

From: Muir, Helen [mailto:H.Muir@Cranfield.ac.uk]
Sent: 06 November 2007 10:17
To: john@aerotoxic.org
Cc: John Maples; Sandra.Webber@dft.gsi.gov.uk; Ian Rowland; Jon Battershill
Subject: RE: BAe 146 APU testing

Dear John,

Thank you for this note.

I know that we all share the view that it is essential that we must collect data to establish the content of these fume events.

As the project manager for the DFT's feasibility study, I was aware that this was never going to be an easy task. Indeed the previous research had clearly indicated that this was the case.

A preliminary report on the findings from the feasibility study will be issued very shortly. Once the full report is released the next stage will be to prepare for the main data collection. I hope that this data collection can commence early in 2008.

Thank you for your offer of a briefing, but luckily I have a BAe pilot here in my team at Cranfield.

My goal is to ensure that the study which we are undertaking, uses the best science to collect reliable information on the chemical content of fume events, as quickly as is reasonably practicable.

Thank you for your support.

Best Wishes,

Helen

From: john@aerotoxic.org [mailto:john@aerotoxic.org]
Sent: 06 November 2007 08:37
To: Muir, Helen
Cc: John Maples; Sandra.Webber@dft.gsi.gov.uk; Ian Rowland; Jon Battershill
Subject: BAe 146 APU testing
Importance: High

Dear Helen,

I hope you are well after your recent travels.

You are hopefully aware by now that our Association has been asking for the visible oil fumes from the APU air, often found in the cabin and cockpit before the first flight of the day, to be tested for their exact chemical composition as urgently as possible.

I hope you will agree with me and my expert pilot colleagues that because these regular 'fume events' are never entered in the tech log or reported to the Authorities they are more than likely the source of much of the contaminated air that aircrew breath before they go flying.

I regret to say that these fumes have been virtually dismissed as being 'normal' over the years and yet clearly would pose a definite source of many of the problems attributable to the BAe 146 air quality issue.

I look forward very much to knowing which chemicals are in these unlikely fume events and would remind you that any BAe 146 pilot could easily create an 'event' to allow you to test the fumes – on the ground.

I wish you well with your testing and look forward to seeing the results, as a fellow stakeholder, with great interest. As I live reasonably close to Cranfield, I would personally welcome the opportunity to brief you more fully.

Kind regards,

John Hoyte, Chairman