



Rocky Mountain Metropolitan Airport Accelerates Transition to Unleaded Fuel

04 October - Rocky Mountain Metropolitan Airport (RMMA) officials and the Jefferson County Board Commissioners Wednesday announced the airport's accelerated timeline to transition to unleaded fuel three years ahead of the FAA deadline. The goal is to be the first airport in Colorado to eliminate leaded fuels.

RMMA, the fastest growing airport in the state, is already in the process of switching over to UL94 unleaded aviation gasoline, which is compatible with two-thirds of RMMA's fleet. The airport's purchase of a new fuel truck and tank for transport and storage of the unleaded fuel has paved the way for the transition to be completed by fall of 2024.

Critically, the infrastructure for UL94 unleaded fuel is entirely compatible with 100UL, an unleaded gasoline suitable for all piston aircraft engines but was only FAA-approved in the last quarter of 2022. As the fuel becomes more widely available, RMMA will proactively and fully transition to 100UL unleaded fuel in the next two to three years – well before the FAA's 2030 target date for the full elimination of leaded aviation gas.

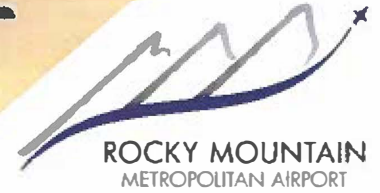
"Our team's commitment to innovative solutions and community collaboration is why the airport's full transition will be well in advance of the FAA deadline," said RMMA director Paul Anslow. "The aviation industry is working to scale production of 100UL for the larger market, and we feel confident that availability will rapidly increase while the price decreases. Our goal is to be the first airport in the state that fully transitions to unleaded fuel."

Jefferson County Commissioner Tracy Kraft-Tharp, who has worked steadily with airport officials and community representatives, said these types of partnerships ensure that Jefferson county continues to be the best place to live and work in Colorado.

"This transition is about balance and innovation," she said. "Responsible airport development brings jobs and opportunity to the county's residents and businesses while protecting the quality of life of our citizens."

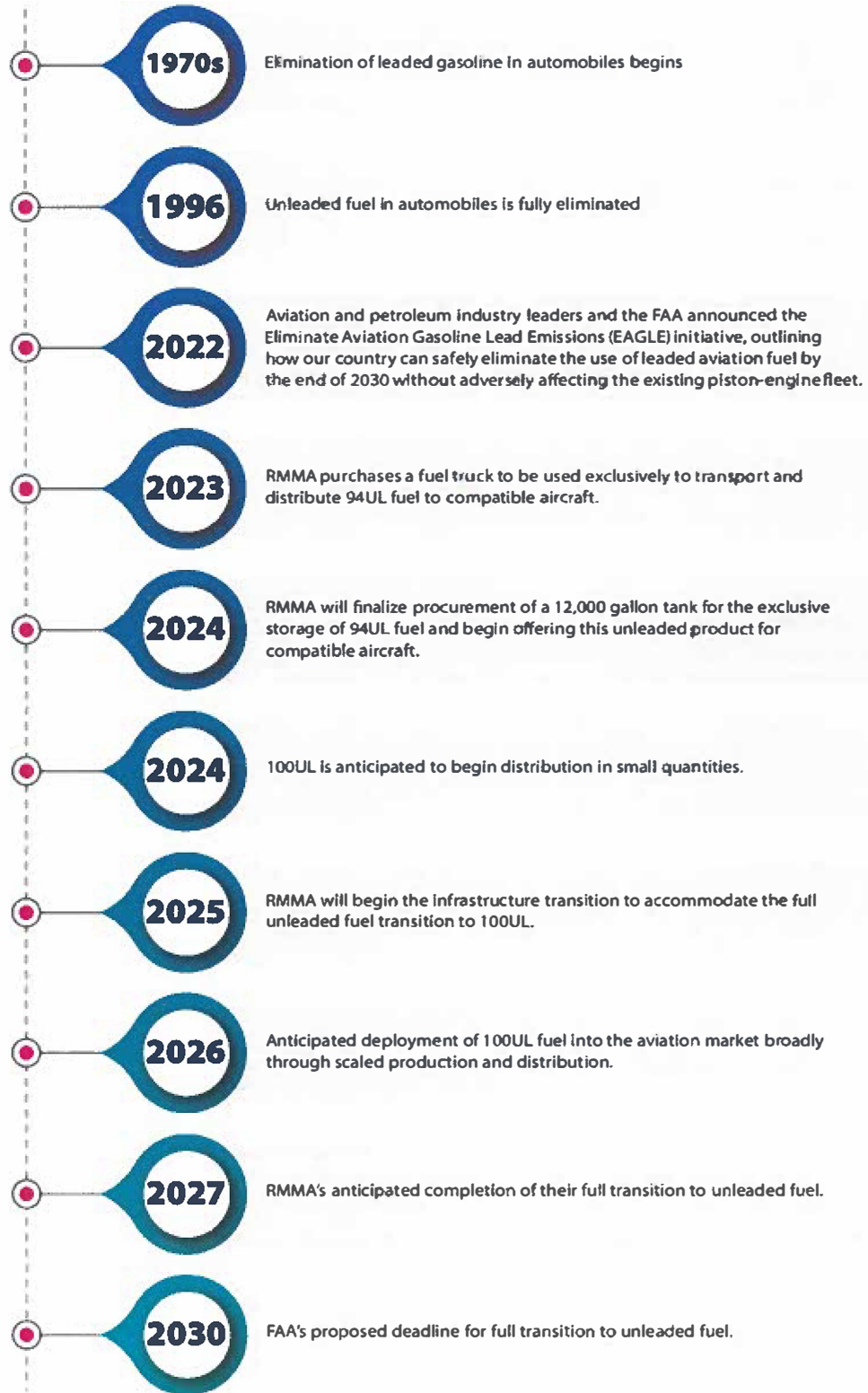
RMMA, founded in 1960 and owned and operated by Jefferson County, is a general reliever for Denver International Airport. The third busiest airport in the state, RMMA has more than 400 aircraft and 50 businesses. A major economic driver in the region, the airport's yearly economic impact is \$731 million, according to a 2020 economic impact report issued by the Colorado Department of Transportation (CDOT).

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ROCKY MOUNTAIN
METROPOLITAN AIRPORT

FUEL TRANSITION TIMELINE





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.