



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 19 October 2012

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AVIATION 155

INFORMATION NOTE

From: Council General Secretariat
To: Council
Subject: Incidents on cabin air in aircraft
- *Information from the German delegation*

Delegations will find annexed an information note from the German delegation on the above mentioned subject, which will be dealt with under "Any Other Business" at the meeting of the Council (**Transport**, Telecommunications and Energy) on 29 October 2012.

Information note from the German delegation

Incidents on cabin air in aircraft

Due to the high flight altitudes commercial aircraft are equipped with pressurized cabins. They are supplied, through the air conditioning system, with compressed air from the compressors of the engines or from auxiliary power units. Due to malfunction of the air conditioning system, but in most cases for other reasons, unpleasant odours and contamination of the cabin air can occur.

Incidents with contaminated cabin air have been known internationally for more than ten years. The International Civil Aviation Organization (ICAO), which has already dealt with the issue, up to now does not see a fundamental problem in these incidents, especially as regards an acute health risk.

At European level EASA presented, on 28 May 2011, a summary of the incidents in a hearing/study. It comes to the conclusion that on the basis of the currently available reports and evidence there is no safety incident which would immediately justify new regulations.

In Germany, however, the number of reports submitted on incidents on the subject of "oil smell" has considerably increased in 2011. In the last five years 9 cases were categorized by the German Federal Agency of Aircraft Accident Investigation as serious incidents.

In view of these new incidents in Germany and the potential risk for air transport through poisoning of the crew, Germany is of the opinion that it is necessary for the Commission and EASA to urgently deal with this issue.
