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As the co-patron of the Global Cabin Air Quality Executive (GCAQE) and having taken a keen interest in the use of organophosphates and chemicals in the workplace, I read with interest your recent response to Dr. Susan Michaelis.

I have known Dr. Michaelis for many years and I know her to be the leading expert in her field and most certainly not simply a '*campaigner*'. I consider this view of Dr. Michaelis's expertise to be quite disingenuous as her knowledge in this field is second to none. I do not consider, the comments in the letter from Dr. Michaelis to be simply her beliefs, as they are well documented globally and the subject of a very high quality PhD and peer reviewed literature, amongst other initiatives.

I fully appreciate that those working for BAe Systems and its subsidiaries or partners are committed to safety and welfare, however this broad statement does not exonerate the specific issue that Dr. Michaelis has clearly demonstrated in her letter and elsewhere, as have others. I have read much of the material and it is quite clear that there is a very real issue. This, one could suggest is supported by the dozens of initiatives if not more that demonstrate this. Indeed it was the British Aerospace evidence presented to the Australian Government that acknowledged this was a health and safety issue, rather than a flight safety issue. Therefore as an OHS issue, as reported by your own people, I suggest, you may like to work with Dr. Michaelis and myself to find a way forward. The European Commission in fact has just published a tender for a 2 million euro research project. While Dr. Michaelis has referenced direct quotes from your company representatives who you have elected to rely upon various government and industry studies. I think upon careful examination of the evidence, you will find many of these are barely relevant to the issue and inappropriately referred to. As an

example, I think you will find that the CAA statement you refer to of no short or long term health effects, was corrected by the Government in the Hansard HL2047, 7/9/15 and letters referenced within. In fact the COT committee position statement of late 2013 [1], stated *“Contamination of cabin air by components and/or combustion products of engine oils, including triaryl phosphates, does occur.....episodes of acute illness, sometimes severely incapacitating, have occurred in temporal relation to perceived episodes of such contamination. There are a number of air crew with long-term disabling illness, which they attribute to contamination of cabin air by engine oils or their combustion products.”*

I think it is very clear that Dr. Michaelis simply asked to move forward from this intransigent position and suggested that a meeting with you may be the way to move forward. I would therefore like to invite you to attend a meeting with both myself and Dr. Michaelis in the House of Lords on a Monday, Tuesday or Wednesday afternoon when the House is sitting. I would be very happy to give you tea.

I look forward to hearing from you.

Yours sincerely

Countess of Mar

1. COT (2013) Position Paper On Cabin Air:, London. Committee of Toxicity. Available at: <http://cot.food.gov.uk/sites/default/files/cot/cotpospapcabin.pdf>.