

*Aircraft Cabin Air Conference, 19-20 September 2017*

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Global Cabin Air Quality Executive (GCAQE) - News Release

**World's biggest and most authoritative conference on contaminated aircraft cabin air to take place in London this September.**

***Aircraft Cabin Air Conference, 19-20 September 2017, to explore the flight safety, health implications and solutions available to the ongoing contaminated aircraft cabin air issue.***

London, 30 May 2017

The first global conference on aircraft cabin air quality in more than a decade, is set to take place in London this September.

This high-profile issue continues to attract the attention of research scientists, the media, aviation industry and campaigners. Despite air accident investigators recommending detection systems be fitted to public transport aircraft over a decade ago, the technology has not been available and planes continue to fly with no warning systems to alert pilots and crew when the air supply to the cockpit and passenger cabin is contaminated.

The conference, running 19-20<sup>th</sup> September at Imperial College London, will bring together the latest research, the field's most well respected experts and those solving this industry-wide problem to talk about solutions to the issue,

Thirty speakers from three continents will present over eight sessions.

GCAQE Spokesperson and former British Airways Captain Tristan Loraine said:

*"Pilot and crew impairment from exposure to contaminated air in aircraft has been acknowledged by numerous leading air accident bureaus around the world but the issue remains unresolved. The 2017*

*conference will be the largest conference ever held on this topic and will see most of the world experts discuss the issue with those who have the technical capability to resolve the problem and those who could take us closer to a final resolution.”*

Professor Vyvyan Howard - Professor of Pathology (toxicology) - University of Ulster, added:

*"What we are seeing here is aircraft crew being repeatedly exposed to low levels of hazardous contaminants from the engine oils in bleed air, and to a lesser extent this also applies to frequent fliers. We know from a large body of toxicological scientific evidence that such an exposure pattern can cause harm and, in my opinion, explains why aircrew are more susceptible than average to associated illness. However exposure to this complex mixture should be avoided also for passengers, susceptible individuals and the unborn."*

Mr Steve Simpson - Director of Marketing - EMEA Aerospace - Pall Aerospace:

*"Pall understands the cost impact that poor air quality has on all aviation stakeholders. Pall has worked diligently over the past 3 decades to continuously improve air filtration and purification technologies. Pall was the first to introduce HEPA filters for commercial airliners and was also the first to introduce odor removing capabilities. Pall continues to invest in air quality R&D to ensure that everyone involved in commercial aviation can enjoy the benefits of cleaner cabin air."*

Captain Niels Gomer – Swedish pilot involved in the 1999 'Malmo' incident said:

*"As a former airline captain who was totally incapacitated due to oil fumes, as was my co-pilot, in an aircraft flying at 500km/h, I know how real this problem really is - the sooner the aviation industry acts to fix the problem rather than attempt to deny the problem, the sooner this aviation safety issue will be resolved."*

Conference details are available at: <https://www.aircraftcabinair.com>

Conference supporters include [Pall Aerospace](#), the British pilot union [the PPU](#), [Air Canada Pilot Association](#) (ACPA), [Australian Federation of Air Pilots](#) (AFAP), [Australian International Pilots Association](#) (AIPA), [Association of Professional Flight Attendants](#) (APFA) - the largest flight attendant union in the world and [Stirling University](#).

The conference is endorsed by: [Collegium Ramazzini](#), [International Joint Policy Committee of the Societies of Epidemiology IJPC-SE](#), and the [European Sealing Association](#).

Media partners: [Short CGI](#) and [Curt Lewis Associates LLC](#)

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### **About the conference**

The Aircraft Cabin Air Conference takes place on 19-20 September 2017 at Imperial College London. It aims to bring together foremost experts in the field, industry and media to raise awareness of, and make progress on this vital air safety issue.

The conference is organised by the Global Cabin Air Quality Executive (GCAQE). Established in 2006, the GCAQE is the leading organization representing air crew (pilots, cabin crew and engineers), off shore oil workers and consumers that deals specifically with contaminated air issues and cabin air quality. We represent 23 organizations, and over one hundred thousand workers around the world.

For more information, visit <https://gcaqe.org/>

### **Information for editors**

Spokespeople available:

- GCAQE Spokesperson and former British Airways Captain Tristan Loraine BCAi
- Professor Vyvyan Howard - Professor of Pathology (toxicology) - University of Ulster
- Mr Steve Simpson - Director of Marketing - EMEA Aerospace - Pall Aerospace

Notes on contaminated cabin air:

An educational film and brochure on the issue of contaminated air are available at: <https://gcaqe.org/>

- Cabin breathing air on all aircraft apart from the Boeing 787 is taken directly from the engines in flight or often from an Auxiliary Power Unit during ground operations and provided unfiltered to the aircraft. This is known as 'Bleed Air'.
- Bleed air can become contaminated with engine oils and/or hydraulic fluids.
- Contaminated bleed air events have been recognised as occurring since the 1950s.
- No commercial aircraft have a permanent detection system fitted to warn when these events occur.
- Flight safety is being compromised by contaminated air events.
- Crew and passengers have been reporting short and long term health effects as a consequence of exposure to contaminated air.
- Contaminated air events are not rare and known to be under reported.
- The GCAQE is the lead international organisation attempting to address these matters on behalf of aircrew worldwide.

Images for spokespeople, engine bleed air diagram, FAQ and further information available on request & [at https://gcaqe.org/](https://gcaqe.org/)



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