

The 35 Busiest Airports and E-Cigarette Policy

The Smoke-Free Airport Landscape of Today

The number of people boarding airplanes at the 35 busiest US airports totaled over a half-billion (559,221,315) in 2013.¹ Of the 35 busiest US airports, 28 are 100% smoke-free indoors. Airport air quality and smoke-free policies continue to be a topic of discussion however, given the adverse effects of exposure to secondhand smoke and the fact that indoor use of cigarettes continues to be permitted at indoor designated areas in seven of the busiest US airports, three of which serve over 25 million passengers annually.^{2 3 4} Studies show that the difference in air quality between smoke-free airports and the nonsmoking areas of airports with designated indoor smoking areas is not statistically significant; however higher levels of PM2.5 (a marker regularly used for second hand smoke) exist in areas adjacent to indoor smoking areas.⁵ Both the high traffic nature of these airports and the frequency with which employees may enter these areas are central reasons why it continues to be important that our airports have policies that are 100% smoke-free indoors.

Airport private clubs that allow smoking continue to be a challenge and in some cases, airports have allowed private airlines to determine whether the use of tobacco and e-cigarettes is permissible. This is an opportunity for further research in order to determine how permission is granted in a smoke-free airport, how many airports have such an exemption, and how many airlines allow smoking in airline private clubs.

E-cigarettes

As the use of electronic cigarettes continues to rise, these devices present a challenge to the existing airport smoking policies. As of May 20th, 2014, 12 of the 35 busiest US airports do not include e-cigarettes in their smoking policy.⁶ 23 of the 35 busiest US airports have included e-cigarettes in their smoking policy, however research is unclear on whether airports are interpreting their existing policy to include e-cigarettes or if they are making changes to policy language.⁷ None of the 35 busiest US airports have reported that they use any signage specific to e-cigarettes. Research also shows that a smoke-free airport did not correlate with an established e-cigarette policy and eight 100% smoke-free airports did not have policies that covered e-cigarettes and four non-100% smoke-free airports covered e-cigarettes.⁸

Incorporating e-cigarettes into a smoke-free policy is important because e-cigarettes continue to be considered a product of tobacco that emits toxins into the air. While levels of specific tobacco-

¹ Federal Aviation Administration, Enplanements at All Airports (Primary, Non-primary Commercial Service, and General Aviation) by State and Airport – Preliminary; 2013

<http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/preliminary-cy13-all-enplanements.pdf>.

² The Health Consequences of Smoking—50 Years of Progress: A Report of the Surgeon General, 2014, Executive Summary. Surgeongeneral.gov. Pg. 16 <<http://www.surgeongeneral.gov/library/reports/50-years-of-progress/exec-summary.pdf>>.

³ Appendix 1. ANRF. 2014 Smoke-Free and E-cig Data for the 35 Busiest US Airports.

⁴ Federal Aviation Administration, Enplanements at All Airports; 2013.

⁵ Indoor Air Quality at Nine Large-Hub Airports With and Without Designated Smoking Areas — United States, October–November 2012. MMWR. CDC.gov. <<http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6146a4.htm#tab>>.

⁶ Appendix 1. ANRF.

⁷ Appendix 1. ANRF.

⁸ Appendix 1. ANRF.

related toxins may be significantly lower with e-cigarette use, the devices do introduce toxic substances into the air. Some studies have shown that the levels of toxicants emitted from e-cigarettes are comparable with medical nicotine inhalers; however e-cigarettes continue to be unregulated products that are not approved as medical cessation devices.⁹ Instead, e-cigarettes mimic the act of smoking and can cause confusion surrounding existing policies and policy enforcement. The inclusion of e-cigarettes in a smoke-free policy is a way to continue a commitment to fostering a breath-freely environment.

⁹ "Levels of selected carcinogens and toxicants in vapour from electronic cigarettes." Tobaccocontrol.bmj.com. March 6, 2013 <<http://tobaccocontrol.bmj.com/content/early/2013/03/05/tobaccocontrol-2012-050859.abstract>>.

2014 Smoke-Free and E-cig Policy Data for the 35 Busiest US Airports

Airport	100% Smoke-Free	Policy Includes E-cigs	100% Smoke-Free and Includes E-cigs
Hartsfield-Jackson Atlanta International Airport (ATL)	No	Yes	No
Chicago O'Hare International Airport (ORD)	Yes	Yes	Yes
Los Angeles International Airport (LAX)	Yes	Yes	Yes
Dallas/Ft. Worth International Airport (DFW)	No	Yes	No
Denver International Airport (DIA)	No	Yes	No
John F. Kennedy International Airport (JFK)	Yes	Yes	Yes
San Francisco International (SFO)	Yes	Yes	Yes
Charlotte-Douglas International Airport (CLT)	Yes	Yes	Yes
McCarran International Airport (LAS) in Las Vegas	No	No	No
Phoenix Sky Harbor Airport (PHX)	Yes	Yes	Yes
George Bush Intercontinental Airport (IAH) in Houston	Yes	No	No
Miami International Airport (MIA)	Yes	Yes	Yes
Orlando International Airport (MCO)	Yes	Yes	Yes
Newark Liberty International Airport (EWR)	Yes	Yes	Yes
Seattle Tacoma International Airport (SEA)	Yes	Yes	Yes
Minneapolis/St. Paul International Airport (MSP)	Yes	No	No
Detroit Metropolitan Wayne County Airport (DTW)	Yes	Yes	Yes
Philadelphia International Airport (PHL)	Yes	Yes	Yes
Logan International Airport (BOS) in Boston	Yes	No	No
La Guardia Airport in New York (LGA)	Yes	Yes	Yes
Ft. Lauderdale-Hollywood International Airport (FLL)	Yes	No	No
Baltimore/Washington International Airport (BWI)	Yes	Yes	Yes
Washington Dulles International Airport (IAD)	No	No	No
Salt Lake City International Airport (SLC)	No	Yes	No
Reagan-Washington National Airport (DCA)	Yes	Yes	Yes
Chicago Midway Airport (MDW)	Yes	Yes	Yes
Honolulu International Airport (HNL)	Yes	No	No
San Diego International Airport (SAN)	Yes	No	No
Tampa International Airport (TPA)	Yes	No	No
Portland (OR) International Airport (PDX)	Yes	Yes	Yes
Lambert-St. Louis International Airport (STL)	Yes	Yes	Yes
William P. Hobby Airport in Houston (HOU)	Yes	No	No
Metropolitan Oakland International (OAK)	Yes	Yes	Yes
Kansas City International Airport (MCI)	Yes	Yes	Yes
Nashville International Airport (BNA)	No	No	No

This information was gathered over a three-week period through calls, e-mails, and internet research. The majority of responses were received through phone interviews. Calls were made on Mondays, Tuesdays, and Wednesdays between the hours of 8:30am – 5:00pm PST. The aviation departments that were contacted for interviews included: guest services, human resources, public affairs, media, and administration. Internet research included online searches of airline, port authority, city, and state websites.

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