



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JUL 27 2010

OFFICE OF
AIR AND RADIATION

Mr. Robert Hackman
Vice President, Regulatory Affairs
Aircraft Owners and Pilots Association
421 Aviation Way
Frederick, Maryland 21701

Dear: Mr. Hackman:

Thank you for your letter of July 23, 2010, requesting clarification on issues associated with our recent Advance Notice of Proposed Rulemaking (ANPR) on Lead Emissions from Piston-Engine Aircraft Using Leaded Aviation Gasoline. Following are some responses to the issues you raise.

The ANPR is the first step EPA is taking to respond to a petition from the Friends of the Earth requesting that EPA find endangerment from and act to regulate lead emissions from aircraft using leaded aviation gasoline (avgas). This advanced notice seeks to collect additional information and input on the issues in the petition and the potential health and environmental impacts of lead emissions from aircraft using leaded avgas. The ANPR does not ban leaded avgas and does not propose to do so, and EPA has not established or proposed any date by which lead emissions from aircraft operating on leaded avgas would need to be reduced. In fact EPA does not have authority to control aviation fuels. While the EPA is responsible to make the decisions with respect to what chemical or physical properties of an aircraft fuel or additive endangers the public health, the Federal Aviation Administration regulates the fuels used in aircraft engines; hence, the EPA is coordinating closely with FAA as we evaluate emissions of lead from piston-engine aircraft.

We have been and will continue to coordinate closely with FAA, states, industry groups and user groups on the issues associated with potential future emission standards. EPA recognizes the value of piston-engine general aviation throughout the United States and specifically in remote regions. Any EPA action to require piston-engine aircraft to reduce emissions of lead in the future will involve a thorough public process of identifying options and will consider safety, economic impacts and other impacts. The EPA is committed to working with these stakeholders to keep piston-engine aircraft flying in an environmentally acceptable and safe manner throughout the United States.

Again, thank you for your letter. We welcome the opportunity to answer your questions and we look forward to continuing to work with you. If you have further questions, your staff may call Marion Hoyer at (734) 214-4513.

Sincerely,

A handwritten signature in black ink that reads "Margo T. Oge". The signature is written in a cursive style with a large, looped "O" at the end.

Margo Tsirigotis Oge

Director

Office of Transportation and Air Quality