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**ATTN:** Transportation and Economic Development Committee Members

In addition to the facts that were sent to you yesterday, there are other factors involved in any aviation fuel tax increase that you must consider.

Perhaps it is presumptive to understand that the proposed fuel tax is a price to pay for users to fly their airplanes to outlying airports that cannot support themselves. It is a widely known fact that upwards of 50% of the General Aviation fleet is comprised of airplanes that use or could use ethanol-free automobile fuel commonly known as MOGAS. This includes Mary Rosenblum's Cessna 150. Operators of these airplanes do not pay any fuel tax to support the Oregon Department of Aviation or its airports. Increasing the 100LL fuel tax would be an unfair tax since only 50% of the population would pay it. In fact, all the other tax to include the flowage-fee is not paid by these operators. They simply take their 5 gallon jerry-cans to the auto gas station, fill them and return to their aircraft to fill the tanks. The only reason they would purchase 100LL would be a matter of convenience to fuel at an airport facility. Retail 100LL is upward of \$5.60 per gallon - airplane owners would rather pay \$3.50 for MOGAS at a automobile gas station.

There is pressure being placed on the producers of 100LL to discontinue the product because it contains tetraethyl lead. Refineries are trying to solve that problem, but not yet. Wholesale 100LL is more than \$5.00 per gallon and goes up every week. ExxonMobil, Air BP and Chevron (and others) no longer "brand" fuel in Oregon. Our primary fuel supplier, Western Petroleum, was absorbed by World Fuel. This was an obvious cost-cutting streamlining of the AVGAS industry in its decline.

The major US Air Carriers (airlines) are merging to streamline their operations all across the US. An obvious cost-cutting measure. They cannot stay in business without cutting cost. The Oregon Department of Aviation should also cut costs by merging with Oregon Department of Transportation in a similar way.

No new taxes on aviation - please.

Wayne Nutsch

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