

Question for written answer E-002117/2018
to the Commission
Rule 130
Keith Taylor (Verts/ALE)

Subject: Health effects on air passengers and staff exposed to contaminated bleed air

Using 'bleed air' from the engine in the cabin and cockpit enables passengers and staff to breathe on board an aircraft, and this is an approach that has been used by the aviation industry for decades. But since the outset, information has been available to the industry that there are adverse effects associated with exposure to bleed air contaminated by heated engine oils. This means individuals are likely to be exposed to organophosphates such as tricreysl phosphate (oils) and tributyl phosphate (hydraulic fluids).

1. How does the aviation industry measure workers' cumulative exposure to organophosphates such as tricreysl phosphate and tributyl phosphate in the aircraft cabin and cockpit?
2. What health monitoring of pregnant passengers exposed to contaminated air on passenger jet aircraft has been carried out by the Commission to examine the long-term health effects from such exposures?
3. What specific inhalation toxicity data does the European Aviation Safety Agency (EASA) and the Commission rely on to ensure there is no risk to any pregnant mother or her foetus from exposure to pyrolised synthetic jet engine oils and hydraulic fluids on board passenger jet aircraft?