

Bill Text: CA SB654 | 2023-2024 | Regular Session | Amended

California Senate Bill 654

CA State Legislature page for SB654

Bill Title: Local agencies: public property: airport leases.

Spectrum: Partisan Bill (Republican 1-0)

Status: (Passed) 2023-09-01 - Chaptered by Secretary of State. Chapter 155, Statutes of 2023. [SB654 Detail]

Download: [California-2023-SB654-Amended.html](#)

AMENDED IN SENATE APRIL 13, 2023

AMENDED IN SENATE MARCH 29, 2023

CALIFORNIA LEGISLATURE— 2023–2024 REGULAR SESSION

SENATE BILL

NO. 654

Introduced by Senator Jones

February 16, 2023

An act to amend Section 50478 of the Government Code, relating to aviation.

LEGISLATIVE COUNSEL'S DIGEST

SB 654, as amended, Jones. Local agencies: public property: airport leases.

Existing law authorizes a local agency to lease or sublease property owned, leased, or otherwise controlled by it for a period not to exceed 50 years for airport purposes or purposes incidental to aircraft.

This bill would authorize ~~an airport sponsor, as defined,~~ a local agency and the leaseholder, with respect to a lease or sublease entered into pursuant to the above-described authority, to amend the lease or sublease to extend the duration of the lease or sublease, to terminate the lease or sublease and enter into a new lease or sublease, or to transfer an existing lease or sublease, as specified.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 50478 of the Government Code is amended to read:

50478. (a) ~~An airport sponsor~~ A local agency may lease or sublease property owned, leased, or otherwise controlled by it for a period not to exceed 50 years for airport purposes or purposes incidental to aircraft, including all of the following:

- (1) Manufacture of aircraft, airplane engines, and aircraft equipment, parts, and accessories.
- (2) Construction and maintenance of hangars, mooring masts, flying fields, signal lights, radio equipment, service shops, conveniences, appliances, works, structures, and other air navigation, aircraft, and airplane engine manufacturing plants and facilities.

(b) ~~An airport sponsor~~ A local agency and the leaseholder may do any of the following with respect to a lease or sublease entered into pursuant to subdivision (a):

- (1) Amend the lease or sublease to extend the duration of the lease or sublease, up to a maximum of 50 years per extension.
- (2) Terminate the lease or sublease and enter into a new lease or sublease consistent with the requirements of subdivision (a), up to a term of 50 years, with the same or a related party, to provide for the addition of improvements to the leasehold for the sustainability of the airport.
- (3) Transfer an existing lease or sublease to a new or related entity and issue a new lease not to exceed a term of 50 years.

(c) For purposes of this section, "airport sponsor" means a local agency or the private owner of a public use airport.

"LOCAL AGENCY" AKA: SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

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)

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)



**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.