



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate B – Investment, Innovative & Sustainable Transport
B.3 – Innovation & Research

Brussels
MOVE.DDG1.B.3/TK

To att. EurECCA, ETF, GCAQE

Subject: Your letter ref. *Ongoing failures of the FACTS aircraft cabin air studies funded by DG MOVE* of 13 June 2022

Dear Messrs Michaelis, Coates and Gauthier,

Thank you for your letter dated 13 June outlining the state of the play on European Commission funding of research on cabin air quality in commercial aircraft, wherein you put forward a number of comments, suggestions on past activities performed under the leadership of DG MOVE and on on-going research led by EASA.

First, I would like to remind you that the FACTS study is part of a broader and comprehensive plan to address research issues covering all aspects of cabin air quality (CAQ), notably the source of the potential contaminants, the toxicological and health risk assessment of exposure to the various chemical compounds already identified, the means to monitor occurrences and eventually the relevant mitigation measures. In this respect, and taking into consideration the outcome of the first study, the Commission has mandated EASA to initiate the second phase of the CAQ study that started on 29 November 2021.

This 2nd phase was prepared under the leadership of EASA as the contracting authority and in consultation with stakeholders. A workshop was held in Cologne on 30-31 January 2020 and attended by more than 90 participants. The resulting recommendations formulated by the stakeholders have contributed to this overarching exercise and particularly to the scoping of the 2nd phase.

In your letter, you have also called MOVE/EASA to take some actions. Please find below my answer to your concerns:

1. *“...ensure balanced input from non-industry stakeholders on an oversight committee at all stages of the process”.*

The implementation of the 2nd phase is monitored by a Scientific Committee of three independent experts originated from research and academia community, the detailed plans and results of the projects will be shared with the Stakeholders on a regular basis.

2. *“...the current project should be reframed so that the primary focus of oil fumes/cabin air research is on mitigating exposure, not just defining exposure”*

As mentioned above, the scoping of this 2nd phase is to support the broad assessment of the issues identified by the different scientific experts and according to the recommendations of the stakeholders expressed during the dedicated workshop in January 2020. The scope of the project has been defined considering the lack of substantive scientific data on the contaminants involved and the budget constraints. Without scientifically established health and safety cases, the assessment of relevant and proportionate mitigating measures cannot be performed.

3. *“DG MOVE should require and ensure transparency throughout study design, data collection, and data reporting”*

I fully concur with your recommendation and be assured that that the test plans and results developed by this study will be made publicly available, with the aim to contribute to the efforts of a large community of scientific teams active in this area.

I hope my letter has fully addressed your concerns and should you need further clarification or information on the 2nd phase of the study, please contact EASA directly. In this instance, the contact person is:

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Yours faithfully,

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