

Patrick Ky  
Executive Director

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Captain Tristan Loraine  
GCAQE Spokesperson  
GCAQE, c/o Vereinigung Cockpit e.V.  
Unterschweinstiege 10  
60549 Frankfurt  
Germany

**Subject: Your letter dated 31 July 2017, entitled 'Contaminated air on aircraft'**

Dear Mr Loraine,

EASA has invested significant time and effort on the topic of cabin air quality and has taken concrete action to better understand all the facets of this topic, including safety and health aspects.

EASA analysed all scientific knowledge available and consulted stakeholders publically to gather opinions and possible additional evidence (refer in particular to A-NPA 2009-10 and ED Decision N°2012/001/R). Based on the result of this consultation and the initial conclusions at that time, EASA commissioned two scientific studies to improve knowledge of the cabin air composition during commercial operation of large transport aeroplanes, and to evaluate the any potential risk of exposure to turbine engine oil contaminating the aeroplane air conditioning system. Both studies used the best available state of the art scientific techniques, and EASA selected the best organisations having the necessary skills and means to conduct these studies. The two reports from these studies were published in March 2017 on our website. Although the conclusions from these studies did not reveal concerns for health and safety of aeroplane occupants, the European Commission - supported by EASA - is continuing to investigate the subject, and as you know started a follow-up study early in 2017. In addition, EASA also supports standardisation bodies' activities to upgrade bleed air quality standard (SAE) and to attempt defining a European cabin air quality standard (CEN).

These actions come on top of our normal actions conducted in the frame of products continuing airworthiness monitoring, where we review and analyse occurrence reports with the aim to launch the necessary corrective actions and to improve aircraft designs.

EASA is fully committed to ensure that aircraft designs protect safety and health of passengers and crews.

I completely refute your allegations that EASA has no pro-active role, contract unnecessary research, rely on industry biased studies, do not listen to some stakeholders, or that key responsible employees are carrying out their duties insufficiently.

EASA has invested several thousands of hours and spent, together with the European Commission, more than 2.5 M€ on research on cabin air quality. It has always considered all available scientific knowledge and always listened to all opinions on this important subject: the opinion from GCAQE and the opinion from others, challenging GCAQE's opinions. We met GCAQE again in Cologne on 4 July 2017, in order to discuss with you the results of the two studies we performed. EASA was hoping that GCAQE would be open for a constructive discussion, and that we could join our efforts on this very important subject. Unfortunately, this did not happen and your letter confirms that GCAQE rejects the scientific approach taken by EASA and other organisations.

We were looking forward to present the EASA studies and to have a further scientific discussion with you at the conference organised by GCAQE in September 2017. Unfortunately, considering your unacceptable allegations about EASA actions, including the studies, and the fact that we still do not see a balanced representation of speakers and participants (absence of industry [e.g. airlines, aeroplane and engine manufacturers, maintenance organisations, etc.], aviation and health authorities), EASA at this stage does not see a possibility for a constructive dialogue with GCAQE. I am therefore bound to withdraw EASA's participation to this conference.

Yours sincerely,

  
Patrick KY