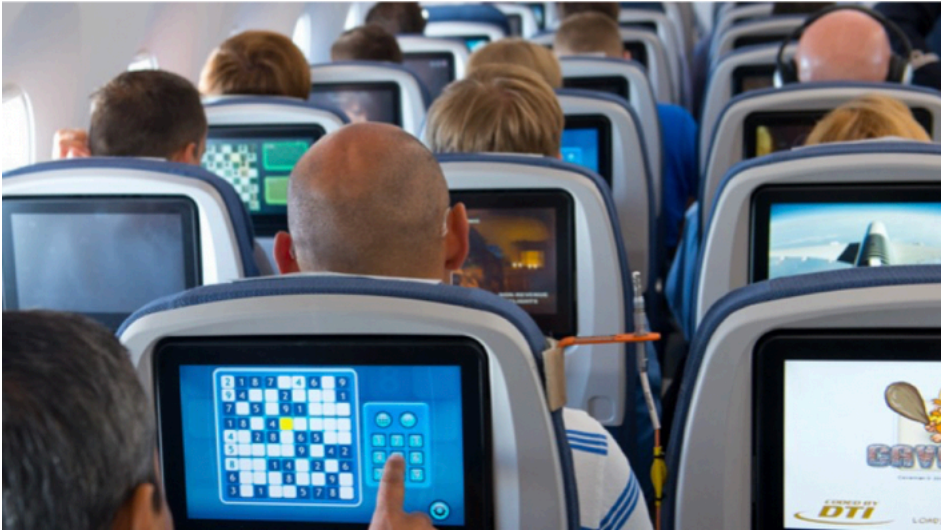


Original article in Dutch:

[OOK IN KAMER ZORGEN OVER CABINLUCHT; EASA GELAST WEER ONDERZOEK](#),
by Paul Eldering

Translation: Stichting Fly Aware

CONCERNS ABOUT CABIN AIR ALSO IN PARLIAMENT; EASA ORDERS NEW INVESTIGATION



November 17, 2021 - 11:33 | By: Paul Eldering | Photo: Airbus

THE HAGUE - The so-called 'aerotoxic syndrome' caused by contaminated cabin and cockpit air has also raised alarm bells in the Dutch Second Chamber (Tweede Kamer). Member of Parliament Dion Graus (PVV) is planning to request a roundtable discussion in the Infrastructure Committee in The Hague, he says. This is in response to a substantial article in Aviation News Magazine earlier this week.

"I have been addressing this serious issue for over ten years, which can result in sick crew and even fatalities due to oil leaks in bleed air from engines. The minister is also aware of this," says Graus. He realizes he is treading on thin ice, stating, "Yes, we are pro-aviation, and I must be careful not to play into the hands of left-wing parties that are against flying. But I do not want to turn a blind eye and a deaf ear to toxic gas that poses risks to professionals and is likely a threat to safety and health."

Last month, Graus connected the well-known forensic pathologist Frank van de Goot with the National Advisory Group on Cabin Air, chaired by Meiltje de Groot. Van de Goot expressed his significant concerns about the potential aerotoxic syndrome, an as yet unrecognized occupational disease.

According to Van de Goot, targeted research is needed to investigate the effects of odor and vapor incidents on board on a select group of individuals who may have a 'sensitive genome,' making them susceptible to the breakdown products of TCP nerve agents. "It's not about a linear causality but primarily about neurogenic and genetic factors," he explained.

It is estimated to affect around five percent of frequent flyers. "If you can determine this medically, it can save a lot of trouble. It can also be considered during training and recruitment," believes Graus. He thinks that the aviation industry in the Netherlands is not showing much interest in this issue. "Only the Corendon management is open to solutions, such as preventive measures. Think of filters and sensors in airplanes."

The European aviation safety authority, EASA, has concluded in the technical FACTS study ('Fresh Aircraft') that in small quantities, sometimes harmful substances from hot engine oil and hydraulic fluids can be drawn into bleed air from compressors. However, a direct correlation with severe health issues in crew and frequent flyers has not been conclusively established.

Mice

It's noteworthy that, for unclear reasons, animal experiments were not conducted in this study. However, practical tests were performed in flight. The report mentions 'potentially functional neurotoxic symptoms.' Experiments with mice exposed to induced 'fume events' are planned to take place later.

EASA hints at the possibility of aligning with the U.S. FAA to enhance maintenance, standardization, and certification processes. "If necessary, recommending filters and sensors, but that is currently up to individual airlines."

In 2022, EASA will launch a three-year follow-up study on the long-term effects of contaminated bleed air.

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