

Our symptoms worsened, and individual oxygen bottles were soon retrieved. The flight attendant crew experienced increasing loss of motor skills and mental alertness, loss of ability to judge time passage and elementary computations, disorientation, headache, extreme fatigue. The lunch service was canceled, passengers awakened with great difficulty and relocated from coach to business class [which is designed to provide a somewhat increased level of fresh air per person] where effects seemed less severe. The flight attendants responsible for the coach section of the aircraft spent the last two hours of the flight seated, breathing from oxygen bottles. Individual flight attendants intermittently lost consciousness. Passengers were either completely "out", often with flushed faces, or in an apathetic, non-communicative "daze". The airline safety official's "best guess" is that the malfunctioning air pack combusted superheated synthetic oil, flooding the coach cabin with resulting fumes and particulate irritants and as a byproduct created poisonous carbon monoxide.

STATEMENT OF JOE JOHNSON

I have been a flight attendant for about 16 years and traveling by air for much longer than that. With the relatively recent introduction of aircraft with recycled air systems, I have experienced a reduction of air quality on board. I have experienced fatigue, difficulty in breathing, lightheadedness, and headaches on some flights. Passengers often complain to me of the same. The first thought is that this could be due to smoking on board flights. However, since most flights have been nonsmoking for some time, I believe this is just a contributing factor.

There is a marked difference in air quality when flying older aircraft such as the 747-100 series, any 727 or 737-200 series. I am told by experts in the field this is due to 100 percent fresh air exchange on the older airplanes. On some newer generation airplanes, we frequently ask the pilots to turn off the recirculation fans, which I understand, allows more fresh air into the cabin. This procedure, I am told by our engineers, theoretically uses more fuel, however, it does improve air quality. You can surmise in an era of cost control that this practice is not popular among airline management's.

Another area that contributes to poor air quality is the lack of adequate maintenance of the filtration systems. I have witnessed filters that are so black and clogged I don't know how any air could have passed through. On a recent flight from Los Angeles to Washington, a frequent flying passenger repeatedly asked me to ask the pilots to improve the air quality and air flow. He proclaimed to all who were around that, "I travel all the time and we are all going to have black lungs from the air on board airplanes. These new planes are terrible." I repeatedly relayed his requests to the cockpit.

Due to design, it would appear, air quality continues to deteriorate. This is a real problem for flight attendants as well as the traveling public.

STATEMENT OF JANIE JOHNSON

As a veteran flight attendant for 23 years, I believe the air quality continues to deteriorate. A great number of flight attendants experience headaches, have difficulty breathing, suffer from upper respiratory problems and are fatigued.

On August 24, 1994, I worked a flight from Washington, DC to Anchorage International via Denver's Stapleton airport. It was an aircraft with recirculating cabin air and was a non-smoking flight. The air was stuffy. Many passengers requested aspirin and I my-

self had a terrible headache, with sharp pains between my eyes. I also had a difficult time breathing. It was as if someone was standing on my chest.

We reported this to the pilots and they turned off a recirculation fan to see if it would help and it did. Within approximately 20 minutes I found it much easier to breath and my headache was gone.

Upon our return flight from Anchorage to Dulles, via Denver on a different aircraft of the same type, we experienced the same symptoms and again the pilots turned off one of the recirculation fans. The results were the same. We did notice that the ceiling vents in both galleys were obstructed by lint. We logged the problems with the air quality and upon our arrival into Denver, mechanics removed the covers and cleaned the filters. They were almost totally blanketed with what appeared to be lint, and other debris.

I am not a doctor nor a mechanic but just a flight attendant that makes a living of working on board airplanes. Lack of good air quality is negatively impacting not only my health but the health of my flying partners and passengers who travel on board our airplanes every day. During a conference call regarding air quality on one of the new generation of aircraft with recirculated air, the maintenance engineer commented, "when I went to training for this system, I was told it was a flying cold."

Numerous incidents of poor air quality have been filed by flight attendants, yet, over the years, conditions continue to worsen. It would appear for the sake of some fuel savings, air quality and our health and safety continue to suffer.

By Mr. HOLLINGS:

S. 1866. A bill to amend title 18, United States Code, to clarify Federal jurisdiction over offenses relating to damage to religious property.

THE CHURCH ARSON PREVENTION ACT OF 1996

Mr. HOLLINGS. Mr. President, I rise today to introduce a bill aimed at providing a mechanism for Federal law enforcement to combat the most recent scourge to sweep across the Southeast. I am talking about the burnings of black churches that have been making such dramatic headlines lately. The burning of houses of worship have been taking place for the past 5 or 6 years, but this particular outbreak of fires has all the characteristics of an epidemic. Not since the sixties have I been witness to such blatant intolerance and hatred, such utterly despicable acts of American citizens against their fellow Americans as has I have seen over these past few weeks. I turn on the news and see a burning church, a haunting image with horrific symbolic and practical implications, and I say this must stop. Not just this specific rash of crime, but the whole trend toward violence and intolerance in our society. We as Americans have fought too hard to let racial or religious intolerance once again pollute our democracy.

This morning I accompanied President Clinton as he traveled to South Carolina. I welcome his strong presence in the midst of this unsettling trend, and moreover I welcome the message he brought to my home State. This country is stronger than the forces of

hatred that would divide us. We will rebuild, and we will punish those responsible for these episodes of destruction.

To fight against the forces of divisiveness, we must pull together as a community. In the South, that means rebuilding, it means congregations of churches all over America picking a Sunday and dedicating their collections to rebuild these burned churches. Here in the Government, it means using every means within our power to make sure that this never happens again.

As of this moment, we don't have legislation that adequately addresses this brand of criminal behavior. The investigations by Federal authorities, and their ability to prosecute these cases have been limited by the current law. The bill I propose will remove the impediments to bringing Federal cases, and give the Attorney General an effective, and necessary weapon with which to combat these crimes. Section 247 of title 18, United States Code, makes it a crime to damage religious property or to obstruct persons in the free exercise of religious beliefs. I propose to amend this by requiring only that the offense "is in or affects interstate or foreign commerce." Congress will be effectively granting jurisdiction over all conduct which may be reached under the interstate commerce clause of the constitution.

Additionally, the bill eliminates the \$10,000 threshold for fire damages to grant Federal jurisdiction in cases where there is only minimal damage. This way, desecration or defacement of houses of worship can be prosecuted under 18 U.S.C. 247.

I urge the Senate to act quickly and adopt this provision. As I understand a similar measure is making its way through the House, the Senate should also act in an expeditious manner to ensure the Federal Government has the necessary authority to combat this tragic epidemic.

More importantly, this country must come together, leave racial intolerance behind, and insure that we end this type of bigotry.

Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1866

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Church Arson Prevention Act of 1996".

SEC. 2. DAMAGE TO RELIGIOUS PROPERTY.

Section 247 of title 18, United States Code, is amended—

(1) so that subsection (b) reads as follows:

"(b) The circumstances referred to in subsection (a) are that the offense is in or affects interstate or foreign commerce.;" and

(2) in subsection (a)(1), by inserting ", racial, or ethnic" before "character".

By Mr. BIDEN (for himself and Mr. SPECTER):