Piper Aircraft, Inc.
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CUSTOMER INFORMATION LETTER

Date: February 20, 2025 2025-002

SUBJECT: **UNAPPROVED AVIATION GASOLINES IN PIPER AIRPLANES**

MODELS AFFECTED:
All Piston Engine Aircraft Models

SERIAL NUMBERS AFFECTED:
All

PURPOSE: To address unapproved aviation gasolines in Piper airplanes.

CUSTOMER COMMUNICATION:

For over 85 years Piper Aircraft, Inc. (Piper) has been a pioneer in general aviation with an unbroken lineage of piston powered airplanes. With a reputation for producing safe and reliable aircraft, Piper will always put the safety of our owners, pilots, and passengers first.

As a member of the General Aviation Manufacturers Association (GAMA), Piper continues to collaborate with other aerospace OEMs and the petroleum industry through GAMA's Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative and fully supports the FAA's Piston Engine Aviation Fuels Initiative (PAFI) program of transitioning to unleaded and sustainable aviation gasolines (i.e. fuels). EAGLE and PAFI are industry-wide collaborative efforts with support and participation from all major airframe and engine OEMs.

Independent to the EAGLE/PAFI process for FAA approval, an applicant can gain approval for use of their product through the Supplemental Type Certificate (STC) process. The STC approval process involving the STC applicant and the FAA typically occurs with no support or participation from aircraft or engine OEMs. At this time, without additional information regarding fuels that have undergone the STC approval process, such as GAMI G100UL, Piper cannot approve the use of these fuels in any Piper airplane. Piper has not evaluated any STC fuels, including GAMI G100UL, for use in any Piper airplane model. Piper does not have sufficient information to evaluate the chemical properties of the fuel and how it may interact with materials throughout the fuel system, including but not limited to: the airframe surfaces and structures, fuel tanks (materials, sealants, bladders, gaskets, etc.), fuel quantity gauging components, fuel lines, and other fuel system components (pumps, valves, sensors, etc.).

Each OEM engine manufacturer has their own list of approved fuels for safe operation. Piston engine airplanes manufactured by Piper are powered by engines from Lycoming or Continental Aerospace Technologies. In addition to the evaluations required on the airframe and fuel system, each engine manufacturer will need to approve the use of each additional fuel for use in their engines.

Piper estimates that there are currently over 75,000 Piper airplanes taking to the skies today that could theoretically use a STC fuel. Over the many decades that Piper has been manufacturing aircraft there have been a myriad of different fuel system configurations, components, and materials used in production. Piper will not approve the use of any STC fuel unless it can ensure the safety of flight and life of the pilots, passengers, and the general public.

Fuels approved for use in Piper airplanes can be found in the applicable Pilot Operating Handbook and Airplane Maintenance/Service Manual. The use of any unapproved fuel in a Piper airplane will result in limited customer/technical support and will void the warranty for the fuel system and airframe structures associated with the fuel system and engine.

ATA/JASC: 2800