



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

May 18, 2023

The Honorable Mark Lacis
Mayor
124 East Coal Creek Drive
Superior, CO 80027

Dear Mayor Lacis:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

Jefferson County is the owner and operator of BJC, which opened in 1960. BJC is currently classified as a national general aviation (GA) airport and holds a Part 139 operating certificate. Since 1982, BJC has received over \$99.9 million from the Federal Aviation Administration’s (FAA) Airport Improvement Program for airport development projects and land acquisition. With the acceptance of these funds, Jefferson County, as the airport sponsor, has agreed to specific Federal obligations known as grant assurances.

As the airport sponsor, Jefferson County is ultimately responsible for the operation of BJC. As such, they are the decision makers that control when unleaded avgas will be available at BJC. Currently, the FAA cannot dictate the timing or availability of unleaded avgas at airports. However, a ban or restriction on the sale or use of 100LL (Avgas) at a federally obligated airport is inconsistent with Grant Assurance 22, Economic Nondiscrimination (49 United States Code Section 47107(a)(1)).


The FAA, together with government and industry stakeholders, have formed a coalition known as the EAGLE initiative (Eliminate Aviation Gasoline Lead Emissions). EAGLE’s goal is to eliminate the use of leaded aviation fuels for piston-engine aircraft in the United States by the end of 2030 without impacting the safe and efficient operation of the existing GA fleet. Airport owners/operators, service providers, and users can implement certain mitigation measures today while the aviation industry safely transitions away from leaded fuel. These mitigations may include offering additional fuel types to help facilitate transition, promoting airport and pilot awareness, minimizing engine idle time and run-up time, and increasing distance between pre-flight/maintenance run-up locations and people on/off airport by relocating run-up locations or distributing run-ups to multiple locations.

The FAA's Denver Airports District Office has been involved in discussions with BJC regarding leaded fuel and will continue to actively engage in this conversation as the aviation industry safely transitions to unleaded fuel.

If you or your staff need further assistance, please contact Lauren R. Dudley, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

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Shannetta R. Griffin, P.E.
Associate Administrator
for Airports