

**Global Cabin Air Quality Executive
(GCAQE)**



News Release

gcaqe.org

IMMEDIATE RELEASE

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GCAQE to introduce Global Cabin Air Reporting System (GCARS)

London, England.

The Global Cabin Air Quality Executive (GCAQE), established in 2006, is the leading organisation representing air-crew (pilots, cabin crew and engineers), that deals specifically with contaminated air issues and cabin air quality.

The GCAQE board has approved the development and introduction of a new **Global Cabin Air Reporting System (GCARS)**. The GCARS reporting system will provide a valuable improved reporting tool to help collate and better understand the ongoing contaminated air issue on aircraft.

The breathing air supplied to all passengers and crew on every pressurised aircraft in the world, with the notable exception of the advanced Boeing 787, originates in the aircraft engines and is provided unfiltered to the aircraft cabin. This design enables synthetic jet engine oils to contaminate the breathing air from low amounts in regular operation to higher levels with increased engine bearing seal wear or seal failure.

For six decades, no global reporting database has been set up to collect and monitor contaminated air events on aircraft. Additionally, research has shown that 96% of all events are not reported by pilots. As no airline has a policy of informing passengers when they have been exposed, passenger under reporting is estimated to be statistically nearly 100%.

Investigating the incapacitation of both pilots on a routine internal flight in Sweden on 12 November 1999, the Swedish Statens Haverikommission (SHK) Board of Accident Investigation issued a report in 2001 known as "Report RL 2001:41e" in which they recommended:

RL 2001:41e R3

- *that an international database is established with factual information from flights where suspicion of polluted cabin air exists.*

In 2002 the US National Research Council reported that the Federal Aviation Administration (FAA) does not collect health-effects data, therefore creating extreme difficulty in identifying any causal relationship between cabin air quality and the health complaints reported by crew and passengers.

The FAA also acknowledged in 2006 that:

“They had growing concern over numerous reports of smoke / fumes in the cockpit / cabin and their data analysis indicates events not being reported.”

The High Court of Australia upheld a ruling in 2010, that inhaling heated oil fumes was harmful.

In 2016 the Spanish Civil Aviation Accidents and Incidents Investigation Commission (CIAIAC) recommended that the International Civil Aviation Organization (ICAO) monitors international actions to determine real impact on human health and take safety actions as necessary.

Other air accident investigation branches including the British Air Accidents Investigation Branch (AAIB) have since called for contaminated air detection systems to be fitted to all commercial jet powered aircraft but neither a global reporting system or contaminated air warning systems have yet to be introduced by the airline industry.

GCAQE Spokesperson, and 2015 British Citizen Award winner, Captain Tristan Loraine BCAl, stated: “GCARS will greatly enhance the data collection and understanding of the contaminated air issue and provide crew and passengers with an easy to use reporting system. Full details will be provided at the **2017 Aircraft Cabin Air Conference on 19/20 September at Imperial College London - www.aircraftcabinair.com**”

Dr. Susan Michaelis, Head of Research for the GCAQE who has written a PhD on the issue stated: “The industry was warned of the health risks of exposing crews and passengers to contaminated air as far back as 1954. Its only with the smoking ban in the late 1980s that the public finally realised the air they were inhaling could be contaminated. Pilots and passengers have been impaired and incapacitated in flight and yet no global reporting systems exists, only national reporting systems that are extremely difficult to access data from. GCARS will address this important flight safety and health short coming.”

Additional information on the issue is available at: www.gcaqe.org

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Notes to editors:

- An educational film and brochure on this issue are available at: www.gcaqe.org
- Cabin breathing air on all aircraft apart from the Boeing 787 is taken directly from the engines and provided unfiltered to the aircraft. This is known as 'Bleed Air'.
- Bleed air is known to become contaminated with engine oils and/or hydraulic fluids. These are hazardous substances, especially to the unborn.
- Contaminated bleed air events have been recognised as occurring since the 1950s.
- No aircraft currently flying has any form of detection system fitted to warn when these events occur.
- Flight safety is being compromised by contaminated air events.
- Crew and passengers have been reporting short and long-term health effects as a consequence of exposure to contaminated air.
- Contaminated air events are not rare and known to be under reported.
- Passengers are never told when they are exposed.

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