

From: Greg Hughes
To: [SENR Exhibits](#)
Subject: SB 115 exhibit submission
Date: Wednesday, February 15, 2017 2:18:16 PM

This letter is addressed to the SENATE COMMITTEE ON ENVIRONMENT AND NATURAL RESOURCES regarding SB 115.

Committee Chair and Members,

My name is Greg Hughes, and I am a resident of Scholls/Hillsboro, Washington County, Oregon. I am also a pilot and aircraft owner in Oregon. I am writing this letter to address problems with the changes proposed in SB 115 as it relates to aviation fuel containing lead and its possession and use in Oregon. The bill would make it illegal to either possess or use low-lead fuel commonly used in piston-engine aircraft after January 1, 2022. This bill, should it be enacted, is not an effective solution to a real-world problem.

Bill proponents have argued in many cases against leaded fuels in Oregon, specifically with regard to aircraft fuels. Much of their arguments are based on incomplete and conveniently-crafted, false scientific claims and conclusions. Aviation low-lead gasoline has never been proven to have a negative causal health effect on the population and represents a very small amount of lead as compared to other sources. Of course, no one wants more lead in their water, homes or air - including pilots. The federal government is currently working with private industry to design, test and eventually implement safe lead-free fuels for piston-engine aircraft. The timing of this and the actual delivery of lead-free fuels are scheduled to be within the approximate timeframe in which this bill would become active, but experience shows that projects such as these are highly complex and that timelines do sometimes change.

Oregon pilots are as interested as anyone in a future where safe, lead-free fuels can be used in piston-engine aircraft, and we welcome that day. However, an Oregon law will not and cannot drive the date by which broad availability of new safe fuels will occur, and no Oregon law should be enacted to specify a date or to provide a punishment for use of a fuel which we don't even know will be available. This bill puts the cart before the horse, and as such it is defective in its intent and should be tabled. As soon as the alternative, cleaner fuel is available the pilot community will be happy to adopt it, and a new Oregon law is not necessary to make that happen.

In addition, should this law be passed aircraft owners and operators will experience irreparable harm in that the value of aircraft and commerce conducted with piston-driven aircraft will certainly be impacted. In addition, flight safety must be the primary concern in concern of the general public as well as pilots and passengers. Mandating a change before it has been proven potentially takes irresponsible risk in order to achieve a goal that is already being address. The deadline and this bill/law are unnecessary and do not satisfy or meet the broader safety needs of any community.

Again, the new fuels are already on the way and would be more appropriately mandated once they are as widely available and low-lead avgas is today, and once they have been proven safe.

This bill is premature at best, and seeks to address a problem which has not been proven, using

a mechanism which is either intentionally or unintentionally punitive to a specific group, via an arbitrary timing mechanism which cannot be predicted to be accurate. Oregon DEQ has not found aviation fuel lead presents any danger and there is no evidence that an emergency exists which would justify the enactment of this legislation.

In addition, this bill would put at risk a significant portion of the population, should its enactment have a negative effect on aviation. Negatively-impacted services and activities would include, but not be limited to:

- agriculture
- pipeline survey
- search and rescue
- firefighting
- emergency services
- critical flight training recreational use that bring millions of dollars in revenue annually to small rural towns across the state

I urge you to decline this bill, as the already-in-process federal mandates address the need directly and this legislation is not necessary or appropriate, and it will create new problems without solving existing ones.

Thank you for your time and attention.

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