



County Executive
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Governmental Relations and
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Elisia De Bord

County of Sacramento

Board of Supervisors
Phillip R. Serna, District 1
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April 30, 2024

The Honorable Anthony Portantino, Chair
Senate Appropriations Committee
1021 O Street, Room 7630
Sacramento, CA 95814

**Re: SB 1193 (Menjivar). Airports: Leaded Aviation Gasoline.
Oppose, unless amended (As amended April 11, 2024)**

Dear Senator Portantino:

On behalf of the Sacramento County Board of Supervisors, I respectfully write to oppose SB 1193, unless amended. This measure bans the sale of leaded aviation gasoline (avgas) in California effective January 1, 2026, and requires best practices for airfield operations and airport reporting. Sacramento County is also concerned that there may soon be a conflict between state and federal law relating to low lead aviation gasoline.

California airports, including Sacramento County's SMF, and the general aviation industry, seek to convert to unleaded avgas. Low lead gas is widely available in California and eight airports currently offer unleaded avgas. In some instances, airports are subsidizing low lead and unleaded fuels to encourage their adoption and utilization in those aircraft that can consume the fuel – not all aircraft can operate on unleaded fuel at this time.

Our general concern is whether unleaded avgas will be available in sufficient quantities at the time the proposed ban is effective. Fuel distribution and storage and delivery infrastructure at airports also must be in place. Within the General Aviation community, it is not clear that will be the case by January 1, 2026.

SB 1193 requires the Department of Transportation to develop best practices for airfield operations, in conjunction with the Department of Public Health and the California Environmental Protection Agency. The bill then requires airports to report on the implementation of the airfield best practices.

The County opposes this portion of the bill because the Caltrans Division of Aeronautics may not have resources to execute this proposal. The Division has just 26 full-time equivalent positions, who maintain the California Airport System Plan, manage airport grant and loan programs, perform runway inspections at airports statewide, among other responsibilities. Moreover, it is not known if the Department of Public Health and CalEPA have the expertise to contribute to the development of best practices for airfield operations.

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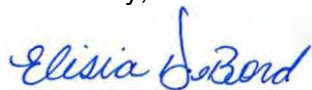
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The County also opposes the provision that authorizes counties to certify that unleaded aviation gas is not commercially available. Aviation fuels are not sold on a county-by-county basis, and it would be more efficient if the California Energy Commission certified when the fuel is, in fact, commercially available.

Finally, the County is concerned that there may be a conflict between state and federal law according to the Federal Aviation Administration (FAA) Reauthorization Act of 2024 (H.R. 3935), Section 770. Specifically, a provision of the pending FAA Reauthorization bill requires that airports that offered 100-octane low lead aviation gasoline for sale in 2022 to continue offering such gasoline for sale until the earlier of 2030 or the date on which an FAA-certified unleaded aviation gasoline alternative can be made available. It states that any airport violating this grant assurance will be assessed a civil penalty of not more than \$5,000 per day the airport fails to comply with the grant assurance.

For these reasons, the County opposes SB 1193, unless amended to address these concerns. Please feel free to contact me at (916) 874-4627 or deborde@saccounty.gov.

Sincerely,



Elisia De Bord
Governmental Relations and Legislative Officer

cc: The Honorable Menjivar
Members, Senate Appropriations Committee
Sacramento County Delegation
Chair and Members, Board of Supervisors
Audrey Ratajczak, Cruz Strategies