

Congress of the United States

House of Representatives

Washington, DC 20515

September 21, 1989

SUPPORT A TOTAL AIRLINE SMOKING BAN

Dear Colleague:

As the attached newspaper editorials indicate, now is the time for the Congress to ban smoking on all domestic airline flights.

The Senate recently voted 77-21 to cut off a filibuster on the DOT Appropriations bill and pave the way for approval of a total ban on smoking on all domestic airline flights. The House bill permanently extends the current ban on smoking on flights of two hours or less. We believe the House should accept the Senate's language calling for a total ban on smoking on all flights.

Every time you fly on an airplane where smoking is permitted, you increase your risk of lung cancer -- a disease which is almost always fatal.

- \* The Surgeon General and the National Academy of Sciences, in their independent 1986 reports, both concluded that second-hand smoke is a cause of disease, including lung cancer, in healthy nonsmokers.
- \* 43 carcinogens have been identified in sidestream smoke, many of them with higher concentrations than in the smoke inhaled by the smoker.
- \* The simple separation of smokers and nonsmokers within the same air space does not eliminate the exposure of nonsmokers to environmental tobacco smoke. In fact, a study published earlier this year found that some nonsmoking sections on airplanes reach nicotine levels comparable to or higher than those in smoking sections.


The current smoking ban has been extremely successful. If you are fortunate enough to fly on short flights, you know that the ban has improved the air quality on airplanes and has been readily accepted by the public.


The two largest airlines in Canada have not allowed smoking on any Canadian flights for nearly two years. This prohibition has been so successful that the Canadian government is issuing regulations to ban smoking on all domestic and international flights by Canadian carriers. The Canadian experience demonstrates that a total smoking ban can work in an expansive country such as the United States.

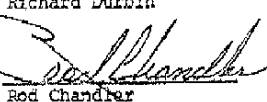
We urge your support for the Senate's smoking ban on all domestic airline flights.

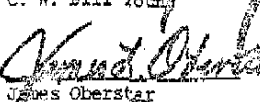
Sincerely yours,

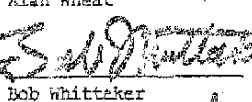
  
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Part II / Monday, September 18, 1989



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## Smokeless Flying

Congress has temporarily banned smoking on domestic airline flights lasting two hours or less in response to medical evidence that the toxins in tobacco smoke harm not just smokers but the people around them, not the least within the closed environment of an airplane cabin. But if smoking on short flights is now seen as presenting appreciable health dangers to non-smoking passengers and crew members, then smoking on longer flights obviously poses even greater hazards. The Senate has now recognized that by voting to forbid smoking on all domestic airline flights.

Getting the House to go along with this prohibition won't be easy, given the influence of the well-flavored tobacco lobby. But it shouldn't prove impossible, either. The House has already acknowledged the health perils to non-smokers

aboard airliners by voting to make permanent the smoking ban on shorter flights that is due to expire next February. That ban must be done, but not as a trade-off to banning smoking on longer flights.

It's clear now that the air-ventilation systems on passenger planes aren't effective in screening out tobacco smoke pollutants. The result is that the more than 80% of passengers who are non-smokers are forced by gross negligence to inhale a world of cancer-causing toxins. Billions of dollars worth of second-hand smoke can be avoided for what they know: that the vast majority of passengers are non-smokers and they have a right to be protected. The House just won't do it. The House has no rational reason for not doing so.