

From: stazel@cpros.com
To: [SENR Exhibits](#)
Subject: SB 115
Date: Wednesday, February 15, 2017 9:09:47 AM

Attn: Senate Commission on Environment and Natural Resources

Ref: Meeting 2/15 at 3:00 in Hearing Room C

Honored Chairman and Committee Members:

My name is Stan Loer and I am an active general aviation pilot living in Josephine County. I am writing in opposition to the provisions in the proposed SB 115 requiring the elimination of the use of 100LL fuel as of 01/01/22. While I firmly support the development of an unleaded fuel substitute, I feel the proposed bill will have a serious adverse effect on many facets of the general aviation community and must be voted down.

The FAA is actively pursuing the development of an alternate fuel and there are at least 2 promising possibilities. No phase out date should be established until this fuel is shown to be an acceptable replacement for 100LL. Here's how the timeline should be developed in my opinion:

1. FAA certifies an unleaded fuel as a direct replacement for 100LL
2. Refineries are charged with the responsibility of providing this fuel in sufficient quantities within X number of years.
3. Only after 1. and 2. should a phase-out timeline be established.

I encourage all members of the committee to weigh the economic impact of this bill against the minimal effects of lead pollution from the use of 100LL, especially as airplanes cross state lines and simply eliminating the availability here in Oregon will not significantly impact the overall atmospheric level. The general aviation community needs 100 octane unleaded fuel. I don't see any significant benefit or acceleration of development that will accrue from the approval of SB 115.

Respectfully submitted,

Stan Loer
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