



**James Johnson**  
**City of Long Beach**  
**Councilmember, Seventh District**

**R-12**  
Revised

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**Date:** August 2<sup>nd</sup>, 2011

**To:** Honorable Mayor and Members of the City Council

**From:** Councilmember Patrick O'Donnell, Fourth District  
Councilmember Gerrie Schipske, Fifth District  
Councilmember James Johnson, Seventh District

**Subject:** Request Deliberation on Air Quality Impacts of Aircraft to the Environmental Committee

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**RECOMMENDATION:**

Request the Environmental Committee deliberate on the air quality impacts of airplanes in Long Beach, including general aviation aircraft, on neighboring residents for potential action by the City Council.

**DISCUSSION:**

The Long Beach Airport has taken great strides to become one of the greenest airport facilities in California. There are ongoing efforts to "cold-iron" aircraft at terminals, thereby reducing emissions, replace support vehicles with electric vehicles, develop environmentally friendly buildings, install solar power, replace airfield lights with LED lights, and reduce overall water usage. However, some environmental impacts require assistance in the form of regulation. A 2008 EPA study listed Long Beach Airport as the #2 emitter of lead pollution for all California airports, and the #6 top airport emitter of lead in the United States (See attached 2008 EPA Lead Study, Page 11). Additionally, recent studies have concluded that those living near airports may be at risk of elevated lead in their blood. This could lead to potentially harmful health consequences for our residents, particularly our children (See the attached studies: 2009 UCLA Aircraft Emissions Impact Study; 2011 AQMD General Aviation Air Monitoring Study; 2011 EHP Aviation Gasoline Effects Study). Lead emissions are the result of small, general aviation aircraft--not larger, commercial craft. Federal regulation is required in order to affect the content of aviation fuel.

The Environmental Protection Agency is considering stricter regulations for aviation fuel used by general aviation aircraft at airports throughout the United States. While lead was eliminated from automotive fuel in 1995, it continues to be used in general aviation fuel. Federal regulations could lead to a decrease in the amount of harmful chemicals

such as lead in aviation fuel, benefiting residents near airports throughout the country. This is a matter of particular importance to Long Beach, given that the vast majority of flights at our airport are by general aviation aircraft. We should support efforts to regulate the lead content of aviation fuel for small craft.

As an airport city, it is important that we carefully consider the potential impacts of federal aviation regulations on our communities, so that we can preserve the positive benefits of our airport while minimizing or eliminating harmful effects such as lead emissions. Given that state or federal action will be needed to help mitigate this problem, we should work jointly with neighboring airport cities that have similar interests in protecting their residents from airport pollution, such as Santa Monica and Torrance. Senator Ted Lieu has advocated regarding this topic for Torrance Airport, and could be an excellent source for information on this topic. Therefore, I recommend that the Environmental Committee consider this issue for potential action by the City Council. Input should be solicited from many sources, including the Health and Airport Departments, the Airport Advisory Committee, and the Air Quality Management District.

**FISCAL IMPACT:**

There is no significant fiscal impact to this action.

*Attachments: 2009 UCLA Aircraft Emissions Impact Study; 2011 AQMD General Aviation Air Monitoring Study; 2011 EHP Aviation Gasoline Effects Study; 2008 EPA Lead Study.*