

Press Release: 22nd May 2018



With 2,500 potential victims, Aerotoxic Association launches call for evidence and Public Inquiry at International Criminal Court

The Aerotoxic Association is today calling for all evidence regarding Aerotoxic Syndrome to be formally submitted towards a call for an Independent Public Inquiry at the International Criminal Court in The Hague, on whether known solutions should be introduced on aircraft for the safety of all those who fly.

Having had contact with around 2,500 potential victims of toxic air poisoning on aircraft in the last 10 years, both aircrew and passengers from around the world, the Aerotoxic Association demands that all evidence, both for and against the effects of toxic air on aircraft, be submitted to allow an Independent Public Enquiry to assess and make recommendations for actions.

John Hoyte, founder of the Aerotoxic Association, stated, “The problem of passengers and aircrew being exposed to toxic air has been known about since the 1950’s, and there has been mounting evidence to support the causal link between exposure on aircraft and both acute and chronic ill health. Despite this, the industry, the UK Government and regulatory bodies have yet to take any action to prevent this and to protect the public.”

All evidence should be submitted to the Aerotoxic Association at office@aerotoxic.org, including full contact details and marked for the attention of “The International Criminal Court, The Hague, The Netherlands”.

Since Aerotoxic Syndrome was first named in scientific research in 1999 there has been mounting research evidence of the link between toxic cabin air and ill health, culminating in a study published by the World Health Organisation (WHO) in 2017 which established a causal link. Other evidence has included:

- In April 2005, a BALPA (British Airline Pilots Association) conference in London on contaminated air concluded, “There is a workplace problem resulting in short term and long term illness among flight crew (both pilots and cabin crew); The workplace where these illnesses are being induced is the aircraft cabin environment. This is resulting in significant flight safety issues, in addition to unacceptable flight crew health problems”.
- In April 2008, BBC Panorama broadcast “Something in the air”, billed as showing “how air passengers could be exposed to toxic fumes in the cabin while flying”.
- Numerous scientific papers and presentations looking at this issue, a selection of which are:
 - Ramsden J. Contaminated aircraft cabin air: aspects of causation and acceptable risk. (2012)
 - Wolkoff P, Crump D, Harrison P. Pollutant exposures and health symptoms in aircrew and office workers: Is there a link? (2016)
 - Harrison V, Mackenzie Ross S. An emerging concern: toxic fumes in airplane cabins. (2015)
 - Michaelis S. Health and flight safety implications from exposure to contaminated air in aircraft. (2010)
 - Heutelbeck A, Budnik L, Baur X. Health disorders after “fume events” of aircraft crew members: facts and fiction. (2016).
- In March 2016 a debate in Parliament on “Cabin Air Safety/Aerotoxic Syndrome” heard many members called for an Independent Inquiry, and the then Department of Transport minister stated, “I stress how seriously I take the issue and how important it is that we get more evidence.”

It is nearly 5 years since the UK’s Committee on Toxicity (COT) last considered this issue, identifying several areas requiring further investigation. The Aerotoxic Association believes enough time has lapsed, and more than enough people are

suffering, for the International Criminal Court to take this on and determine what action, under the precautionary principle, is in the best interests of public safety.

John Hoyte continued, “At last we are beginning to see some action to tackle this in France and the USA, with two airlines now looking to protect their passengers and crew with air filters reminiscent of the tobacco industry filtering cigarettes in the 1950’s. EasyJet have changed engine oil to a safer formulation and will fit ‘bleed air’ filters and nerve agent detectors to all of their aircraft, because of an ongoing French criminal court case. In addition, the modern Boeing 787 Dreamliner uses separate air intakes, rather than ‘bleed air’ from the engines, which completely avoids the poisoning. Yet despite decades of evidence and scientific research, air passengers are still put at risk every day from this preventable danger.”

Today, 22nd May 2018, the Aerotoxic Association:

- Launches an international call for all evidence, both positive and negative, concerning acute and chronic ill health experienced by the public following toxic oil fume exposure in commercial jets. Evidence to be directed to the International Criminal Court at The Hague, The Netherlands.
- Demands an Independent Public Inquiry in to whether the known technical solutions should be introduced in bleed air jet airliners on the precautionary principle and in the public interest.

John Hoyte concluded, “In most areas of life we work on the precautionary principle to protect health and wellbeing, yet despite the huge amount of scientific evidence to show the effects of this preventable issue, the industry, UK Government and regulators have buried their heads in the sand. It is time for an Independent Public Inquiry to finally resolve this and to determine the necessary actions to protect the public.”

The Aerotoxic Association was set up in 2007 to raise this issue of toxic air exposure in aircraft and to support those suffering from aerotoxic syndrome.

