



February 23, 2011

Good afternoon,

As I announced earlier this month the FAA Administrator has chartered an Unleaded Avgas Transition Advisory Rulemaking Committee (ARC) to make recommendations to the agency on how best to make the transition to an unleaded avgas. Once again, here are links to the charter document and related press coverage:

http://app4.websitetonight.com/projects2/7/6/2/5/1795267/uploads/AVGAS_UAT_ARC_Charter.pdf

<http://www.aopa.org/newsroom/newsitems/releases/2011/11-1-004.html>

http://www.avweb.com/blogs/insider/AVWebInsider_NewFuelCommittee_204092-1.html

As organizer of the Clean 100, I was contacted and asked to designate a representative from our group to participate in these meetings. After soliciting interest from among our membership and based on meetings last year at the COPA convention and Oshkosh, and also his availability and willingness to serve for the duration of the effort, I am pleased to designate Jonathan Sisk, President of the Malibu Mirage Owners & Pilots Association (MMOPA) to represent our interests.

Committee Purpose

At the present time a statement of committee purpose is yet to be published by the FAA. However, based upon several key inquiries, I think we can reasonably conclude that the ARC's purpose is to define a dependable and ambiguity-minimized process for gaining certification of a replacement unleaded fuel for 100LL. Please note that this committee is not about identifying candidate solutions, or selecting a "winner."

Further, it is important to understand that the ARC will make recommendations to the FAA which may choose to ignore any or all of the advice. So there is a certain risk that this will be for naught.....

Clean 100 Participation

The purpose for our participation is to assure that owner/operators of high performance piston aircraft are properly represented, and that the process that emerges gives us the best opportunity for a successful outcome – an affordable, replacement fuel that serves all of GA piston operators well. Simply put, our initial position will be:

1. The high performance fleet is central to the economic health of General Aviation and must be protected.
2. Arbitrary regulatory barriers favoring one solution over another must be avoided.
3. Economic impact on the entire piston GA community must guide the process.
4. And in that context, unless determined to be unaffordable, the “drop-in” full-octane fuels in development are, by far, the most promising solution, and must be given a reliable, sensible path to demonstrate regulatory compliance, economic viability, market acceptance, and proceed toward a fleet-wide solution,

Expenses

I think it is appropriate that the member organizations comprising our coalition agree to reimburse the actual and customary out-of-pocket expenses for Jon’s participation in these meetings – travel, lodging, food, etc. We have been advised to expect one meeting of two days every other month in D.C. for six to twelve months. Accommodations and travel will be as frugally managed as possible; total expenses should not exceed \$10,000 for a twelve month cycle. I have asked that expenses be submitted as incurred with substantiating receipts for reimbursement and I will calculate a pro-rata reimbursement share for each member organization which should be promptly remitted to Jon or MMOPA, as the case may be.

We are seeking your input or agreement regarding the purpose statement, and expense reimbursement system. We will presume you concur, unless we hear otherwise. Please let us know what you think..... Call or email..... This is the most important activity currently on our agenda.

Thanks for your participation.

Lee B.