



# OREGON AIRPORT MANAGEMENT ASSOCIATION

April 6, 2015

## Testimony before the House Committee on Transportation and Economic Development

The Oregon Airport Management Association [OAMA] is very concerned with the possible consequences of HB 3193. While all parties are interested in finding a viable alternative to 100 low lead [100LL] aviation fuel the problem is complex and no easy “drop in replacement fuel” has been found. The aviation fueling industry with research funding from the Federal Aviation Administration [FAA] has been working toward a safe alternate fuel for some time. Since 2010 significant progress has been made in finding an acceptable fuel and the FAA has identified four possible fuels that could be compatible with high performance aircraft engines. In 2014 the FAA selected 4 possible replacement fuels and phase 1 testing of these fuels is being conducted this year. Phase 2 testing including flight testing is scheduled through 2017. The FAA mandate is to select at least one alternate fuel for certification by 2018.

HB 3193 attempts to reduce the use of 100LL fuel by financially punishing the aircraft owners, the impact of which would have an adverse effect on Oregon airport based line service companies many of who are small businesses dependent on fuel sales. While many operators of light aircraft have converted to the use of automobile fuel, the lower octane rating of auto fuel prohibit its safe use in high performance engines. For those aircraft the only approved and safe and available fuel is 100LL. HB 3193 calls for a license tax for each gallon sold with an annual unspecified tax increase. The bill does not specify how the tax would be used. Such a tax would drive up the operating costs of Oregon based aircraft.

Most of the aircraft requiring 100LL are used in business, especially charter and air taxi operations. Increasing the operating costs will only make these operators less competitive and could drive them to relocate their aircraft to near-by out of state airports or simply purchase their fuel in neighboring states. Both practices would hurt Oregon business and airports without any discernable environmental relief.

If the purpose of this proposed legislation is the reduction of atmospheric lead then why not join with the fueling industry and the FAA and let them complete the process of approving and certifying a lead free alternate fuel.

Thank you for your consideration,

Alan Alexander  
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Oregon Airport Management Association