

Stéphanie Rostren
Head of Legal Department
Executive Directorate

Mr Charles Bass

ask+request-7395-fe8983ee@asktheeu.org

Cologne, 12. NOV. 2019

Subject: Your request on access to documents

Reference: Your e-mail of 21 October 2019

Dear Mr Bass,

Thank you for your e-mail of 21 October 2019, in which you apply for access to documents in accordance with Regulation (EC) No 1049/2001,¹ that is applicable to documents held by the European Union Aviation Safety Agency (EASA) under Art. 119(1) of Regulation (EU) No 2018/1139.² In particular, you requested *“information and documents on how [EASA] applies the Precautionary Principle in relation to smoke and fume events onboard european registered aircraft that are known and proven to cause harm to human health”*.

The „precautionary principle“, to which you refer, is mentioned in the Treaty of the Functioning of the European Union in the context of environmental laws and policies. It is not explicitly mentioned in the regulatory framework applicable to EASA. Nevertheless, the Agency applies a similar approach and therefore devotes a considerable amount of attention and effort to better understand all the facets of the topic of cabin air quality, including the health and safety aspects.

So far research and scientific reviews conducted over the past decades have concluded that the cabin/cockpit air quality of large aeroplanes used in commercial air transport is similar or better than what is observed in normal indoor environments, and that a causal link between exposure to cabin/cockpit air contaminants and reported health symptoms is unlikely. Therefore, EASA has not identified concerns that would justify to mandate general design changes or to amend products certification specifications. The EASA actions are summarised below and a link to the corresponding documents is provided.

Between 2009 and 2012, EASA conducted a pre-rulemaking activity where EASA collected and analysed information and opinions from stakeholders (cf. Advance Notice of Proposed Amendment (A-NPA) 2009-10 and the related Comment Response Document (CRD) under <https://www.easa.europa.eu/document-library/notices-of-proposed-amendments/npa-2009-10>).

¹ Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 31 May 2001 regarding public access to European Parliament, Council and Commission documents (OJ L 145 of 31.3.2001, p. 43).

² Regulation (EU) No 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1–122).



Based on the results of this review, EASA issued Executive Director's Decision N° 2012/001/R terminating this rulemaking action: (<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2012001r>).

After this first phase, EASA commissioned two studies that were initiated in 2014 and 2015:

- The *first study* aimed at defining a cabin air contamination measurement method usable during commercial flights and conducting a number of measurements on commercial flights;
- The *second study* aimed at investigating the toxicity of aviation turbine engine oil contamination of the aeroplane bleed air system, in view of supporting the analysis of flight measurements results.

The final reports of these studies were published on 23 March 2017 and can be found under: <https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-publishes-two-studies-cabin-air-quality>

As a follow-up activity, further research has been initiated by the European Commission with technical support of EASA. This takes into account the findings and recommendations from the two above EASA studies to develop a comprehensive understanding of the cockpit and cabin air quality, with a particular focus on oil contamination incidents. The contract award notice was published on 22 February 2017 and can be found under: <http://ted.europa.eu/udl?uri=TED:NOTICE:66334-2017:TEXT:EN:HTML&src=0>

This study ('FACTS') is on-going and some related information and documents are provided on the following dedicated website: <https://facts.aero/>

I trust that you find the information that you are looking for.

Yours sincerely,



Stéphanie Rostren