

November 26, 2006

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Re: Follow-up Dog Killed by Air Canada & Carbon Monoxide Research
(You Provided File #CN-0083)

I sent a letter back in August along with a Request for Review Form to the National Headquarters Office that was downloaded from the Internet. On September 21st I received an email from Suzanne Nichol with the above file #. I am requesting an updated response.

To remind you, our family dog, Sila, was killed by (autopsy proven) carbon monoxide somewhere between Smithers, B.C. and Winnipeg, Manitoba back in January of 2004. I have been trying to get answers since. And I am going through what is turning out to be a very lengthy effort to get the rules and regulations changed to see that the safe transport of pets is ensured. I have a number of ideas of what I would like to see happen but ultimately depend on the authorities like you to decide what to do. I am determined to have something change in the system to prevent happening to another family what happened to our family. I have given more details in the August 21st 2006 review form and letter I sent to you.

I have come across more information on carbon monoxide in aircraft. It is clear that our dog is not the only one that has suffered from air quality in aircraft. From my research (see attached articles), carbon monoxide has been identified as the major culprit in the past. Are Canadian regulators monitoring carbon monoxide in all parts of aircraft? If not, why not? I have read in the attached papers and elsewhere that the bleed air system could be

the problem when both supplying air and pressurizing the cabin. I am only a layperson and not familiar with all the details, but if there is a site that is the identified source of air toxins, why is it not being changed? Or is it?

I have come across some research articles that are extremely relevant that I have referred to above. If you are not aware of them you should be. The last one is dated 2001. I have taken the liberty of sending copies to you. The 3 articles are:

- 1) Hydraulic Fluids and Jet Engine Oil: Pyrolysis and Aircraft Air Quality. By C.Van Netten and V.Leung in 2001
- 2) Comparison of the Constituents of Two Jet Engine Lubricating Oils and Their Volatile Pyrolytic Degradation Products. By C.Van Netten and V.Leung in 2000
- 3) Air Quality and Health Effects Associated with the Operation of BAe 146-200 Aircraft. By C.Van Netten in 1998

There have been other significant events since 2001: There have been two near crashes from pilots that became incapacitated flying BAe-146 aircraft. There was an NAS committee in 2002 Washington DC to evaluate "The airliner cabin environment and the Health of passengers and crew." The final report with this title was published as a book by the NRC in Washington DC. Carbon monoxide monitoring was recommended.

I look forward to your reply.

Sincerely,

Darren Jakubec on behalf Beth and of our dog Sila