



FUEL TRANSITION FAQ'S

Is Rocky Mountain Metropolitan Airport (RMMA) going to transition to unleaded fuel?

Yes. RMMA is utilizing a staged approach to transition to unleaded fuel.

94UL fuel is currently available and compatible with 2/3 of RMMA's aircraft fleet. The transition to 94UL will take place in fall of 2024, as soon as the needed infrastructure is fully in place.

We expect RMMA to move to 100UL in two to three years. 100UL is compatible with all piston aircraft. 94UL will be used in the interim for 2/3 of the RMMA fleet. This staged transition allows for the most thoughtful, sustainable, and realistic shift. It is important to make this transition safely.

How is aviation gasoline regulated?

Aviation gasoline is regulated at the Federal level through both the Federal Aviation Administration (FAA) and the Environmental Protection Agency (EPA).

Is there unleaded aviation fuel available now?

The FAA has approved the use of two unleaded fuels. One of these fuels, 94UL, is available for distribution in small quantities, but is unfortunately only approved for use in approximately 66 percent of the existing piston-engine aviation fleet. Beginning in fall of 2024, 94UL will be utilized as much as possible until 100UL is more widely available and can be utilized across the full RMMA fleet.

Why can't a full transition to unleaded fuel happen immediately?

Because the currently available fuel – 94UL – is not compatible with many existing piston-engine aircraft, a full transition is not possible at this time. Mistakenly using 94UL fuel in an incompatible aircraft poses significant safety risks to pilots and crew as well as the public

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What is the transition plan and timeline at RMMA?

RMMA is implementing the necessary transport and storage requirements to safely immediately offer 94UL fuel for compatible aircraft while waiting on the aviation and petroleum industries' ability to scale production of 100UL for the larger market, increasing availability and decreasing price. RMMA is proactively moving to fully transition to unleaded fuel in the next two to three years – well before the FAA's 2030 target date for the full elimination of leaded gas.

Will the transition to unleaded aviation gasoline increase costs for airport tenants and pilots?

While there may be some costs incurred by the aviation industry in the transition to unleaded aviation gasoline, Jefferson County and RMMA stand ready to assist by offering financial assistance to impacted airport tenants.

How can RMMA help lower the transition costs?

RMMA is working to secure FAA grant funding to assist both on-field fixed-base operations (FBOs) with the purchase of unleaded fuel tanks. Furthermore, the airport will provide rent incentives to flight schools to offset the cost of applying for the Supplemental Type Certificate necessary for each aircraft to operate on an approved unleaded fuel.

What is next?

The last remaining hurdle towards the complete transition to unleaded aviation gasoline is the aviation and petroleum industries' ability to scale the production of these alternative fuels to achieve a market-ready and price-competitive supply. In the interim, RMMA is prepared to begin offering 94UL for compatible aircrafts in fall of 2024.