

## **California Senator Carolyn Menjivar**

### **Sponsor SB 1193**

**GOAL was to**

**BAN 100LL in 2026**

### ABOUT THE BILL

SB 1193 was passed with a date compromise due to a hard-working coalition of AOPA, NBAA, NATA, ASSOC of CA Airports, EAA, and CalPilots who worked with the author to move the date from 2026 to 2031 and align the unleaded fuel prohibition to the FAA Reauthorization bill.

### AN INSIDER'S STATEMENT

The underlying benefit to industry on the CA bill is that it closely aligns with the federal congressional mandate except for airports not protected by FAA Grant obligations. The bill may force the FAA to manage and expedite resources in their process for the fuels in the testing protocol to be more transparent so OEMs and all those in the supply chain have a seat at the Supplemental Type Certificate (STC) table. So to get an FAA-approved industry consensus standard fuel to market before the end of 2030, where otherwise the largest consuming state of avgas will ban 100LL in 7 years.

As noted and drafted, the bill poses a significant risk to small rural counties that aren't part of the National Plan of Integrated Airport Systems (NPIAS) because grant assurance protects only those airports.

What do small airports do if they are banned from selling 100LL before the federal date, when they may only then be able to offer \$10/gal fuel that no one buys? Do airports lose their revenue stream and if so, how do they continue operations?

How does this affect the network of California airports? If local government airport budgets are strapped, do they then choose to close airports? Things for

the governor to consider. *Editor Note: 8/29/2024 - The bill has passed, but has not yet been signed by the governor, whose veto could be overwritten by a legislator's supermajority.*

In summary, we need to encourage the FAA to be transparent, expedite resources to confirm the next steps of the testing for **The Piston Engine Aviation Fuels Initiative (PAFI)**, ensure inclusion of all the OEM and fuel supply chain components in the STC process, and assure material compatibility and safety concerns with multiple candidate fuels entering the aviation fuel distribution network

**Curt Castagna**

President and CEO

**NATA**

AVIATION BUSINESS ADVOCATES

**WHO VOTED FOR/AGAINST THE BILL**

Y Allen	N Dahle	Y Limón	Y Roth
N Alvarado-Gil	Y Dodd	McGuire	Y Rubio
Y Archuleta	Y Durazo	Y Menjivar	N Seyarto
Y Ashby	Y Eggman	Y Min	Y Skinner
Y Atkins	Y Glazer	Y Newman	Y Smallwood-Cuevas
Y Becker	Y Gonzalez	N Nguyen	Y Stern
Y Blakespear	N Grove	N Niello	Y Umberg
Y Bradford	Y Hurtado	N Ochoa Bogh	Y Wahab
Y Caballero	Jones	Y Padilla	Y Wiener
Y Cortese	Y Laird	Y Portantino	N Wilk

**YES: 30**      **NO: 8**

**SB 1193**  
Menjivar et al.

**Item #: 89**  
Concurrence  
Vote Required - 21

SCAUWG.ORG EXTENDS A BIG "JOB WELL DONE" TO THOSE WHO PLACED THIS BILL AS A CONCERN ON TOP OF THEIR AGENDA LISTS.