



**AEROTOXIC
ASSOCIATION**

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Theresa Villiers MP
Minister of Transport
Department for Transport
Great Minster House
76 Marsham Street
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OPEN LETTER

Dear Minister,

10 July 2011

In 2007, The House of Lords Science and Technology Committee recommended:

4.50. The AHWG-sponsored research to identify the substances produced during a fume event be completed urgently.

On 10th May 2011 Cranfield University reported that a 'fume event' had not been observed over three years of 100 test flights but that a range of substances had been identified.

However on 6th November 2007 expertise was offered to Cranfield University to fill a BAe 146 with visible oil fumes on the ground to demonstrate the repeatability and frequency of oil fumes events for testing; the offer was rejected. See enclosed e mail exchange which was copied to several key figures and a photograph of a fume event in a US airliner taken in September 2010.

It follows that the identity of the substances in a fume event are known. The levels of substances must also be known, but have not been published for the public.

On 14 May 2011 there was a fume event flight which caused crew illness and incapacitation but, as usual, no reports of the 200+ passengers. It was subject of a Mandatory Occurrence Report (MOR):

Occurrence #: 201105165

Type: Boeing 757. Series: 200.

Engines: Rolls Royce RB 211.

Flight phase: Initial climb.

Location: Leipzig.

Event 1: Fumes.

Event 2: Crew illness / incapacitation.

Pretitle: Strong smell of oil in flight deck. Oxygen used.

Precis: Smell of oil on flight deck was originally noticed on the ground with the engines shut down, Auxiliary Power Unit (APU) running and left pack selected On. Left pack turned Off until before take off, however, smell returned on climb out. Left pack selected off and remained off for the remainder of the flight. Oxygen used throughout the flight to clear headache and reduce metallic taste. Reporter highlights that this event is recurring problem on this aircraft.

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In the light of this information the following conclusions can be drawn:

1. The Government has identified substances during 100 'normal' flights but has still not published the level of substances during a fume event – as specifically recommended to do.
2. The Government continue to claim that they are unaware of evidence of ill health arising from fume event exposures, despite recent Government documents detailing the exact opposite.

Many citizens are extremely concerned that vulnerable people, especially infants, continue to be exposed to harmful levels of toxic chemicals in 'fume events' but they, The House of Lords, doctors and experts are not allowed to know the actual levels of previously identified substances.

It is essential that this missing data be placed in the public domain as it is of significant public interest.

It is understood that the Committee of Toxicity (COT) will now be advised that there are no harmful levels of substances in airline cabin air. This will deny COT accurate data and let them make further flawed conclusions about the dangers and risks of contaminated air on innocent citizens.

I wish to make a Freedom of Information Act 2000 request for photographs and the identity of substances and the amounts / quantities / dose of substances during an airline fume event - in electronic format - urgently.

On a personal note, I respectfully advise you that you and many others are being seriously misinformed and misled on fundamental facts of this issue – which have a tendency of being exposed in time.

Thank you.

Yours sincerely,

John Hoyte
Chairman Aerotoxic Association
Former BAe 146 Training Captain

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