

THE TOBACCO INSTITUTE

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File
SAMUEL D. CHILCOTE, JR.
President

September 19, 1986

MEMORANDUM

To: The Members of the Executive Committee
From: Samuel D. Chilcote, Jr. *Sam*
Re: Taxes/Airliner Cabin Air Quality

Taxes

This evening the Senate approved the Domenici/Chiles Amendment to the Senate Reconciliation Bill. That amendment and a summary thereof are enclosed.

The Domenici/Chiles Amendment strikes the 8 cent cigarette tax increase (page 10 of the amendment) and adds a provision which accelerates the payment of tobacco excise taxes from 30 days to 14 days after the close of the semi-monthly period (pages 18, 18A, 18B). An amendment reinstating the tax could be offered later tonight.

We are advised that the House Democratic leadership has tentatively agreed to the Domenici/Chiles approach. The Ways & Means Committee is scheduled to meet Monday afternoon, the Rules Committee is scheduled to meet Tuesday, and the full House should vote on Reconciliation Wednesday.

Airliner Cabin Air Quality

The Aviation Subcommittee of the Senate Committee on Commerce, Science and Transportation held a hearing today on airliner cabin air quality. Members of the subcommittee present included: Chairman Kassebaum and Senators Inouye and Exon. Three panels of witnesses testified (see enclosed witness list).

As reported in our memorandum of September 11, the subcommittee wanted to avoid focusing principally on the issue of smoking aboard aircraft. Although the issue was raised, a call for a total ban was not supported by any of the witnesses except the National Academy of Science (NAS). The American Medical Association (AMA) also submitted for the record a statement supporting a ban.

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The Department of Transportation stated they are currently reviewing the findings outlined in the NAS study and will need further time to fully evaluate its implications. They do not expect submission of this response to the study to be completed prior to congressional adjournment.

The Association of Flight Attendants (AFA) testified that: "At this point in time, our balancing of these issues leads us to support a ban on flights of two hours or less, although our minds are open on this point." The Air Transport Association (ATA) called for no action until studies currently underway are released to the public and urged that discriminatory practices be avoided.

The president of the Aviation Safety and Health Association took the position that smoking should not be banned on airplanes, but that the full utilization of current ventilation equipment could resolve any problem.

The hearing today raised many questions about the feasibility and soundness of the NAS recommendation to ban smoking aboard commercial aircraft. We will continue to follow up with contacts within the Administration, Congress and others affected by the recommendation.

SDC/msr

Enclosures

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A. J. STEVENS

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