



June 12, 2024

RE: Request for Documentation

To whom, it may concern,

From the outset, AeroClenz, Inc. has been on a mission to redefine aircraft hygiene and safety standards. Our journey began with a significant challenge set by the Federal Aviation Administration (FAA), propelling us into a realm of scientific exploration and innovation that had never been ventured before in the aviation industry.

The FAA, recognizing the potential of UV-C LED technology in enhancing aircraft cabin safety, mandated us to conduct extensive research to validate its efficacy and safety. This directive was not just a task; it was a responsibility to ensure the highest standards of passenger and crew safety.

In collaboration with the Aerospace Medical Association (AsMA), we embarked on a rigorous journey of research and development. Our team, comprised of world-leading experts & partners at GE Current (formerly GE's lighting division), American Industrial Partners, and Addman Group, worked tirelessly to explore every facet of safe and continuous inflight UV-C LED disinfection technology. The outcome of this collaboration was a series of groundbreaking, peer-reviewed scientific, and medical journal articles, which not only met but exceeded the stringent criteria set by the FAA. The resolution passed with unanimous support and has now received formal endorsement from the AsMA, underscoring the revolutionary impact and reliability of our technology.

Our research findings were nothing short of revolutionary. We discovered that by installing the AeroClenz UV-C air disinfection systems in all US commercial airliners, we could potentially prevent over 80% of the estimated 3,000,000 in-flight transmissions, 10,000+ annual deaths, and hundreds of billions of dollars in economic burden in the US due to transmission of Influenza A and COVID-19 alone aboard aircraft. This equates to saving approximately 10 lives every day – a staggering and impactful realization.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Saberton', is written over a light blue horizontal line.

Matt Saberton  
Founder/CEO  
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C: 224.688.8314

## *Aerospace Medical Association*

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December 11, 2023

Susan Northrup, MD, MPH  
US Federal Air Surgeon (AAM-01)  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

SUBJECT: Ultra Violet "C" (UV-C) Light Emitting Diode (LED) Technology as an additional component of the multi-layered risk mitigation strategy for aircraft disinfection

Dear Dr. Northrup,

On 21 November 2023, the membership of the Aerospace Medical Association (AsMA) passed a resolution on the use of ultraviolet "C" (UV-C) Light Emitting Diode (LED) technology as an additional component of the multi-layered risk mitigation strategy for aircraft disinfection.

This resolution advocates for the use of continuous inflight Ultraviolet "C" (UV-C) Light Emitting Diode (LED) technology in occupied aircraft cabins as an integral part of the multi-layered risk mitigation strategy for aircraft disinfection, with a special emphasis on the safety and well-being of aircrew members.

The AsMA resolution specifically states: **"The continuous use of UV-C aboard aircraft, below exposure limits, and with appropriate engineering safeguards, can be an additional synergistic, safe, and effective risk-mitigation layer to reduce disease transmission and translocation."**

The impetus for this resolution comes from the global health challenge posed by infectious diseases, as identified by the World Health Organization and Centers for Disease Control and Prevention. Despite advancements in aircraft cabin engineering and environmental control systems, the risk of transmission and spread of infectious diseases, including COVID-19, influenza, Respiratory Syncytial Virus (RSV), measles, tuberculosis, and the common cold, remains a significant concern. These diseases, transmitted through aerosols and surface contamination, necessitate robust air and surface disinfection measures.

UV-C LED technology, recognized for its microorganism inactivation capabilities since the late 1800s, operates in the 200 nm to 280 nm range and has been adapted to safely apply UV-C irradiation in occupied spaces, well below established exposure limits. This advancement is critical, considering there are no OSHA-mandated employee exposure limits for ultraviolet radiation. The shallow penetration depth of UV-C radiation and normal cell turnover mitigate potential superficial and transient skin and eye issues from UV-C exposure.

Thank you for your kind consideration of this most important effort to enhance the safety of global Aerospace Medicine operations. Please feel free to contact the Aerospace Medical Association's Dr. Kris Belland, Kris.Belland@Gmail.com or (850) 516-8416 if we can be of further assistance.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey C. Sventek". The signature is written in a cursive, flowing style.

Jeffrey C. Sventek, MS, CAsP, FAsMA, FRaES  
Executive Director