

From: Ken I Olsson
To: [SENR Exhibits](#)
Subject: SB115 February 16, 2017
Date: Wednesday, February 15, 2017 10:18:45 PM

Senate Committee On Environment and Natural Resources
Bill SB115
February 15, 2017

Honored Chair and Committee Members,
I am Kenneth I. Olsson, a resident of Hood River, Oregon. As a pilot in Oregon, I'm writing about issues set forth in SB115 and its effect on piston engine powered aircraft, pilots and passengers.

I understand that this bill, if passed, would make it illegal to use, sell, or possess any form of leaded aviation fuel after January 1, 2022. The bill not only fails to solve a minor problem, it is likely to create a substantial one. i.e. Development and testing of replacement fuels is underway but there is no assurance that a replacement for the existing aviation gasoline will be available to pilots and aircraft owners on the bill's effective date of January 1, 2022. If this bill is enacted and goes into effect without a suitable fuel being available throughout the state, its consequences will be felt immediately. Among the aviation services that would be stifled are search and rescue, agricultural and forest surveying, spraying of crops for pest & fungus control, wild land and forest fire fighting, law enforcement, power transmission line and pipeline inspection and flight training. The effects on many businesses and on the state's economy will be major and negative.

The FAA has (on the Federal level) set a requirement that an unleaded replacement fuel must be available in 2022, but if scientists, refineries and distributors do not all meet that arbitrary deadline is it really the intent of the committee that the businesses and government functions named above be shut down in Oregon? A replacement fuel must meet the needs of aircraft, which differ greatly from automobiles. Leaded gasoline for cars was a much easier problem to solve than is a replacement for avgas. A fuel-related failure in a car means that you pull over and wait. There is no practical means of pulling over at several thousand feet above the ground.

Oregon businesses will suffer as well. If avgas is proscribed with no replacement, pilots will buy fuel in neighboring states or will stop flying into and within Oregon, contributing less to Oregon's economy. Businesses across the state, not only airport operators, will be harmed. For example, wheat farmers could be forced to use chemicals in greater quantities because aerial surveys that pinpoint trouble areas in their fields would not be done. Repair parts for equipment may no longer be flown to a job site causing delay and increased cost. Electric-powered drones, as a substitute for manned flights, are not yet ready for prime time.

Pilots are broadly in favor of using fuels without lead additives, provided that the fuel works at least as well as avgas, that its cost is comparable to avgas, that engine life is not shortened and, above all, that safety is not compromised. The lead hazard from general aviation

today is orders of magnitude smaller than it was from autos in the past. Oregon's DEQ does not point to leaded fuel as having a significant effect on the health of Oregonians. Good work is being done and meaningful progress is being made toward the goal of removing lead from aviation fuel.

The intent of SB115 is not in question in my mind, only its haste and arbitrary deadline. The likelihood of adverse effects if it is enacted prematurely is certainly worrying. Please set SB115 aside until the side effects of its requirements are no longer onerous.