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GOVERNOR'S OFFICE

RECREATIONAL AVIATION FOUNDATION  
1711 West College St. Bozeman, MT 59715 406.582.1723

03 February 2017

Ms. Karmen Fore  
Transportation Policy Advisor  
Public Service Building  
225 Capital Street N.E. Suite 126  
Salem, Oregon 97310

Dear Ms. Fore,

**SB 115 & HB 2109 - Prohibiting the sale or use of  
lead containing aviation fuels**

The Recreational Aviation Foundation (RAF) is a nearly 9,000 member all-volunteer charitable organization. The RAF is dedicated to preserving existing airstrips and creating new public-use airstrips throughout the United States. We work together with public officials and agencies, such as the USFS and BLM, to gain national recognition of backcountry aviation. Working in collaboration with the Aircraft Owners and Pilots Association (AOPA) and local organizations, like the Oregon Pilot's Association, we work to promote and protect personal aviation as a valid mode of transportation.

I know that you are aware that a large number of Oregon communities are not served by scheduled commercial air service. General aviation (GA) presents an alternative, and at times critical, means of transportation for people who live in these communities. In addition, many Oregonians use GA aircraft for business transportation, as daily work tools, and for recreational purposes. Although you may not be a pilot or aircraft owner, I believe that you can appreciate the value of GA in Oregon.

The majority of GA aircraft are powered by piston engines, which currently use 100LL aviation fuel (Avgas). There were approximately 170,000 piston powered GA aircraft registered in the United States in 2012.

We recognize that Avgas remains the only lead-containing motor fuel utilized in the U.S., and we also acknowledge the public health concerns associated with leaded fuel. However, at this point in time, there are no suitable alternative unleaded fuels available that can be safely used in the U.S. fleet of piston powered GA aircraft.

The FAA has embarked on a test program, the Piston Aviation Fuels Initiative (PAFI), to identify suitable alternative unleaded fuels. The PAFI was initiated with a target completion date of 2018. Current progress has lagged somewhat behind the original schedule, but progress is ongoing with engine and aircraft testing on high octane, unleaded fuels selected from Shell and Swift Fuels.

If the State of Oregon implements the proposed legislation to ban the sale or use of lead-containing aviation fuels before suitable alternative fuels are commercially available, Oregonians who own and/or depend on the availability of GA aircraft will suffer irrefutable harm. Furthermore, the ban would effectively make Oregon off-limits to GA aircraft from other states, resulting in lost commercial and tourism revenues, and significant negative impacts to Oregon businesses.

Our request is simple: please table these proposed bills until the successful completion of the Piston Aviation Fuels Initiative confirms that suitable alternative fuels are commercially available in Oregon. Hopefully, this confirmation will be successfully achieved in 2018.

Please consider that our comments are presented in the best interests of the citizens of Oregon. Your acceptance of our request will help ensure future generations of American aviators can continue to experience the wonder and beauty of GA flying in Oregon.

Faithfully yours,  
**The Recreational Aviation Association**

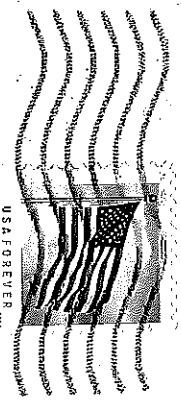


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