

From: Paul Thompson
To: [SENR Exhibits](#)
Subject: Killing SB 115 in committee/Senate Committee On Environment and Natural Resources for February 15th, 2017
Date: Tuesday, February 14, 2017 9:50:22 PM

Honored Chair and Committee Members,

Please do not approve SB 115 to go to the full senate for a vote. If the FAA has not approved unleaded fuel for our Oregon General Aviation motors and the oil companies have not set up a statewide fuel distribution system, this bill SB 115 would be catastrophic for Oregon's general aviation community. We would not be able to fly at all and this would destroy the general aviation business in Oregon. This would mean the loss of thousands of jobs and numerous Fixed Based Operators would be forced to close their doors. If a provision was put in the bill saying that the FAA must have approved 100 UL AND an adequate 100 UL fuel distribution must be functioning and in place to serve the needs of all Oregon general aviation aircraft for the law to take effect on January 1, 2022, I think that would be fair and reasonable.

I very much support the eliminating of lead from aviation fuel to help keep lead out of the environment and for the better health of all Oregon residents, but surely a date well past 2022 would be more appropriate and would cause less chaos for general aviation in Oregon.

SB 115 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, as I said before, 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.

Please save Oregon aviation jobs by not passing SB 115 or by making the implementation date much farther down the road, such as 2030 or 2025. Oregon aviation needs your help in this matter. Thank you!!

Respectfully,

Paul Thompson, Major USAF Retired, and retired air line pilot,

I am residing in Lincoln county and flying my general aviation aircraft out of Lane county
majorstwo@yahoo.com , PO Box 898, Yachats, OR, 97498
541-547-5368 Home

541-991-6774 Cell. We don't text, yea I know
we're Luddites.