

115TH CONGRESS
2D SESSION

S. 3293

To provide for the use of unleaded aviation gasoline.

IN THE SENATE OF THE UNITED STATES

JULY 26, 2018

Mr. INHOFE introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To provide for the use of unleaded aviation gasoline.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. AVIATION FUEL.**

4 (a) USE OF UNLEADED AVIATION GASOLINE.—The
5 Administrator of the Federal Aviation Administration (in
6 this section referred to as the “Administrator”) shall allow
7 the use of an unleaded aviation gasoline in an aircraft as
8 a replacement for a leaded gasoline if the Administrator—

9 (1) determines that the unleaded aviation gaso-
10 line qualifies as a replacement for an approved lead-
11 ed gasoline;

1 (2) identifies the aircraft and engines that are
2 eligible to use the qualified replacement unleaded
3 gasoline; and

4 (3) adopts a process (other than the traditional
5 means of certification) to allow eligible aircraft and
6 engines to operate using qualified replacement un-
7 leaded gasoline in a manner that ensures safety.

8 (b) TIMING.—The Administrator shall adopt the
9 process described in subsection (a)(3) not later than 180
10 days after the later of—

11 (1) the date on which the Administration com-
12 pletes the Piston Aviation Fuels Initiative; or

13 (2) the date on which the American Society for
14 Testing and Materials publishes a production speci-
15 fication for an unleaded aviation gasoline.

16 (c) OTHER MEANS AND METHODS.—Any other exist-
17 ing regulatory mechanism by which the use of an unleaded
18 aviation gasoline can be approved, either directly, or by
19 a Supplemental Type Certificate for individual aircraft
20 and engines or by use of an Approved Model List Supple-
21 mental Type Certificate providing coverage for all, or sub-
22 stantially all, of the entire fleet of aircraft and engines
23 identified in the Federal Aviation Administration data-
24 bases, shall continue to be fully available as a means of
25 approving and bringing an unleaded aviation gasoline into

1 general use in the United States. Such existing regulatory
2 mechanisms shall not be further conditioned on the suc-
3 cess, failure, or timing of the progress of the Piston Avia-
4 tion Fuels Initiative, nor dependent upon a specification
5 approved by the American Society for Testing and Mate-
6 rials.

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