

From: MELVIN L HUFFMAN
To: [HTP Exhibits](#)
Subject: HB 2109
Date: Sunday, February 19, 2017 2:56:35 PM

Honored Chair and Committee Members

As a commercial Airplane and Helicopter pilot residing in Washington County I want to voice my concerns regarding provisions and impact of HB 2109.

As you may know, the Federal Aviation Administration (FAA) has been investigating a suitable replacement for leaded aviation fuels. Their studies and results are not expected to be completed and published until 2018.

Currently there are only two manufacturers that have produced unleaded fuels for testing in aviation. Though we can hope there will be more manufacturers / refiners agree to produce unleaded aviation fuels after the completion of the FAA's tests, that cannot be guaranteed. Thus, a severe shortage of unleaded fuel could have a very negative impact to the Oregon economy.

Current unleaded automotive fuels do not perform as efficiently nor as safely as 100LL aviation fuels. Testing has shown no verifiable impact from aviation fuels to the environment. Thus, HB 2109 is premature and acts to cure a problem that does not exist. Indeed, HB 2109 will create an economic problem with no benefit.

Aircraft based outside of Oregon, where no ban on 100LL fuel exists will be able to fly through Oregon airspace. Aviators from outside Oregon could fly into Oregon, unaware of the ban, need to fuel their aircraft to find they cannot fuel their aircraft because there isn't sufficient fuel stock - since there is as yet only two manufacturers.

Unless there are considered mitigating factors to offset the negative impacts, I urge you to wait until the FAA publishes their findings.

Just last week the Senate rejected this same legislation as presented in SB 115 when they learned the facts from expert testimony / submittal.

- This is an ongoing federal process and the FAA is proceeding in a timely fashion, but this is a new science and safety is paramount. There is no existing substitute for tetra-ethyl-lead currently and no absolute date when one will be available.
- GA will be grounded if an FAA approved alternative is not available -- including craft used in interstate commerce, for ag, search and rescue, as part of the emergency response to the Cascadia event, emergency services, firefighting, wildlife management, flight training, and recreation.
- Lead from avgas has NEVER even reached the federal air quality standard and airborne lead is fifty times lower than the federal standard at the Hillsboro airport -- DEQ's 2016 study.
- Elevated lead levels in children have been traced to lead house paint or glass or toys, NEVER to aviation lead.

Sincerely;

MSgt Mel Huffman USMC (Ret.)

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Attachments: