

# THE TOBACCO INSTITUTE


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SAMUEL D. CHILCOTE, JR.  
President

January 24, 1990

## MEMORANDUM

TO: The Members of the Executive Committee

FROM: Samuel D. Chilcote, Jr. 

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The Department of Transportation is expected to release as early as later this week the results of the cabin air quality study mandated under the 1988 legislation that imposed a ban on smoking on domestic commercial airline flights of two hours or less.

We understand that the DoT is considering as many as seven possible policy recommendations that it might make in releasing the report. Those options range from a release with a minimum of comment to a proposal for rulemaking that would ban smoking completely on all commercial flights -- national as well as international for domestic carriers and all flights on international carriers going into or out of U.S. airports.

Staff at DoT is reported to be divided among several options; we understand that the report may be referred to the Office of Management and Budget prior to formal release.

Findings from the study include:

- . Some increased risk of lung cancer in flight attendants from ETS. With the two-hour ban in effect, the study estimates 13 premature deaths among the 85,000-member flight attendant community, assuming the attendant logs at least 900 hours of flying time per year for more than 20 years. This translates into an increased risk of .002 percent, the study notes.

With the Congressionally mandated six-hour ban that takes effect in February, the study estimates that the number of premature deaths would be reduced to 3, using the same flying time assumptions.

- . Carbon monoxide exceeds acceptable standards by 50 percent. Although these high levels may cause discomfort, the study does not view them as a health risk.

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. Risks due to cosmic radiation are of the same magnitude as that of smoking. The report, however, apparently makes no suggestions as to how that might be addressed.

. Levels of microbial aerosols are low compared to other indoor environments.

. Environmental tobacco smoke penetration into the nonsmoking sections is at a very low level.

Even if DoT releases this report with a minimum of publicity, we can expect that the anti-smokers, and possibly the flight attendant community, will seize upon the ETS premature death statistics and attempt to promote them.

Accordingly, The Institute is prepared to respond by pointing to previously published scientific data on ETS aboard aircraft. Our response will include the Federal Aviation Administration's 1989 statement that the science is insufficient to support a ban on the basis of health threat to nonsmokers from exposure to ETS.

SDC:cev

cc: TI Senior Staff

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