

Written Testimony for Senate Business and Transportation Committee
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SJM 1

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Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative solutions to Oregon's environmental challenges for today and future generations.

Oregon Environmental Council **supports** SJM 1, which signals the Oregon Legislature's support for the Federal Aviation Administration's initiative to certify safe unleaded aviation fuel for piston engine aircraft and encourages the Federal Aviation Administration and the United States Environmental Protection Agency (EPA) to prioritize the development and certification of unleaded aviation fuel in advance of 2018.

Aviation gasoline used to power piston engine aircraft is the single largest source of lead emission in the U.S. and poses a significant threat to public health and the environment.ⁱ Despite the phase-out of lead in automobile fuel almost 20 years ago, nearly 500 tons of airborne lead is still emitted annually from aviation gasoline.ⁱⁱ As the only remaining lead-containing transportation fuel, aviation gasoline directly contributes to lead exposures, which are particularly detrimental to children. The Centers for Disease Control has confirmed that no blood level of lead is safe in children; even low levels of this known neurotoxin have been shown to permanently affect children's IQ and ability to pay attention, which also impacts their academic achievement.ⁱⁱⁱ

Exposure to airborne lead emissions from aviation gasoline is a significant problem that affects Oregonians and the nation at large. According to an estimate by the EPA, 16 million people live and 3 million children go to school within a half-mile of an airport where leaded aviation gasoline is used.^{iv} Increased exposure to leaded aviation gasoline has been shown to directly jeopardize people's health. A 2013 study of aircraft maintenance workers showed that those who worked at airports that sold leaded aviation gasoline had higher blood lead levels than workers at airports that did not sell leaded aviation gasoline.^v Another study on leaded aviation gas exposure in 2011 found that children living near airports at which planes used leaded aviation gas had higher concentrations of lead in their blood than other children.^{vi} In addition, an analysis by the EPA demonstrated that, "those living in the vicinity of airports are more likely to be low-income households and minority residents," a population that already faces increased health risks.^{vii} Not only should aviation fuel be cleaner for our health and wellbeing, but also the technology to produce unleaded aviation fuel is well within our reach. In fact here in the Northwest, biofuels are being considered; The Boeing Company, Alaska Airlines, Portland International Airport, Seattle-Tacoma International

Airport, Spokane International Airport, Washington State University, and Climate Solutions created the Sustainable Aviation Fuels Northwest (SAFN) group to develop sustainable and economically viable aviation biofuels in the Northwest.

Thank you for considering SJM 1. Moving forward on cleaning up aviation fuel is critical for protecting our children, the health of airport workers, pilots, passengers, and the communities surrounding airports, all of whom currently remain unprotected from a known toxin.

ⁱ "National Action Plan for Alkyl-lead." *EPA*. Environmental Protection Agency, 3 Aug. 2000. Web. 6 Apr. 2015. <<http://www.epa.gov/pbt/pubs/alkylaction.htm>>.

ⁱⁱ "Lead Emissions from the Use of Leaded Aviation Gasoline in the United States." (2008). United States Environmental Protection Agency. Web. 6 Apr. 2015. <http://www.epa.gov/ttnchie1/net/tsd_avgas_lead_inventory_2002.pdf>.

ⁱⁱⁱ "What Do Parents Need to Know to Protect Their Children?" *Centers for Disease Control and Prevention*. Centers for Disease Control and Prevention, 19 June 2014. Web. 6 Apr. 2015. <http://www.cdc.gov/nceh/lead/acclpp/blood_lead_levels.htm>.

^{iv} "Advance Notice of Proposed Rulemaking on Lead Emissions From Piston-Engine Aircraft Using Leaded Aviation Gasoline; Proposed Rule." (2010). United States Environmental Protection Agency. Web. 6 Apr. 2015. <<http://www.gpo.gov/fdsys/pkg/FR-2010-04-28/pdf/2010-9603.pdf>>.

^v Park, Won-Ju, Hye-Min Gu, and Suk-Ho Lee. "Blood Lead Level and Types of Aviation Fuel in Aircraft Maintenance Crew." *Aviation, Space, and Environmental Medicine* (2013): 1087-091. Web. 7 Apr. 2015. <<http://www.ncbi.nlm.nih.gov/pubmed/24261063>>.

^{vi} Miranda, Marie Lynn, Rebecca Anthopolos, and Douglas Hastings. "A Geospatial Analysis Of The Effects Of Aviation Gasoline On Childhood Blood Lead Levels." *Environmental Health Perspectives* (2011): 1513-516. Web. 7 Apr. 2015. <<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3230438/>>.

^{vii} Advance Notice of Proposed Rulemaking on Lead Emissions From Piston-Engine Aircraft Using Leaded Aviation Gasoline; Proposed Rule." (2010). United States Environmental Protection Agency. Web. 6 Apr. 2015. <<http://www.gpo.gov/fdsys/pkg/FR-2010-04-28/pdf/2010-9603.pdf>>.