ICAO has recently issued guidance material on education reporting and training for air supply system sourced fumes - oil and hydraulic fluid fumes/smoke recommending the following action:

ACTION
Operators based on the guidance circular should establish:
- Basic education (all)
- Specific training for pilots, cabin crew, aircraft maintenance technicians and management (manager/ supervisor & senior management)

IMPLEMENTATION
Michaelis Aviation Consulting, world experts in aircraft air supply contamination offer airline, manufacturer, union or regulator the following cost-effective solutions:

Online or in-person training guidance course* for each of the following:
- Pilots
- Cabin crew
- Aircraft maintenance technicians
- Airline management
- Airline senior management

All courses include:
- Short educational film
- Written course notes
- Basic education plus user specific content as required

*Can be tailored to be combined covering all groups together, for specific groups or as part of SEPs. Overview course available for national regulatory authorities.
When:
Course can be undertaken at a time to suit.

Trainers:
Dr Susan Michaelis ATPL, PhD, NEBOSH, COSHH, IOSH & her team of global experts.

Expertise:
Dr. Susan Michaelis, a former airline pilot, is a world expert with a PhD on aircraft air supply contamination and is qualified in aircraft air safety and accident investigation. She has briefed governments, military, experts, manufacturers, airlines, regulators and crew unions on the issue for over 19 years.

Scope:
Training course is limited to reporting, education and training of flight crew, cabin crew and aircraft maintenance technicians to enable them to prevent, recognize and respond to the presence of fumes.

Background:
An ICAO working group including IATA, ITF, IFALPA, ICAO and ICACAA developed and published this guidance material based upon a request from the ITF and IFALPA for consideration to the flight safety implications of exposure to oil fumes sourced to the aircraft air supply system.

Further information available at:
http://www.susanmichaelis.com/phd.htm
http://www.itcoba.net/24M11A.pdf

"Crews are not always fully alert to the possibility of air contamination on aircraft and have not always taken the most appropriate action... Contamination of the cabin air supply by oil products has occurred from both the APU and the engines, with some regularity."  AAIB: 1/2004 (EW/C2000/11/4)