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Executive Director

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Subject: Thesis on the "Implementation of the requirements for the provision of clean air in crew and passenger compartments using the aircraft bleed air system"

Reference: your letter dated 29 January 2019

Dear Dr Michaelis,

EASA acknowledges the receipt of your MSc thesis report (dated June 2016), which we were already aware of, since we discussed it and its associated conclusions during our meeting on 4 July 2017.

EASA has always devoted a considerable amount of attention and effort to the topic of cabin air quality, and we closely follow all the related studies, reports and publications. EASA has also taken concrete action to better understand all the facets of this topic, including the health and safety aspects.

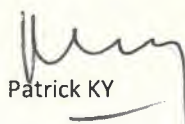
According to all the scientific information that is available to us today, the quality of the air in the cabins of the large aeroplanes used for commercial air transport is very good, and it is similar to, or better than, the quality of the air in normal indoor environments like offices, kindergardens, schools or dwellings. All the measured values were found to be within the available indoor occupational limits or guidelines. The results of your thesis report clearly contrast with this. During the GCAQE-EASA meeting on 4 July 2017, we explained to you why we disagree with the conclusions of your MSc thesis.

So far, EASA has not identified any concerns regarding the health and safety of aeroplane occupants that justify a need for EASA to mandate any general design changes, or to amend the certification specifications.

Nevertheless, the European Commission and EASA are continuing to monitor and to actively investigate (e.g. the 'FACTS' study) certain aspects of abnormal conditions, and we will carefully take into account any potential new findings when they become available.

We are fully committed to ensuring that aircraft designs are safe and to protecting the health of passengers and aircrew.

Yours sincerely,



Patrick KY