

Lufthansa rescue: It's not just about CO2 --- Specific demands on Lufthansa also on the subject of "contaminated cabin air"!

Dear Ms Dröge, Dear Mr Kindler,

2020-05-13 (translated from German)

Thank you for your press releases

<https://perma.cc/6PNB-L4A5> and <https://perma.cc/L6A3-666L>

"Lufthansa: State must not take a passive role as a spectator"

I share your assessment: "Every private investor tries to exert influence over company investments. This is completely normal and of course also applies to the state."

In the past, we saw Lufthansa as intractable on various topics. You address such issues. Reluctant compensation payments from Lufthansa after the Germanwings crash is another example. This shows that Lufthansa must be managed very closely, otherwise only money counts and not morality or ethics. Here is another topic that should not be forgotten in this context:

CONTAMINATED CABIN AIR

Markus Tressel from German Green Party followed the topic for years.

Lufthansa may have done more than other airlines, but it is ultimately part of the industry that is driving an inhuman campaign to disguise conditions. This is to minimize costs and maximize corporate profits on the back of the health-impaired. Now is the time to act.

Aid for Lufthansa must also be linked to the fulfillment of conditions when it comes to "aircraft cabin air". I set DEMANDS in such a way that they are concrete, technically sensible and feasible:

Demand: Immediate implementation: portable measuring devices for every pilot for use in the cockpit! Lufthansa procures (simple, portable) measuring devices (CO, CH₂O, UFP, or ...) in consultation with the findings from the working group FHE - Flight Health & Environment of Vereinigung Cockpit e.V.

Demand: Immediate implementation: HEPA / carbon filter for recirculation in all aircraft (where the filter manufacturers do not yet offer such filters for certain aircraft types, Lufthansa can initiate an order to manufacture and approve the filter. The filter manufacturers can do so at short notice react when there is a market that Lufthansa can create by placing an order).

Demand: Implementation immediately: Installation of OZON / VOC converters for all aircraft for which they can be installed and are available. (For some aircraft types, the OZON / VOC converters are only intended as an option and are usually not ordered by the airlines. Lufthansa must use all options for using OZON / VOC converters in the fleet).

Demand: Implementation as soon as possible: Order / "Letter of Intend" for "Fresh Air Filtration" (Total Air Filtration). Product name: "PUREcabin". Sole developer / manufacturer: Pall. The product is developed for the A320 fleet and is used to filter the cabin air contaminated by the engine before it gets into the cabin. Since the company Pall (filter manufacturer) needs access to A320 aircraft during development of Total Air Filtration, Lufthansa should be proactive and support the development by providing its own aircraft.

Demand: Implementation immediately: Engine maintenance / overhaul (off aircraft) not after oil consumption of the engine (and other engine parameters), but mandatory after every smoke event (clearly visible smoke in the cabin or cockpit).

Demand: Immediate implementation: Fulfillment of the requirements of the cabin crew representative (PV cabin) of Lufthansa: "Respiratory masks for cabin personnel" (the Dräger X-plore 3300/3500 with combination filter ABEK1HgP3, item number: 6738817, was discussed: see: <https://perma.cc/5ZTE-MUPX>)

Demand: Long-term: conversion of the fleet to aircraft that are ventilated with external air (instead of bleed air). Example B787.

Background:

<http://CabinAir.ProfScholz.de> (there is a lot)

Very briefly here:

Dieter Scholz

"A Quick Introduction to the Problem of Cabin Air Contamination"

https://www.fzt.haw-hamburg.de/pers/Scholz/Aero/AERO_PRE_Bundestag_IntroductionToCabinAirContamination_18-03-12.pdf

Presentation, March 12, 2019 (4 pages)

German Bundestag, Berlin, March 12, 2019

Of course, listed requirements and demands cause additional costs. However, it should be kept in mind:

- 1.) These additional costs are very low compared to the 9 billion euros taken for the Lufthansa bail out.
- 2.) The Lufthansa's state rescue must NOT be made more "efficient" by the fact that the rescue is directed against the health of employees and passengers, or continues to tolerate disregard of applicable laws.

Sincerely yours

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