

EAGLE Statement following EAA AirVenture Unleaded Fuels Update

Progress was the theme as leaders of the public-private EAGLE initiative (Eliminate Aviation Gasoline Lead Emissions) presented an update on the transition to an unleaded general aviation future to attendees gathered at EAA AirVenture in Oshkosh on Monday, July 22.

Furthering the pledge of transparency to the GA community, members of the EAGLE executive committee (comprising principals of GA associations and the Federal Aviation Administration) and leaders of the EAGLE pillar working groups addressed the progress being made in bringing higher-octane unleaded fuels to market for the piston aviation fleet.

The vision of EAGLE is to provide the education, resources and collaboration to help eliminate the use of leaded aviation fuels for piston engines by the end of 2030 – in a way that does not impact the safety of the existing fleet.

In addition, the group stressed the need for a supply of 100LL be kept available for aircraft and engines that need it to fly safely, something that was addressed by Congress in the 2024 FAA Reauthorization Act.

“The key to a safe and smart transition to unleaded fuel is the continued access to 100LL,” said Curt Castanga, president and chief executive officer of the National Air Transportation Association and EAGLE co-chair.

“We need to work as a community to maintain 100LL and not ban it prematurely,” added AOPA President and CEO Mark Baker. “We don’t want to jeopardize safety.”

The group discussed the status of the three fuels currently in play. Two fuels – G100UL from General Aviation Modifications, Inc., and Swift Fuels’ 100R – are involved through the Supplemental Type Certificate (STC) path. GAMI received STC approval for the piston engine GA fleet in 2022; Swift is expecting approval later this year.

Also discussed was the status of UL100E from LyondellBasell/VP Racing, which is making solid progress through the Piston Aviation Fuels Initiative (PAFI) pathway toward fleetwide authorization.

“It’s important to note that EAGLE is brand-agnostic,” Wes Mooty, acting executive director of the FAA’s Aircraft Certification Service and EAGLE co-chair, told the audience. “Its task is ensuring that whatever fuels come to market are safe for your use. Everyone will have to make their own decisions about what comes to market, and we are relying on industry and users to help.”

Along with a status update on fuels in the approval pathways, the group addressed supply chain and infrastructure considerations needed to bring fuels to market, and the benefits of obtaining an ASTM specification in the path to approval.

“While an ASTM International specification is not required for a fuel to be certified, its absence may make it more challenging for the market to accept,” Castagna added. “OEMs, airports, FBOs, and other businesses across the entire aviation supply chain have historically relied on ASTM for the testing of a broad range of materials compatibility aspects, and to establish quality control standards for distribution. Stakeholders also consider confidence and demand in making business decisions.”

For more information, please visit flyeagle.org for continued updates on the safe transition to an unleaded general aviation future.

