

From: Erin Bosnjak
To: [SENR Exhibits](#)
Subject: Letter against SB 115
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Erin Bosnjak
Yamhill County, OR
Senate Committee on Environmental and Natural Resources
February 15, 2017
SB 115

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Honored Chair and Committee Members,

As an Oregon pilot, I'd like to address the issues set forth in SB 115 and its effect on piston aircraft operations.

As this bill stands, it makes selling, using, or possessing leaded fuel illegal as of January 1, 2022. The FAA has declared that an unleaded fuel replacement *must be available* as of 2022, but will the market be widely able to support only that fuel replacement by then, especially in Oregon?

A complete ban of 100LL before a replacement is available could put a screeching halt to a wide variety of General Aviation (GA) operations that involves piston aircraft in the state of Oregon. Just a few of the things GA is useful for include:

- Search and rescue operations
- Research, such as tracking whale migrations off the coast
- Emergency transport
- Firefighting operations
- Aerial surveying and mapping
- Recreation and tourism for rural communities across the state
- Promoting and teaching STEM to our youth

While I am passionate about aviation, I am also passionate about the environment, and I am all for implementing an alternative fuel type to 100LL. I, like everyone else, know lead is harmful to us and our environment. However, the capacity in which it exists in aviation does not have the same toxic effects as leaded house paint, for instance. Avgas has never been shown to be an environmental detriment.

Implementing a complete ban on 100LL would be like stating that all gas-powered cars are illegal on Oregon roads as of 2022. Yes, there are alternative vehicle fuels on the market as well as electric vehicles, but are they widely available and practical to obtain and operate? No.

Obviously, there are many more drivers than pilots, but with thousands of people employed within the GA industry, as well as the other industries GA is closely intertwined with, the state's transportation infrastructure and economy could suffer a devastating blow. As with every other fuel change throughout history, 100LL must be phased out as equipment and processes are developed to accommodate the new fuel type.

I began flying when I was 15 years old, and I received my pilot's license at 17 — before I could drive a car. Aviation has given me — and countless others — the confidence to aim higher and dream bigger than I could have ever imagined. Even my son, who is 4 years old, is fascinated by flight. Like all current or aspiring pilots, his eyes instantly turn skyward whenever he hears an airplane fly overhead.

I am thrilled about his aviation enthusiasm, but I want to protect the environment for my child as well. I would like to see 100LL phased out in the future as aircraft, fuel manufacturers, and operating practices can support new, lead-free fuel varieties.

However, this bill, instantly making 100LL illegal on all fronts when no other fuel options are widely available, is premature in its conception. As a member of the General Aviation community, I am requesting that you do not pass it at this time.

Thank you for your time.

Sincerely,

Erin Bosnjak

