

You need to actively monitor spot detectors for discolouration. They also expire so need to be replaced more frequently. It's good to check the expiry and spot colour when working through your preflight, engine run-ups, and during your flight.

Be mindful that CO detectors aren't necessarily foolproof, so be alert to any signs of possible exposure. The initial symptoms of CO poisoning can include headaches, nausea, and dizziness. More advanced effects can include blurred vision, impaired judgement, and drowsiness. These symptoms continue to increase in severity, leading to seizures, unconsciousness, and eventually, death.

What to do

If you detect CO, or your detector activates, there are some general steps you can take. The key message, however, is to land without delay.

- Try to isolate the source of the CO. If cabin heat is selected on, turn it off.
- Ventilate the cabin with as much fresh air as you can. If you have oxygen available, use it.
- Check yourself for symptoms.
- Advise ATC, and land as soon as possible.
- Seek medical attention, even if you feel better after landing.

The effects of CO can take considerable time to clear. While some breaths of fresh air might make you feel better, it can take longer for the effect of CO on your cognitive ability and motor skills to clear. So don't fly or drive after an occurrence.

Reporting

It's important to report any examples of CO poisoning to the CAA. Even if it's only suspected, reporting your experience can help inform analysis on CO trends with particular aircraft types or parts.

To report any occurrences, visit www.caa.govt.nz/report, email isi@caa.govt.nz, or call 0508 4 SAFETY.

More information

To read more on CO poisoning and detection, read our previous *Vector* articles:

- Carbon Monoxide Poisoning (March/April 2012)
- Carbon Monoxide (September/October 2004)
- CO in the Cockpit (March/April 2001) 

SUBSCRIBE TO CABIN SAFETY

We've created a new email notification list dedicated to cabin safety.

Make sure you subscribe to this to stay in the loop with updates to cabin safety content on the CAA website.

To subscribe, visit caa.govt.nz/subscribe. If you're already a subscriber, you can add the 'Cabin Safety' list to your existing subscription using the links at the bottom of the page.

You may be a pilot, engineer, operator, or other participant – but please pass this on to anyone you know who is involved in cabin safety and may benefit from receiving cabin safety information.



RADIOTELEPHONY CHANGES

It's all about the hundreds and thousands. There are some minor ICAO changes to radio phraseology that became applicable 8 November 2018.

Application	Example	Transmitted as	What's changed?
flight levels	FL 200	flight level two hundred	use hundred instead of zero zero
altimeter setting	1000	QNH one thousand	use thousand instead of zeros
transponder codes	2000	squawk two thousand	use thousand instead of zeros