



# South Coast Air Quality Management District

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## Airports Study Working Group Van Nuys Airport January 13, 2005 Meeting Minutes

### Members Present

Gretchen Hardison  
Mike McDaniel  
Susan L. Mearns  
Sean Petersen  
Dennis Quilliam  
Martin Rubin  
Robert Trimborn

### Affiliation

City of Los Angeles – EAD  
Million Air Van Nuys  
Santa Monica Task Force on Environment  
Assembly Member Fran Pavley  
Los Angeles World Airport  
Concerned Residents Against Airport Pollution  
Santa Monica Airport

### Others Present

Selena Birk  
Leigh Hatayama  
David Kaplan  
Sandra Lloyd-Jones  
Rod Merl  
Paul Roberts  
Edgar Saenz  
Martin Tachiki  
Courtney Wong

Van Nuys Airport  
LAWA/VNY  
Santa Monica Airport Commission  
Assemblyman Mike Gordon  
Santa Monica Airport  
Sonoma Technology, Inc.  
Rep. Maxine Waters  
Santa Monica City Attorney's Office  
Assemblyman Mike Gordon

### AQMD Staff

Rudy Eden  
Henry Hogo  
David Madsen  
Jean Ospital  
Tom Parsons  
Solomon Teffera  
Mark Von Der Au  
Sumner Wilson

### Welcome

Tom Parsons welcomed the members of the Airport Study Working Group. After a round of introductions of those present Mr. Henry Hogo, Assistant DEO of the AQMD gave opening remarks.

Mr. Hogo reiterated to the group that this study was launched to look at the air toxic levels in areas surrounding the two General Aviation Airports, Santa Monica and Van Nuys. He emphasized that the study's purpose is not to address compliance or odor issues. He stated that the study is funded by the U.S. EPA. He expects that this working group would provide input to the study. Meetings of the working group will be conducted about once a month, either physically or through other means. He concluded by saying that Tom Parsons is the lead for the study and all communications should be routed through him.

### **Ultrafine Particle Measurement and Program Discussion**

Mr. Parsons started his presentation by informing the members how MATES III was scheduled to last for one year and that AQMD staff is considering continuing a number of sites beyond the April 2005 date.

Another recommendation that has been taken up by the AQMD is the measurement of ultrafine particles. Mr. Parsons then called and invited Ken Bowers of the California Air Resources Board (CARB) to participate in a discussion of the ultrafine particle sampling plan. Mr. Bowers affirmed that CARB will provide and oversee the operation of the ultrafine particle counter (CPC). Mr. Parsons reminded the members that refurbishment and calibration of the CPC could take three to four months and will accordingly delay the installation and start of the measurement of ultrafine particles at the two airports. Mr. Parsons added that CARB will help in the interpretation of the particle count data and the results will most probably be attached as an addendum to the final Airport Study report.

Mr. Hogo indicated that the particle counters have been used in the Children's Health Study and by University of Southern California (USC) in other studies. Dr. Jean Ospital (AQMD Health Effect Officer), said that in his discussion with Dr. John Froines of UCLA, the proposed study of ultrafine particles at LAX is not yet funded. But, when and if funded in mid January, the AQMD and Dr. Froines have agreed to share the data.

Mr. Parsons continued with his presentation by talking about the importance of lead as a possible marker for airports as it is a significant additive in fuels used by piston driven aircraft. All current information indicates jet aircraft exhaust to be similar to diesel exhaust with no known elevated levels of lead. Mr. Parsons mentioned that carbon monoxide (CO) could be another indicator. CO measurement could be taken at the most impacted areas downwind of the airports. Personal CO monitors could potentially be used for this purpose. This was in addition to the planned installation of CO analyzers at the major planned sites. The air toxics data will be compared to the MATES III data from stations in the proximity of the two airports.

