

Chat discussion webinar on ultrafine particles

- 00:29:17 Robert Buick: The 3000' feet is significant, as our 'evil' UK CAA state that it is only 1000'.
- 00:37:38 Carla (aka LaKunaBi;-): where I could find the slides/ recording later (soon ;-)? As from tomorrow until the 9th I will participate at the ITB (International Tourism fair) here in Berlin... where I could meet also People from Airlines, but also concerned communities, I suppose
- 00:38:42 Dominique Lazarski: here are all our webinars and related documents
<https://www.uecna.eu/our-webinars/>
- 00:40:48 Robert Buick: I'm stunned, I knew it was an issue, but no idea it was this bad, thank you so much for sharing
- 00:43:05 Carla (aka LaKunaBi;-): Q: Are there also results on the effect on agriculture products and their influence on health?
- 00:45:33 Martin Kessel: From Frankfurt/Germany area we may confirm, that the impact of UFPs is higher at the landings, not starting planes.
- 00:45:35 Gretl Gallicchio-10,000 Hawks: Ms. Wagner--THANK YOU for this presentation! Might you be available to consult by phone or email? My group is currently engaging FAA in EA public comment re local airport expansion. Trying to get an EIS.
hawks@10000hawks.org or gretl@att.net
- 00:45:41 Carla (aka LaKunaBi;-): 1 gallon in Liters? ;-)
- 00:45:43 John Doherty , London: I find it hard to believe our airport operators do not tell us the truth and set out to obfuscate hard fact.
- 00:45:43 Robert Buick: Different sized gallons 😊
- 00:47:11 John Doherty , London: Our experience with London Airport Operators is - they impart terminological inexactitudes at every opportunity.
- 00:49:15 Dominique Lazarski: <https://www.uecna.eu/our-webinars/>
- 00:49:18 Yves Tuffet: Do regular fliers run risks for their health? When they are on the plane, do they breathe in particles?
- 00:50:04 Martin Kessel: One million Gallons a day maybe right. we have similar figures of kerosene tanked daily in Frankfurt. An airport is a large, very large gas station!
- 00:51:01 Carla (aka LaKunaBi;-): @ Martin Kessel: where I could find data for Germany or around? (as one aim of ITB is also to get again more tourists from oversea)
- 00:53:43 Larry Edwards, Sitka, Alaska: How could aircraft ultra-fines be regulated? Would not reducing flights be the only effective way, for conventionally powered aircraft?
- 00:53:47 Wouter Looman: Ultrafine particles in the vicinity of Schiphol Airport affect health:
<https://www.rivm.nl/en/news/ultrafine-particles-in-vicinity-of-schiphol-airport-affect-health>

00:54:18 Dominique Lazarski: @Larry, sure, the only way

00:55:13 Dominique Lazarski: aromatics and sulphur are necessary today in kerosine, there will be ultrafine particle until they find a way to remove them

00:55:51 Joan McIntyre:
<https://www.sciencedirect.com/science/article/abs/pii/S1352231021000443> This research suggests aircraft departing emit particles in much higher numbers than those arriving.

00:57:07 Pete K: You can make your own air cleaner very cheaply and they are extremely effective: <https://youtu.be/CXa8auzKx9Y>

00:57:08 Larry Edwards, Sitka, Alaska: So we should call "regulation" what it needs to be: reduction in flights, perhaps taking into account the cumulative gross weight of aircraft per day.

00:57:24 Dominique Lazarski: @joan the difference is with the altitude. landing means low altitude for a longer time than taking off

00:58:52 Gretl Gallicchio-10,000 Hawks: @Larry--absolutely correct!

00:59:22 Carla (aka LaKunaBi;-): how to help help/support perhaps the Dutch Government, which is sued by airlines on flight caps?
<https://www.bbc.com/news/science-environment-64842394>

00:59:55 Dominique Lazarski: @Larry / same as for NOx

01:00:04 Dominique Lazarski: and noise

01:00:14 Larry Edwards, Sitka, Alaska: ++

01:00:18 Pete K: Here is my ultrafine particle measurement setup for anyone interested, at Imperial College in London

01:00:46 Dominique Lazarski: 👍

01:01:14 ELEFThERIA EMFIETZI GREECE: Reacted to "202303061749490000.jpg" with 👍

01:01:21 Catherine Stolbowsky Abile-Gal -Toulouse - City of Airbus: What about people working in the airports, do we have studies on the impact of those particles on their health ?

01:02:00 Gretl Gallicchio-10,000 Hawks: @Martin--can you share the name of that oil, if you have it close to hand?

01:02:10 Carla (aka LaKunaBi;-): I had also heard that planes dump unused fuel before landing - does anyone know if this is still the case - and to what extent - and what effect it has and where to find good illustrative sources/graphs?

01:02:42 Dominique Lazarski: Catherine, / I remember attending a presentation of health impacts of aviation on airport employees.... they appear in better health than the rest of the population.... I had doubt on the study

01:02:52 Yves Tuffet: I have heard that too.

01:03:19 Catherine Stolbowsky Abile-Gal -Toulouse - City of Airbus: LOL Dominique....

01:03:24 Catherine Stolbowsky Abile-Gal -Toulouse - City of Airbus: LOL

01:03:30 Dominique Lazarski: no dumping of fuel unless danger / kerosine is too expensive

01:03:50 Dominique Lazarski: now new aircraft can land at almost the same weight as for take off

01:04:38 Pete K: Carla, I spoke with a pilot who talked about fuel dumping here:
<https://www.podbean.com/ew/pb-7rdsh-119349d>

01:06:27 Helen Kirk: So much info in the chat that I'd like to look at - could we have a transcript please?

01:08:40 Bridget Bell: Any comment on the impact of UFP to those flying? Or working in the airport

01:08:54 John Doherty , London: Fine looking piece of kit, Pete - can it be transported to my location in SE London.

01:09:08 Jane: Debbie, thank you for a very interesting presentation.

01:09:09 Carla (aka LaKunaBi;-): If anyone has ideas on how to tackle the various problems mentioned today, e.g. with AI (artificial intelligence), please send them to me - I am in contact with the AI Citizen Science Workshop.

01:09:27 Dominique Lazarski: <https://www.uecna.eu/our-webinars/>

01:09:35 Martin Kessel: the technical oil burned inside the engine is not Kerosene. It's a kind of a oil that is making gliding mechanical parts and gets burned. It's a Synthetic oil. will check the technical specs and inform you later. Martin

01:09:40 Bridget Bell: And to add to all those thanking you Debi I am adding my thanks.

01:09:52 Gretl Gallicchio-10,000 Hawks: Thanks so, so much to Debi and everyone at UECNA!!

01:10:03 Jos Jonckers: The environmental agency here did a study in 2016 on UFP around Brussels Airport. Study is in Dutch though. Will send main findings to UECNA.

01:10:10 Carla (aka LaKunaBi;-): concerning Ai-ideas send it to lakunabi@posteo.de

01:10:17 Gretl Gallicchio-10,000 Hawks: And thank you, Martin! 😊

01:10:32 Debi Wagner: <https://deohs.washington.edu/mov-up>

01:10:51 Carla (aka LaKunaBi;-): Also send me Questions/ demands to aircompanies I could ask them at ITB here in Berlin the next days

01:13:18 Carla (aka LaKunaBi;-): lakunabi@posteo.de

01:15:59 Dorinne Tye: Perfect point! Yes, I also believe the cost/benefit remains incorrectly I opsided!
