

**For all owners of active Jabiru 2200A-engined LAA aircraft wishing to operate on unleaded Mogas fuel**

On the basis of the engine manufacturer's advice we are now satisfied that Jabiru 2200A engined aircraft are suitable for use with unleaded Mogas fuel providing the engine compression ratio is 8.3 or less and providing the installation complies with the safety requirements listed in the inspection checklist.

Procedure

Approval can be obtained by the simple process of having your LAA inspector check your aircraft against the enclosed checklist LAA/IC-ULM-JAB2200A, and carrying out an engine ground run using unleaded fuel.

It may be that the inspection will show up the need for changes to the aircraft fuel system to bring it up to scratch, in which case you must have the work certified in the usual way and any modifications to the design of the aircraft, engine or systems must be submitted to LAA Engineering for approval.

When any modifications have been cleared by LAA Engineering, and your inspector is satisfied that the aircraft complies in every respect with the requirements then he must:

- fit a mandatory cockpit placard (available for download or from the LAA shop)
- fit a mandatory placard adjacent to each fuel filler (available as above)
- sign the checklist at its base and staple it into the airframe logbook along with this information sheet.
- make an entry in your aircraft and engine logbooks (see below)
- attach 'Operating Information – Unleaded Mogas' to your aircraft's Flight Manual, Pilot's Notes or Airframe Logbook (see below).

Logbook entry

*'With effect from (date) this (aircraft / engine) may be run on unleaded petrol to BS EN 228 95 RON in accordance with CAP 747, Section 2, Part 4, General Concession 4 (if it is a microlight) or GC 5 (if it is a Group A aeroplane or gyroplane).'*

The above wording has been agreed by the CAA to meet the intent of the Airworthiness Notices.

Operating Information

Attach the document titled 'Operating Information – Unleaded Mogas' to the aircraft's Flight Manual and operate the aircraft in accordance with the additional operating limitations and other general guidance provided.

We occasionally hear complaints from the environmental lobby about the continued use of leaded fuel by piston engined aircraft, despite our protests that the majority of our engines do not need nor like lead in their fuel, and the high octane, high lead 100LL is only required by a tiny minority. In the long term we expect to see a new unleaded aviation fuel becoming available at airfields to replace 100LL, meanwhile EN228 95 RON Mogas can at least provide owners of LAA Jabiru-powered aircraft with the opportunity to 'fly green' if they should wish, as well as providing owners remote from airfield fuel supplies the freedom to operate with readily-available fuel from the local garage forecourt.