

Issued: 29 May 2014

Use of Mogas (EN228) Fuel in Piston-Engined Aircraft

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Operators
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All Continuing Airworthiness Management and Maintenance Organisations
Flight Operations:	All AOC Holders Utilising Piston-Engined Aircraft, General Aviation Pilots, Registered Training Facilities and Approved Training Facilities
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 This Information Notice provides guidance on the use of Motor Gasoline (Mogas) supplied to BS EN228 specification (as amended) in aircraft and should be read in conjunction with European Aviation Safety Agency (EASA) [Safety Information Bulletin \(SIB\) 2007-01R1](#).
- 1.2 The current European fuel standard EN228 allows the presence of low-molecular weight alcohols (up to 3% (by volume) methanol and 5% (by volume) ethanol without further declaration), as permitted by the [EU Renewable Energy Directive 2009/30/EC](#) for biofuel mandated for road transport fuel. As a result it is impractical to obtain alcohol-free EN228 within the UK.

2 When Mogas Can be Used

- 2.1 Aircraft NOT approved for operation with EN228 containing low-molecular weight alcohols must not use this fuel.
- 2.2 Aircraft that have been approved by either EASA or the CAA to operate using EN228 containing low-molecular weight alcohols may do so in accordance within the conditions and limitations of the Flight Manual and/or Approval documents.
- 2.3 For EASA aircraft approved to operate using EN228 without alcohol (for example those with Lycoming or Continental engines), owners wishing to use European specification EN228 should seek advice from the aircraft manufacturer or Supplemental Type Certificate (STC) holder with a view to amending or obtaining new approvals through EASA.

- 2.4 For aircraft subject to national regulations, approval to use European specification EN228 will normally be issued by the CAA, or the Light Aircraft Association who are authorised to approve the use of alternative fuels for certain aircraft operating on a national Permit to Fly. The CAA continues to work with designers/manufacturers to facilitate the approval of the use of EN228 in aircraft not otherwise approved for its use; for example a designer could provide service experience, test data and carry out design reviews and propose modifications to ensure safe and acceptable operational use.
- 2.5 The aircraft owner is responsible for deciding which approved fuel is used in their aircraft, as prescribed in the Flight Manual or other Approval documents. The specification of EN228, and the associated supply chain from refinery to point-of-sale, is designed principally to meet the needs of the road transport sector and differs from that applied to the supply of aviation gasoline (AVGAS) such as 100LL and UL91, whose specification and supply chain processes are designed principally for aviation use. Therefore, particular care should be exercised when purchasing, storing and uplifting such EN228 to ensure that it is not contaminated. It is recommended that fuel is purchased from a reputable supplier with a reasonably high turnover from whom advice on its storage may be obtained.

3 Further Information

- 3.1 As alcohol-free EN228 is no longer available in the UK, General Concession (GC) No. 5 within **CAP 747** which refers to the 'Use of Filling Station Forecourt Unleaded Motor Gasoline in Certain Light Aircraft' will be amended accordingly.

4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be addressed to the GA@caa.co.uk e-mail address or by phone to 01293 573988.

5 Cancellation

- 5.1 This Information Notice will remain in force until the publication of the revised GC No. 5.