

SUMMARY

Airline Restrictions

Objective

To ensure that the sunset provision takes effect as planned on April 23, 1990.

Strategies

- I. Encourage protests by smokers.
- II. Broaden the issue to encompass all aspects of cabin air quality and ventilation, while minimizing the public debate on ETS.
- III. Return the issue to the appropriate Congressional Committees; encourage Members of Congress to support the sunset provision.

Phase One Tactics and Status

1. Seek broadened Department of Transportation study.

DoT will commission a comprehensive, empirical study of cabin air quality, including ETS. Requests for Proposals should be issued by June 1, but current timetable would have study complete after sunset date.

Qualified researchers who are interested in conducting the study have been identified and will submit proposals to DoT once the RFP is published. But we have learned that James Repace of the EPA will be asked to conduct a risk assessment study as part of this effort.

2. Discourage other airlines from following Northwest's lead.

Informal polling suggests that other airlines are not inclined to follow but will monitor the effect on sales of Northwest's ban on smoking. In general, an industry-wide ban would eliminate the competitive aspects as well as most enforcement problems.

3. Encourage smoker protests to Congress, the airlines and DoT.

o David Brenton, president of the Smokers' Rights Alliance, aggressively debated Northwest officials and has scheduled press conferences and interviews around the April 23 effective date.

Beginning April 23 at Washington's National Airport and then moving to 12 other airports over the next month, SRA will picket airlines, establish smoker information centers, distribute materials, obtain signatures on petitions, and encourage letter writing by smokers. This activity will be centered in airline hub markets and home districts of key Members. (This work will be funded by the Institute and coordinated by Institute staff.)

o Mail from smokers:

-- RJ Reynolds asked readers to write in its most recent editions of Choice and Regulatory Watch. Philip Morris launched a broad-based direct mail campaign in response to Northwest's ban.

-- TAN members wrote more than 500 letters to airlines and 360 letters to DoT related to the California law. A second TAN alert this month will encourage protests of Northwest's decision and the implementation of the federal two-hour ban.

-- We are coordinating with Reynolds and Philip Morris to ensure a sustained flow of smoker mail to DoT and the airlines for the full two-year period, and to Congress when appropriate.

4. Continue to educate key Members of Congress on ETS and overall cabin air quality issues.

A follow-up to the Palm Springs Congressional briefing will be conducted April 13. 20 Members are expected to attend.

Efforts continue to encourage Chairman Mineta to seek clarification of the Surgeon General's report.

5. Seek airline union support of sunset.

Efforts to encourage flight attendant attention to overall cabin air quality have not yet been successful. Pilots' continued help will be contingent upon Senator Ford's interest in the issue.

There are some indications of possible Machinists support.

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