



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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May 17, 2006

The Honorable Fabian Núñez
Speaker of the Assembly
State Capitol, Room 2003
Sacramento, CA 94249-0045

Re: **Opposition to AB 2501 (Lieu) Aircraft emissions: Santa Monica Airport**

Dear Mr. Speaker:

On behalf of more than 50,000 California members – of more than 408,000 nationwide – of the Aircraft Owners and Pilots Association (AOPA), we are writing to register our opposition to AB 2501, which would unfairly burden a community airport on which our members rely by requiring it to conduct a redundant study on airport pollution.

AB 2501 would require the Santa Monica Airport to monitor and record taxi-in time, taxi-out time, and idle time of all aircraft for one year for the purpose of understanding the air pollution impacts from idling jets at Santa Monica Airport on the surrounding communities. However, as noted in the Assembly Natural Resources Committee's analysis of the bill, several health and air quality studies involving the Santa Monica Airport have been or are currently being conducted: *three* by the South Coast Air Quality management District (SCAQMD); *three more* by the County of Los Angeles; and *yet another* by the Los Angeles Unified School District Environmental Health and Safety Branch. It is unclear what authorizing an eighth study would achieve. We therefore suggest waiting to learn of the results of the ongoing studies.

Moreover, the bill does not provide for state funding of this mandate, and adding staff to monitor aircraft taxi and idle operations for 24 hours per day seven days per week would impose a major new cost on the airport. This is a cost that would undoubtedly be passed on to our members. We are concerned that the airport operator may choose to ignore the "Santa Monica Airport Agreement" and close the airport at night rather than fund staff to monitor operations.

We are also concerned that this bill would set a bad precedent for new restrictions on airports other than Santa Monica, particularly the hundreds of small general aviation (GA) airports at which many of our members in California are based (many of which were included in the April 6 version of this bill). Very few GA airports have the personnel resources to meet the extensive and burdensome monitoring requirements of this bill and many of these airports are not even attended around the clock. The small, piston engine aircraft many of our members fly produce very little emissions and the

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community airports at which our members are based should not be faced with the excessive monitoring burden imposed by AB 2501 or similar legislation.

For all these reasons, we respectfully request that you lead the Assembly in rejecting AB 2501.

Thank you for your time and consideration of our comments. Should you have any questions or concerns, or require any further information, please contact AOPA's California Regional Representative, John Pfeifer, at (530) 226-5117 or me at (301) 695-2206.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Pecoraro', with a large, sweeping flourish extending to the right.

Gregory Pecoraro
Vice President, Regional Affairs

cc: Assembly member Ted W. Lieu, Author, AB 2501
Mary Frederick, Acting Chief, Division of Aeronautics
John L. Pfeifer, AOPA California Regional Representative