
February 27, 2017

The Honorable Michael Dembrow
Chairman
Senate Environment and Natural Resources Committee
900 Court Street NE
Salem, Oregon 97301

RE: SB 115 – Prohibits selling, dispensing or using aviation fuel that contains lead or lead compounds after January 1, 2022

Dear Chairman Dembrow:

The National Air Transportation Association (NATA), on behalf of its member companies operating in Oregon, wishes to express its opposition to SB 115, legislation to prohibit the selling, dispensing or use of aviation fuels that contain lead or lead compounds after January 1, 2022. Enactment of this legislation will ground thousands of piston-powered aircraft in Oregon, create significant job loss in the state's general aviation business community and undermine our national aviation system.

NATA represents a broad array of aeronautical service providers requisite for a vibrant general aviation sector. Our member companies provide fuel, on-demand air charter, aircraft rental, storage, flight training, aircraft maintenance, parts sales, line support and business aircraft and fractional ownership fleet management. NATA members range in size from large companies with international presence to include smaller, single-location operators that depend exclusively on general aviation for their livelihood.

As a member of the government-industry Piston Aviation Fuel Initiative (PAFI), NATA is deeply involved in addressing the many complex issues involved in moving our industry to an unleaded future. The FAA, EPA, aircraft and engine manufacturers, fuel producers and suppliers, aviation businesses, aircraft operators and airports are all active participants in the effort, which aims to identify viable unleaded fuel replacements for 100LL. This collaborative partnership represents one of the most promising efforts to replace leaded fuel with a safe and practical alternative.

General aviation and local airports serve as vital lifelines for communities across Oregon, aiding in business and job growth, and supporting law enforcement, medical care, disaster relief, firefighting and nearly every aspect of public safety. A 2015 PricewaterhouseCoopers (PwC) report commissioned by NATA and others in the general aviation community, demonstrates the economic benefits derived from general aviation in Oregon, generating \$1,850M towards state GDP and sustaining 16,200 total jobs. The approach proposed by SB 115 to the complex issue of fuel replacement will have a detrimental impact on Oregon's economy.

We appreciate your consideration of our views and welcome the opportunity to provide any additional information you may require.

Sincerely,



William R. Deere
Executive Vice President, Government & External Affairs

Cc: Senate Environment and Natural Resources Committee Members