1 has been suffering brain fog and I have been experiencing chest tightness. If we the Flight Attendants are supposed to be the SAFETY onboard then the FAA or someone needs to be doing MORE to insure when we are exposed that we are properly assessed and cared for.....but instead we are intimidated by policies that chastise us if we are affected by these events. We are put into positions where we feel we have no choice but to keep flying or lose money. In essence we are slowly being poisoned to ill health, or possibly death. WHAT WILL HELP? How about not waiting till these AC have visible HAZE or SMOKE in the cabin to do C CHECKS! Or perhaps let's insist the C Checks be done more often than they are! Oh and let's put PALL filtration systems onboard and sensors to monitor the filters progress and quality assurance.

## **Synopsis**

A319 Flight Attendant reported all four cabin crew members experienced physical symptoms after exposure to fumes on the aircraft before departure.