

Piston Aviation Fuels Initiative Steering Group (PSG)

May 29, 2013

Charter

In support of their ongoing commitment to facilitating the development and deployment of a high octane fuel that will have the least impact on the existing general aviation fleet and distribution system, the Aircraft Owners and Pilots Association (AOPA), American Petroleum Industry (API), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), National Air Transportation Association (NATA), National Business Aircraft Association (NBAA) and the Federal Aviation Administration (FAA) have joined to form the Piston Aviation Fuels Initiative Steering Group.

Purpose of the Piston Aviation Fuels Initiative Steering Group (PSG): To facilitate, coordinate, expedite, promote and oversee the Piston Aviation Fuels Initiative (PAFI) based on the recommendations of the Unleaded Avgas Transition Aviation Rulemaking Committee Final Report.

The role of the PSG includes providing supporting data and coordinating the activities of member organizations in support of the PAFI program. The PSG will establish a technical advisory committee comprising representatives from key stakeholder organizations to support the development of PAFI project activities and identify and engage subject matter experts as necessary to accomplish specific tasks. The Technical Advisory committee will help identify the resources needed to support unique PAFI tasks, such as the generation of job aids, and with support of the Industry Co-Lead solicit and coordinate the in-kind support needed from industry to support the development and approval of unleaded aviation gasolines.

The PSG is organized as an industry-FAA coalition comprising industry associations and the FAA to coordinate the resources and support necessary for the program. The PSG will form working groups composed of necessary FAA and industry subject matter experts to develop procedures, plans, and other necessary information to conduct the fuel testing. The PSG will engage with industry stakeholders who allocate manpower and other resources to support these working groups and the test program.

Duration: The PSG is established with an initial five-year charter in support and recognition of the Preparatory and Project phases of the PAFI. The PSG will undergo an annual review of its charter, membership, and purpose to address the potential changing needs and tasks as the industry moves closer to the Deployment stage of new fuels.

Schedule: Members of the PSG will meet at a minimum of twice each year to receive a formal report on the status of the PAFI. The PSG will also conduct regular conference calls to support the activities of the PAFI leads and the Technical Advisory Committee.

Overview of PAFI: The FAA's Unleaded Avgas Transition Aviation Rulemaking Committee (UAT ARC) recommended the establishment of a collaborative industry-government initiative referred to as the Piston Aviation Fuels Initiative. The objectives of this initiative are to identify candidate unleaded aviation gasolines, provide for the generation of qualification and certification data on those fuels, and facilitate fleet-wide certification of the selected candidate fuel(s) with the least impact on the existing

piston-engine aircraft fleet. The PAFI program is designed to support the identification of the most viable fuels consistent with the FAA 2025 Flight Plan goal of identifying a viable unleaded aviation gasoline by 2018. Additional work will be necessary to develop a transition plan that supports the production and distribution of a fuel and transition of the existing aircraft fleet, including support for the certification of any hardware modifications that might be necessitated by a new fuel. The complexity, cost and timeline for successful transition is unknown at this time and will be partially dependent on the properties and capabilities of the fuel(s) that successfully emerge from the PAFI program.

Identification of candidate unleaded aviation gasolines for the PAFI program shall be based on “Fuel Development Roadmap – AVGAS Readiness Levels” developed by the UAT ARC that identifies the key milestones in the aviation gasoline development process and the information needed to support assessment of the viability of candidate fuels in terms of impact upon the existing fleet, production and distribution infrastructure, environment and toxicology, and economic considerations. The elements of PAFI will be a PSG, FAA Test Program, FAA review board, and a centralized FAA certification office.

PAFI includes an FAA test program which is composed of a subset of Test & Evaluation tasks from the UAT ARC final report based on the expected level of funding. The FAA test program will test candidate fuels at the FAA William J. Hughes Technical Center to generate data that can then be used by the candidate fuel developer/sponsor to support both ASTM production specification development and FAA fleet-wide certification, eliminating redundant testing activities. It includes procurement of necessary equipment and services to conduct tests in two phases: Phase 1 fuel properties testing of up to ten candidate fuels, and Phase 2 engine and aircraft testing of up to two candidate fuels.

PAFI will also include the establishment of an Industry Co-Lead and an FAA Co-Lead. The Industry Co-Lead, reporting to the PSG, will act as the industry program manager, monitoring, directing and coordinating overall industry-related PAFI activities, and interface with industry, government and candidate fuel developers. The FAA Co-Lead (manager of the Fuels Program Office, AIR-20) will act as the FAA program manager and will monitor direct and coordinate overall government-related PAFI activities.



PAFI Steering Group

Members

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Craig Fuller,
President & CEO
Aircraft Owners and Pilots Association

Pete Bunce,
President & CEO
General Aviation Manufacturers Association

Bob Greco,
Group Director, Downstream and Industry Operations
American Petroleum Association

Tom Hendricks,
President & CEO
National Air Transportation Association

Jack Pelton,
Chairman of the Board
Experimental Aircraft Association

Ed Bolen,
President & CEO
National Business Aviation Association

Peter A. White
Fuels Program Office (AIR-20), Manager
Federal Aviation Administration