

# Senator Menjivar aims to protect communities in Senate District 20 and across California through legislation to ban the sale of leaded aviation fuel.

(SB 1193)



Source:

[https://sd20.senate.ca.gov/video/senator-menjivar-introduces-legislation-ban-sale-leaded-aviation-fuel?fbclid=IwAR0mO8oF7NcUfft2r2wM-IKdPu-aHAe2EGv\\_JCJ1ZJAb0HCDaIFVkiNE79E](https://sd20.senate.ca.gov/video/senator-menjivar-introduces-legislation-ban-sale-leaded-aviation-fuel?fbclid=IwAR0mO8oF7NcUfft2r2wM-IKdPu-aHAe2EGv_JCJ1ZJAb0HCDaIFVkiNE79E)

**Introduced by Senator Menjivar  
(Principal coauthor: Senator Stern)**

February 14, 2024

An act to add Chapter 8 (commencing with Section 21710) to Part 1 of Division 9 of the Public Utilities Code, relating to aviation.

**LEGISLATIVE COUNSEL'S DIGEST**

SB 1193, as introduced, Menjivar. Airports: leaded aviation gasoline.

Existing law, the State Aeronautics Act, governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. Under existing law, a violation of the State Aeronautics Act is a crime.

This bill would prohibit an airport operator or aviation retail establishment, as defined, from selling, distributing, or otherwise making available leaded aviation gasoline to consumers, consistent with a specified timeline, as provided.

This bill would require the department, in consultation with the State Department of Public Health and the California Environmental Protection Agency, to identify best management practices for reducing public health and environmental exposures to lead associated with airport operations. The bill would require the department, on or before July 1, 2025, to publish on its internet website initial guidance for airport operators regarding best airport operating practices to minimize environmental and public health impacts of lead exposure. The bill would require the department to publish updated guidance on or before July 1, 2026, as specified.

This bill would require each airport operator, on or before November 1, 2025, to submit to the department, and begin implementing, a plan to implement the best practices identified by the department to minimize environmental impacts and public health risks associated with leaded aviation gasoline use at airports. The bill would require each airport operator, by December 1, 2026, and each December 1 thereafter, to provide a status report to the department regarding its implementation of the plan, including the status of planning and investments to facilitate the supply of unleaded aviation gasoline at the airport, except as specified. The bill would require the department, in consultation with the State Department of Public Health and the California Environmental Protection Agency, to offer technical assistance to each airport operator that has not submitted a plan, or that does not implement the plan submitted to the department in the manner described in the plan.

This bill would provide that a person in violation of the prohibition on selling, distributing, or otherwise making available leaded aviation gasoline to consumers is subject to a civil penalty of up to \$1,000 per day that leaded aviation gasoline was sold, distributed, or supplied. The bill would provide that a person who remains in violation of the requirements to submit a plan or status report to the department 30 days after the offer of technical assistance by the department is subject to a civil penalty of up to \$1,000 per day of continued noncompliance. The bill would also make its provisions severable.

Because the above provisions would be a part of the State Aeronautics Act, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

**Source:**

<https://legiscan.com/CA/text/SB1193/id/2929123>





Source:  
Robert Germann photo taken on 10/10/2018



## Our Mission

**STEM Aviation Academy is a California non-profit public benefit corporation (501c3) whose mission is to create positive experiences in general aviation and inspire America's youth to pursue careers in Flight Operations while also promoting a culture of aviation safety within the pilot community.**



Source:  
<https://www.stemaviation.org/>





## Aviation Stakeholders' Response to EPA Endangerment Finding on Leaded Avgas

WASHINGTON, D.C., October 18, 2023 – A coalition of aviation stakeholder organizations issued the following joint statement regarding the U.S. Environmental Protection Agency's (EPA) endangerment finding on lead in aviation gasoline (avgas) issued on October 18:

"We are working with the Administration toward the ultimate elimination of lead from avgas, and this finding mirrors and reinforces our shared goal of, and plan for, an unleaded fuel future. This finding is another step in the process, with rulemaking and other regulatory steps still to come, for developing and deploying viable unleaded avgas alternatives. We remain committed to removing lead from avgas by the end of 2030 or sooner, and are making considerable progress toward the introduction of market-viable high-octane unleaded replacement fuels that meet the safety performance needs of the entire U.S. fleet of piston aircraft."

"It is important that the flying community and the public understand that aviation safety depends on an orderly, nationally coordinated transition to unleaded avgas. The premature removal of an essential fuel that many aircraft require for safe operation, before a replacement is available, would compromise the safety, efficiency and economic viability of the U.S. airspace and airports, the general aviation industry and transportation infrastructure.

"While the EPA finding is a key step in the process, the EPA is not given the authority to ban, regulate or limit aviation fuel. Instead, the EPA's finding triggers further deliberate rulemaking by FAA as the nation's aviation safety regulator to ensure the successful development and deployment of viable unleaded avgas alternatives, given the critical safety and other issues at stake."

The coalition of aviation stakeholder organizations include:

American Association of Airport Executives (AAAE),  
Aircraft Owners and Pilots Association (AOPA),  
American Petroleum Institute (API),  
Experimental Aircraft Association (EAA),  
General Aviation Manufacturers Association (GAMA),  
Helicopter Association International (HAI),  
International Council of Air Shows (ICAS),  
National Air Transportation Association (NATA),  
National Association of State Aviation Officials (NASAO),  
National Business Aviation Association (NBAA)

**Source:**

[https://download.aopa.org/advocacy/2023/EPA\\_Endangerment\\_Industry\\_Statement.pdf?\\_gl=1\\*1u67627\\*\\_gcl\\_au\\*MTEzODQxNzQ1NC4xNjk4NDMxMzI3\\*\\_ga\\*NDIwMzQxODMyLjE2OTg0MzEzMjY.\\*\\_ga\\_SM42H3BVW5\\*MTY5ODQzMTMyNy4xLjAuMTY5ODQzMTMzMi41NS4wLjA.\\*\\_ga\\_B4TCX358SE\\*MTY5ODQzMTMyNy4xLjAuMTY5ODQzMTMzMi41NS4wLjA.&\\_ga=2.77735954.746737697.1698431328-420341832.1698431326](https://download.aopa.org/advocacy/2023/EPA_Endangerment_Industry_Statement.pdf?_gl=1*1u67627*_gcl_au*MTEzODQxNzQ1NC4xNjk4NDMxMzI3*_ga*NDIwMzQxODMyLjE2OTg0MzEzMjY.*_ga_SM42H3BVW5*MTY5ODQzMTMyNy4xLjAuMTY5ODQzMTMzMi41NS4wLjA.*_ga_B4TCX358SE*MTY5ODQzMTMyNy4xLjAuMTY5ODQzMTMzMi41NS4wLjA.&_ga=2.77735954.746737697.1698431328-420341832.1698431326)  
(EPA\_Endangerment\_Industry\_Statement.pdf)