

November 2, 2021

The Honorable Brian Schatz
Chair
Senate Transportation, Housing and
Urban Development Subcommittee
Committee on Appropriations

The Honorable Susan Collins
Ranking Member
Senate Transportation, Housing
and Urban Development Subcommittee
Committee on Appropriations

The Honorable David Price
Chair
House Transportation, Housing and
Urban Development Subcommittee
Committee on Appropriations

The Honorable Mario Diaz-Balart
Ranking Member
House Transportation, Housing
and Urban Development Subcommittee
Committee on Appropriations

Dear Senator Schatz, Senator Collins, Rep. Price and Rep. Diaz-Balart,

The undersigned aviation stakeholders appreciate your long-standing leadership in supporting funding of the Alternative Fuels for General Aviation program. The Federal Aviation Administration (FAA) Aircraft Certification Service Fuels Program office and the globally recognized fuels research and piston-engine testing laboratory (personnel and facilities) at the FAA William J. Hughes Technical Center conduct this program. FAA, working with industry under the umbrella of the Piston Aviation Fuels Initiative, has established the necessary testing methodologies and requirements for the safety evaluation to support an efficient fleet-wide authorization certification of viable unleaded replacement fuels.

We appreciate the support both the House and Senate have provided for the Alternative Fuels for General Aviation program which will enable the engineering, technical, and management support of fuel research and safety certification activities necessary to identify and secure a fleet-wide authorization approval and deployment of an unleaded aviation gas consistent with aviation safety.

We believe the fuels testing program is at a critical juncture and we request the final conference agreement contain a funding level of \$10 million. Since the proposed budget request of \$4.96 million for it was transmitted, there have been developments which underscore the need for increased funding. First, there are additional candidate fuels which warrant consideration. One fuel has been granted FAA approval for a limited number of aircraft under a Supplemental Type Certificate and significant work remains to determine the viability of this fuel for the entire general aviation fleet as a possible replacement for the current leaded avgas. Additional funding would also support this effort and the ongoing assessment of candidate fuels.

The FAA has also indicated interest in working with industry to reduce and mitigate lead emissions more broadly through other policy and R&D initiatives which we believe additional funding and flexibility is needed to advance these discussions and efforts without detracting from the primary goal of identifying a safe, high-octane unleaded replacement avgas. Additionally, the funding level is consistent with the spirit of the recent White House announcement on sustainable aviation fuels, where the work on alternative fuels for general aviation was highlighted.

There is still considerable work to be done to address the environmental and regulatory challenges associated with piston aviation fuels and your support is key to addressing them in a way that does not compromise aviation safety. Thank you for your consideration and commitment to this important issue.

Sincerely,



Mark Baker
President and Chief Executive Officer
Aircraft Owners and Pilots Association



Jack Pelton
Chairman and Chief Executive Officer
Experimental Aircraft Association



Peter J. Bunce
President and Chief Executive Officer
General Aviation Manufacturers Association



James Viola
President and Chief Executive Officer
Helicopter Association International



Timothy R. Obitts
President and Chief Executive Officer
National Air Transportation Association



Ed Bolen
President and Chief Executive Officer
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