

March 11, 1987

MEMORANDUM

To: Peter Sparber
From: Susan Stuntz *SS*
Re: ASHA

Jim Savarese finally was able to make contact with his friend Peter Trask, director of the Aviation Safety and Health Assn., in Honolulu. By way of reminder, ASHA has testified at several cabin air quality hearings, urging lawmakers to focus on the ventilation problem rather than banning smoking.

Trask is an attorney and former staffer for Sen. Dan Inouye; he wrote the legislation that resulted in the NAS cabin air quality study. His message is at complete odds with the airlines, however, he appears to have the facts and the slides on aircraft ventilation that Gray Robertson has on building ventilation.

ASHA is a small organization that has few members and even less visibility (since it is housed in Hawaii). Much of Trask's activity on the issue is done at his own expense, although he apparently continues to enjoy the support of Inouye on this issue.

Trask agrees that smoking is not the problem on aircraft, that the real problem is airlines' refusal to provide adequate ventilation. He also is concerned about the potential problem of fires in the restrooms if smoking sections are eliminated.

ASHA has a cadre of scientists who consult on health issues (one, Michael Lebowitz of the Univ. of Arizona, has in the past consulted with Shook, Hardy and Bacon on ETS issues. I asked Don Hoel some time ago to query Lebowitz on his involvement with ASHA, but have yet to hear back). Trask specifically mentioned an epidemiologist at the Univ. of Wisconsin who has traced to airplanes the appearance in the U.S. of every strain of Asian flu. He claims to have ACVA-type photographs of filthy and blocked ventilation ductwork on commercial aircraft.

He is sending us additional information (the contact was made on behalf of the Labor Management Committee). He

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has offered to fly here at his own expense to meet with us, or to meet us on his own turf, at our convenience. He was aware of the recent DoT recommendations on the NAS study, and suggests that efforts should be made to have NIOSH or OSHA conduct the study.

In fact, he said, he has drafted legislation that Inouye has agreed to sponsor that gives the FAA one year to get going on a study of aircraft cabin air quality and its effects on flight personnel. If FAA fails to proceed, jurisdiction over the issue would be turned over to NIOSH or OSHA.

cc: John Lyons

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