

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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EX/5
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ASSEMBLY — 32ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 22: Smoking restrictions on international passenger flights

REPORT ON THE IMPLEMENTATION OF RESOLUTION A29-15 SMOKING RESTRICTIONS ON INTERNATIONAL PASSENGER FLIGHTS

SUMMARY

This paper presents the results of a consultation with States and international organizations concerning the implementation of Assembly Resolution A29-15 on smoking restrictions on international passenger flights. It also contains a summary of information received from aircraft manufacturers on the feasibility of developing and installing separate cabins for smokers.

Action by the Assembly is proposed in paragraph 3.

REFERENCES

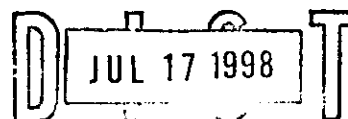
Doc 9659, *Assembly 31st Session, Executive Committee (A31-EX)*
29th and 31st Sessions of the Assembly
Doc 9662, *Assembly Resolutions in Force (as of 4 October 1995)*

1. INTRODUCTION

1.1 The Assembly, at its 31st Session, reviewed and reaffirmed Resolution A29-15 on smoking restrictions on international passenger flights and requested the Council to monitor the progress and report on the implementation of this Resolution to the next ordinary session of the Assembly (ref. Doc 9659). In addition, the Council was requested to consider the possibility of studying the development of separate smoking cabins with independent ventilation systems.

1.2 On 17 January 1997, State letter AN 5/13-97/8 was sent to all Contracting States and to eight selected international organizations, requesting information about the implementation of Assembly Resolution A29-15. Replies were requested by 17 April 1997.

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1.3 By letter of 7 April 1997, the Boeing Aircraft Company was asked whether separate smoking cabins with separate ventilation systems could be developed for installation in passenger aircraft.

2. DISCUSSION

2.1 Nine of the fifty-nine States replying to the State letter have taken legislative action in accordance with Resolving Clause 3 of Assembly Resolution A29-15. In a further fifteen States, the legislative process has been started. In eleven States, the national airlines have introduced complete smoking bans on a voluntary basis and in a further thirty-seven States, national airlines have introduced partial bans depending on flight time and destination. Only two of the fifty-nine States indicate no smoking restrictions at all.

2.2 The replies received indicate that, generally, States are reluctant to take necessary measures to restrict smoking on all international passenger flights; in relatively few States, the objective of Assembly Resolution A29-15, i.e. the implementation of complete smoking bans on all international passenger flights, has been achieved. In many States, however, the national airlines continue to minimize smoking on board on a voluntary basis, guided by market forces. By mid-1997, about 97 per cent of scheduled United States airlines international flights were smoke-free, and in Europe the major airlines of two States had by the end of the year 85 and 90 per cent of their international flights smoke-free with plans to prohibit smoking worldwide in 1998.

2.3 Both the Boeing Company and Airbus Industrie have developed smoke extraction systems to be used in enclosed areas separated from seated passengers by curtains. To what extent such systems, which have been installed in a small number of Boeing aircraft and a few Airbus A340 aircraft, improve the cabin air quality over that otherwise experienced in flights where smoking is allowed is not known.

2.4 The Boeing Company considers the development of separate smoking cabins "feasible but not practical due to the cost and the design problems".

3. ACTION BY THE ASSEMBLY

3.1 The Assembly is invited to:

- a) note this report; and
- b) reconfirm that the final goal is a complete ban on smoking on all passenger flights.