



**Aerotoxic Association**

Supporting those affected by Aerotoxic Syndrome

Aerotoxic Association Ltd.  
41 Bracondale  
Norwich  
NR1 2AT  
john.hoyte@aerotoxic.org

Duncan Selbie  
Chief Executive  
Public Health England  
Wellington House  
133-155 Waterloo Road  
London  
SE1 8UG

### Aerotoxic Syndrome

Dear Mr Selbie,

25<sup>th</sup> June 2020

I am writing to you as you have a responsibility for public health and I have a public duty to notify you of a known cause of public ill health, which is backed up by both science and evidence.

Aerotoxic Syndrome was first identified in 1999 by a US doctor with scientists from Australia and France after reports of public ill health caused by exposure to toxic fumes in the confines of jet airliner cabins. The toxic fumes are caused by a design flaw where toxic oil contaminates 'Bleed air' which is unfiltered air from jet engines and supplies cockpits and cabins in all jets, apart from the Boeing 787 in which Boeing redesigned the flaw.

The first reports of ill health were recorded in 1984 on the BAe 146 jet which I began flying in 1989; however, in early 1990 I became suddenly sick but carried on flying as the debilitating symptoms could be covered up. In 2005, aged 49, I stopped flying prematurely with multiple ill health symptoms. In early 2006 I was one of 27 BALPA (British Airline Pilot Association) members to be tested by Dr Sarah Mackenzie Ross of UCL (University College London) who had been researching Aerotoxic Syndrome since 2000. Her compelling research was later published and built on previous published evidence from a BALPA sponsored Cabin Air conference of April 2005, which again produced clear evidence of a cause of public ill health.

In 2007 I founded the Aerotoxic Association to help and support other members of the public and I have since then, met and supported countless aircrew and passengers who have also become chronically sick and I have a mass of documented evidence. I have also been part of the Global Cabin Air Quality Executive since 2006 which held its 13<sup>th</sup> annual international London conference last year to promote the known and now available solutions.

In the past few years, there has been growing acceptance of a cause of mass public ill health around the world with most research in The Netherlands, France, the US and Italy

whilst Dr Mackenzie Ross's research funding was stopped in around 2008 after her research showed around 190,000 UK passengers experiencing the same chronic ill health symptoms as professional aircrew, which was recently confirmed in a Dutch published study.

As implementing all of the known and available technical solutions would be an admission of a known 60-year design flaw, a situation exists now where countless members of the public unknowingly suffer from exposure to toxic air, which is being misdiagnosed and mistreated.

Aerotoxic Syndrome is known as 'The Asbestos of the Skies' as a similar denial existed for decades of 'No positive evidence' with asbestosis, yet it appears that the health of the aviation industry is being put ahead of public health where science and evidence is ignored.

On January 31<sup>st</sup> 2020 I presented on behalf of the Aerotoxic Association & Unions to EASA (European Union Aviation Safety Agency), Boeing, Airbus, Rolls Royce, BA, Easyjet etc at the first ever 'Cabin Air' workshop in Cologne, the areas for 1.5 million euros for 'Further research' as respectful collaboration by all interested parties now seems appropriate to put public health first and prioritise the known solutions. However, neither Dr Mackenzie Ross nor the CAA were even informed of the workshop by EASA.

14 years is a long time to know a cause of mass public ill health and to be ignored by those who have a responsibility for public health. I now offer all of the evidence for further research by Dr Makenzie Ross to help address this known public health issue, resolution of which I'm sure you will agree is in the public interest.

I look forward to a timely personal reply on this matter to reflect the magnitude of this public illness and I assure you of privacy and cooperation with respect to your future action. We are all acutely aware of the potential for embarrassment of how this public health issue has been almost understandably been covered up, but at the expense of the public's health.

Many thanks.

Yours sincerely,

John Hoyte  
Chairman Aerotoxic Association  
Former BAe 146 Training Captain

Enc: Lawsuit against Boeing alleges 'dirty little secret' on flight: Contaminated air. 31.1.20