

**SHB 1554** - H AMD **280**  
By Representative Dent

**ADOPTED AS AMENDED 03/06/2023**

1 Strike everything after the enacting clause and insert the  
2 following:

3       **"NEW SECTION.**   **Sec. 1.**   (1) The legislature finds that even  
4 though lead is a widely recognized hazard to human health and to the  
5 environment, and leaded motor vehicle gasoline was phased out across  
6 the United States decades ago, leaded gasoline remains in widespread  
7 use at general aviation airports by piston engine noncommercial  
8 aircraft. Recent studies have found elevated levels of lead in the  
9 blood of residents, and particularly worryingly in the blood of  
10 children residing in general aviation airport communities, for whom  
11 lead is especially harmful to their development. There is consensus  
12 among the medical and scientific communities that the levels detected  
13 in children living around general airports similar to those in  
14 Washington are hazardous. The national academies of sciences,  
15 engineering, and medicine in 2015 concluded that lead "is a well-  
16 known air pollutant that can lead to a variety of adverse health  
17 impacts, including neurological effects in children that lead to  
18 behavioral problems, learning deficits, and lowered IQ."

19       (2) The United States environmental protection agency has  
20 recently taken steps towards making an endangerment finding that may  
21 eventually lead, through a complex federal regulatory process  
22 involving the United States federal aviation administration, to the  
23 elimination of lead from aviation gasoline. That unfolding federal  
24 process is too slow to adequately protect those currently living near  
25 general aviation airports from the harms of lead.

26       (3) Therefore, it is the intent of the legislature to take steps  
27 to mitigate public health and environmental concerns caused by the  
28 use of leaded gasoline at airports, and to encourage the federal  
29 aviation administration to expedite the transition to the use of  
30 unleaded aviation gasoline.

1        NEW SECTION.    **Sec. 2.**    A new section is added to chapter 47.68

2 RCW to read as follows:

3        (1) The department must carry out an education and outreach  
4 campaign targeted to airport operators and pilots of piston-engine  
5 aircraft on the topic of lead emissions from piston-engine aircraft  
6 and the disposal of fuel samples from sumping aircraft fuel tanks.

7        (2) The department, in coordination with the federal aviation  
8 administration and an association representing managers of airports  
9 in Washington, must develop a bulletin to send to airport operators.  
10 The bulletin must offer best practices to build awareness with  
11 airport employees, airport-based pilots, transient pilots, fixed base  
12 operators, and other on-airport tenants related to the issue of lead  
13 emissions from piston-engine aircraft and the handling of leaded  
14 aviation fuel.

15        (3) For purposes of subsections (1) and (2) of this section, the  
16 department may rely upon primers, guides, tools, and resources  
17 developed for airports or aircraft operators under the eliminate  
18 aviation gasoline lead emissions initiative.

19        (4) The department must develop and communicate to the federal  
20 aviation administration a written recommendation to amend their  
21 advisory circular on airport master plans to include evaluation of  
22 aircraft runup area locations to limit exposure to the public from  
23 piston-engine aircraft, with consideration of the 2021 consensus  
24 study report from the national academies of sciences, engineering,  
25 and medicine entitled "*Options for Removing Lead Emissions from  
Piston-Engine Aircraft.*"

27        (5) (a) The department must submit a formal request to the federal  
28 aviation administration for the prioritization of efforts to  
29 accelerate the work of the initiative to eliminate aviation gasoline  
30 lead emissions as part of the federal aviation administration's  
31 request in the congressional reauthorization act process pertaining  
32 to the federal aviation administration.

33        (b) The department must cooperate with and participate in  
34 aviation trade associations, including trade associations for state  
35 aviation officials and airport executive associations, for the  
36 purpose of advocating for the acceleration of the initiative to  
37 eliminate aviation gasoline lead emissions as part of those  
38 organizations' respective legislative priorities for congressional  
39 reauthorization acts pertaining to the federal aviation  
40 administration.

1       (6) The department, in consultation with representatives of  
2 airport operators, fixed-base operators, and at least one national  
3 association representing general aviation pilots, one national  
4 association representing business aviation, and the Washington  
5 aviation and aerospace advisory committee must submit recommendations  
6 to the appropriate committees of the legislature by December 8, 2023,  
7 on:

8           (a) Financial incentives including, but not limited to, grants,  
9 taxes, aircraft registration fees, other fees, and leasehold excise  
10 tax reductions, to be provided by the state for leaded aviation fuel  
11 reduction; and

12           (b) Management strategies for airport operators and fixed-base  
13 operators, limited fixed-base operators, and businesses operating  
14 piston-engine aircraft to pursue programs and projects to acquire  
15 equipment, build facilities, or implement operational programs with  
16 the goal of reducing emissions from piston-engine aircraft that use  
17 leaded aviation fuels.

18       NEW SECTION. **Sec. 3.** A new section is added to chapter 43.70  
19 RCW to read as follows:

20           The department must update its blood lead testing guidance for  
21 health care providers related to children living near airports at  
22 which aviation gasoline is used. The update must include children at  
23 risk of lead exposure due to airport operations among the high-risk  
24 populations broadly recommended for a blood lead test, without  
25 respect to the clinical judgment of the health care provider. For  
26 purposes of determining which children are at highest risk of lead  
27 exposure due to airport operations, the department must consider  
28 including children living, attending day care, preschool, or school  
29 within one kilometer of a general aviation airport, among other  
30 populations. The department must conduct outreach with and provide  
31 information to health care providers about the guidance.

32       NEW SECTION. **Sec. 4.** If any provision of this act or its  
33 application to any person or circumstance is held invalid, the  
34 remainder of the act or the application of the provision to other  
35 persons or circumstances is not affected.

36       NEW SECTION. **Sec. 5.** This act is necessary for the immediate  
37 preservation of the public peace, health, or safety, or support of  
Code Rev/ML:akl

1 the state government and its existing public institutions, and takes  
2 effect immediately."

3       Correct the title.

EFFECT: Eliminates the directive to the department of transportation to develop lead exposure minimization guidance, for airport operators to implement plans based on that guidance, and for the department of ecology to approve and enforce airport plans. Directs the department of transportation to develop a lead emissions education and outreach campaign for airport operators and pilots, a lead emissions bulletin to send to airport operators, and to take actions to coordinate with and request action from the federal aviation administration with respect to eliminating leaded aviation gasoline. Directs the department of transportation to submit a report to the legislature in December 2023 on financial incentives and management strategies related to reducing lead emissions and reducing use of leaded aviation gas.

---- END ----