Ms. Selena Birk (Van Nuys Airport Manager) informed the group that the presence of other sources of CO around the airport and the proximity of the 101 and 405 Freeway interchange should be considered during this study. Mr. Martin Rubin, (Concerned Residents Against Airport Pollution) shared his experience of smelling jet exhaust fumes, two miles from the airport. He added that he experienced this odor during rush hour. Mr. Parsons indicated that odor monitoring is not part of this study and described the difficulty of objective odor measurement and lack of adequate and effective measurement devices.

Mr. Hogo to advised the group that the two airports will not likely be monitored at the same time. As a result, the data from the two airports may not be comparable with each other. However, he added, the sampling frequency at both airports will be the same as the MATES III program. Therefore, comparisons with the MATES III data will be possible. He said that this comparison will include a summary of minimum and maximum values, and possibly seasonal averages. The raw data will be presented in the report or appendix.

Mr. Paul Roberts (Sonoma Technology, Inc.) raised the possibility of using a particular kind of analyzer (Echochem PAH Analyzer®) to test for polycyclic aromatic hydrocarbons (PAHs). He said that data collected from this continuous analyzer together with wind/meteorological data from the available airport resources could be very useful in assessing possible exposure (if any) downwind of the airports. Mr. Roberts pointed out that the Santa Monica Airport has been utilizing one of the most modern NOAA Meteorological devices for the past several years and suspected Van Nuys may have a similar sophisticated wind/met tower.

### **Airport Sampling Plan Proposal**

Mr. Solomon Teffera discussed the airport sampling proposal. It is broadly divided into long term (3-months in two different seasons at the two airports) and intensive (two weeks during two different seasons at the two airports). The long term sampling would include 24-hour sampling for lead, VOC, PM2.5, and CO. Ultrafine particles will also be measured. The intensive sampling plan consists of 8-hour VOC and continuous carbon monoxide measurements. The question of more intensive sampling frequency (every 4 hours) was raised. AQMD staff responded by stating that such data will be difficult to compare with the 8-hour MATES III data. However, the 8-hour sampling window will be adjusted from noon to 8:00 P.M. as suggested by the Committee.

Some samplers (VOC, lead, and CO) will be located in the community under the direct landing pathway. Mr. Dennis Quilliam (Los Angeles World Airports) suggested that a monitoring pattern similar to the LAX study conducted by the AQMD should be considered. Ms. Susan Mearns (Santa Monica City Environmental Task Force) asked AQMD staff if risk was going to be looked at. Mr. Hogo responded that risk could potentially be inferred from the airport study data when compared to MATES III. Dr. Ospital added that the grant was essentially to determine if there are community gradients in ambient toxic concentration.

Members of the committee requested the AQMD to provide a list of compounds to be measured. In addition, airport representatives said that the FAA will require very detailed description of all samplers, containers and associated equipment. This should include photos, technical drawings showing dimensions, and power requirements. AQMD staff agreed to provide the requested information. Airport staff will develop protocol for AQMD staff access to samplers on or near airport property as necessary.

## **Discussion of Sampler Location**

AQMD staff will visit each airport and surrounding areas and select the best sampling locations and report to the committee with their proposal. Committee members are also asked to provide AQMD with prospective monitoring locations.

## **Open Discussion**

- AQMD staff will canvas the area surrounding each airport for potential measurement sites.
- AQMD staff will develop a work plan for submittal to U.S. EPA before the start of monitoring.
- Committee members should e-mail Mr. Parsons their suggested time to monitor.
- Interim progress report will be shared through committee meetings. The data will not be released before the completion of the study.
- Mr. Paul Roberts requested a list of the MATES III sites that will be continued after April 2005.
- AQMD will e-mail presentation slides to committee members.
- Mr. Hogo said that the LAX study will be used as a model to conduct this EPA gradient study.

Next meeting will be held on March 17, 2005 at 10:00 a.m.

Suggested location: Ken Edwards Center in Santa Monica on 4<sup>th</sup> St., near 10 Freeway.