Aerotoxic Syndrome is the term given to the illness caused by exposure to contaminated air in jet aircraft and was first introduced in a published paper in 1999.

The cause has been shown to be the contaminated and unfiltered bleed air used in the aircraft cabin. In an aircraft, a supply of pressurised air is required at high altitude and this is supplied direct from the compressor section of the jet engine, and is known as 'bleed air'. Unfiltered bleed air is mixed inside the aircraft with recirculated cabin air. The bleed air which originates from the jet engines is unfiltered. This can lead to toxic substances entering the cabin due to a known fundamental design flaw.

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Photos/images:

1. Photo of John Hoyte, founder of the Aerotoxic Association
2. Aerotoxic Association launch, House of Parliament, June 2007
3. Fume event in an aircraft cabin

Interviews with Peter Lawton, spokesman for the Aerotoxic Association can be arranged.

BBC Panorama: "Something in the air", 21 April 2008

Details of the Panorama programme can be found here:

<http://news.bbc.co.uk/1/hi/programmes/panorama/7351093.stm>

The programme can be watched here:

<https://youtu.be/3dsDznr4z5w>

WHO published study:

"Aerotoxic syndrome: a new occupational disease?", June 2017; Susan Michaelis, Jonathan Burdon, C. Vyvyan Howard; Public Health Panorama, Vol 3, Issue 2 (Available here:

http://www.euro.who.int/_data/assets/pdf_file/0019/341533/5_OriginalResearch_AerotoxicSyndrome_ENG.pdf?ua=1)

BALPA conference 20-21 April 2005.

BALPA Contaminated Air Protection: Air Safety and Cabin Air Quality International Aero Industry Conference. Held at Imperial College, London, 20-21 April 2005. Full conference report here: <https://www.aerotoxic.org/pdfs/BALPA-CAPC-London-April-20051.pdf>

And:

<https://www.youtube.com/watch?v=sfkF27BnpKU>

Parliamentary debate, 17 March 2016

Full transcript is here:

<https://hansard.parliament.uk/Commons/2016-03-17/debates/16031729000001/CabinAirSafetyAerotoxicSyndrome>

About the Aerotoxic Association

The Aerotoxic Association was founded in June 2007 to raise this issue and support those suffering from aerotoxic syndrome. It has provided guidance and advice to thousands of airline pilots, cabin crew and passengers regarding Aerotoxic Syndrome, which is known to affect the peripheral central nervous system and the brain causing a range of gastro-intestinal, neurological and psychological symptoms.

Former BAe 146 pilot Captain John Hoyte founded the Aerotoxic Association Ltd. on 18th June 2007 at the UK Houses of Parliament to support aircrew and passengers whose short

and long-term health had also been affected by toxic oil fume exposure in the confined space of commercial jets.

Capt. Hoyte had to retire due to ongoing severe symptoms of Aerotoxic Syndrome and was one of 27 BALPA (British Airline Pilots Association) pilots tested by University College London and all 27 or 100% showed evidence of toxic poisoning and reduced cognitive function.

What is Aerotoxic Syndrome?

Aerotoxic Syndrome is the term given to the illness caused by exposure to contaminated air in jet aircraft. This term was first introduced in a published paper in 1999 by Dr Harry Hoffman (U.S.), Professor Chris Winder (Australia) and Jean Christophe Balouet PhD (France): "Aerotoxic Syndrome: Adverse health effects following exposure to jet oil mist during commercial flights".

Those who have been subject to toxic oil exposure normally complain of headaches, breathing difficulties, muscle aching and exhaustion. Those who suffer full Aerotoxic Syndrome symptoms, where repeated exposures of toxic chemicals attack the central nervous system (CNS), mainly show neurological symptoms which can be many and varied. Symptoms can include vision problems, breathing problems, increased tiredness, lack of concentration, word finding problems, memory impairment, cognitive problems and the inability to focus.

More details here: <https://www.aerotoxic.org/what-is-aerotoxic/>

Aerotoxic Association membership

The Aerotoxic Association has recently launched a membership scheme for those interested in this campaign and for help and support. For £20 per year members:

- Have access to an exclusive members only self-help forum.
- Are able to view the fictional Aerotoxic film: 'Flight 313 – The Conspiracy'
- Can download a copy of the peer reviewed book 'Aerotoxic Syndrome – Aviation's Darkest Secret' by Capt. John Hoyte 2014, published by Pilot Press Ltd.
- Receive e-news bulletins.
- Actively support the work to achieve the aims and objectives of Aerotoxic Association.

More information is at www.aerotoxic.org

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