

From: Paul MacClanahan
To: [SENR Exhibits](#)
Subject: SB 115
Date: Tuesday, February 14, 2017 1:22:46 PM

Honored Chair and Committee Members,

As a pilot in Oregon, I'm writing this letter to voice concern and disapproval of this proposed legislation (Senate Bill 115).

This bill makes it illegal to use, sell, or possess any form of leaded aviation fuel after January 1, 2022. I would like to suggest that this solves a problem that does not actually exist and in the process, potentially inflicts punitive damages on a population that has no control over the availability of a non-leaded option for aircraft fuel as of that date.

Avgas has never been demonstrated to have any significant effect on circulating lead levels in children in Oregon, unlike house paint, for example, which is often a source of elevated lead levels in and around older dwellings. The FAA has decreed that an unleaded replacement fuel *must be available* in 2022, without regard for the availability of the replacement fuel.

Were this legislation to pass, there will be a negative impact on critical infrastructure support such as: agriculture, pipeline survey, search and rescue, firefighting, emergency services, the critical flight training needed to replenish our graying airline pilot population, as well as the recreational craft that bring millions of dollars to small rural towns across this state, can have a dramatic and unexpected financial impact on many small businesses and rural communities.

Furthermore, it will not stop out of state pilots from flying into this state without detection, their tanks filled with leaded fuel, thus harming Oregon taxpayers without really ending the presence of leaded aviation fuel in the state. It will hurt our own citizens unnecessarily. And while lead is *never* good, it has no significant effect on Oregon residents, according to Oregon's DEQ and other agencies.

A better means of mitigating lead might be to encourage the location of small fuel production facilities in Oregon to produce this fuel -- which is compatible with biofuel production -- thus adding Oregon jobs and making the means to comply with a federal edict close and available. Pilots have embraced the removal of lead from their fuel and the FAA has required they comply. It makes no sense to punish them for the failure of the marketplace to anticipate a demand in a timely fashion.

There is certainly time in the future, if unleaded Avgas is available, to make sale and possession illegal when purchase of the leaded product is optional. This is simply a premature bill, and we request that you do not pass this bill at this time.

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