

Stop Contaminated Aircraft Cabin Air

Especially now, in times of the Corona pandemic, the statements of the aviation industry that HEPA filters "filter everything" and that the air on board is "as clean as in an operating room" are cynical, and above all: wrong. Have you ever heard of fume events and contaminated cabin air? No? Then you are not alone.

Actually, you dream of vacations and recreation, but it happens over and over again that at the end of a flight a long ordeal begins because you have inhaled toxic fumes (Fume Events).

It usually starts like the flu: aching limbs, dizziness, nausea. Long-term damage to the nerves, the cardiovascular system and/or cognitive limitations are often the consequences. You as a passenger, but also pilots and flight attendants like me are exposed to a great risk!

The problem has been known for decades, both in politics and industry. Politicians can no longer look the other way and must implement existing laws for airlines and initiate new regulations: Aircraft have to be converted, there is a need for obligatory education by airlines!

Our petition began as a protest for the preservation of the only medical contact point in Europe that treated affected victims. The huge wave of support has given us the courage to now address the political leaders directly. The poisoning of people must no longer be tolerated!

Our demands in detail:

1. immediate retrofitting of already available warning systems (sensor technology without traffic light system) with corresponding procedures/checklists, reporting system and appropriate training
2. immediate equipping of the entire fleet (where not yet done) with improved HEPA/carbon filters for recirculation. Supplementary proactive support for the development and approval of so-called total filter systems; installation as soon as available.
3. immediate installation of OZON/VOC converters for all aircraft for which they are available
4. return to regular overhaul intervals and engine maintenance of the aircraft.
5. obligation to equip all new deliveries with "Electronic Bleed Air" or "Bleed Free" (external ventilation) only in accordance with EU legislation
6. supplementation of the technical measures by close-meshed aero-medical examinations according to EU 1178/2011 and "Acceptable Means of Compliance and Guidance", as well as the inclusion of biomonitoring and symptom-related examinations according to Fume Events in accordance with the current state of science in the service catalogue of the medical treatment of the BG Verkehr.

Justification:

It is sufficiently proven that fume events are associated with highly toxic exposure scenarios.

From today's point of view, there can no longer be any reasonable doubt that Fume Events regularly occur as accident-like events and cause health problems for crew and passengers. The Lufthansa Group confirmed in January 2020 at an EASA workshop on "Cabin Air Quality" that it records about 2 Fume Events per day. That is over 700 Fume Events per year at Lufthansa Group alone, and that is without a recognized estimated number of unreported cases.

Open Letter (German and English): <https://www.p-coc.com/offener-brief-zum-thema-kontaminierte-kabinenluft-und-staatliche-finanzhilfen-fuer-die-deutsche-lufthansa-ag/>

Scientific, information and experts, as well as further multilingual network partners: <https://www.aerotoxicteam.com/international-portal.html>

Substances in the cabin respiratory air measured by EASA: these measurements took place in "normal" flight conditions, i.e. without an acute fume event, which proves that the air is constantly contaminated. <https://www.aerotoxicteam.com/easa-list.html>