



The unknown and fortunately resolved problem for GA:

## **Cumene in GA fuels**

Presented by:

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# **1. The Cumene issue is resolved: GA aircraft can now be refueled legally - again**

We barely reported about the matter because GA was close to being illegal when refueling:

- The toxic substance Cumene is always present in diesel and Jet A1, and occasionally also in gasoline/Avgas.
- As of December 1, 2023, according to European Environmental Protection Directives 1907/2006 and 2023/1132, fuel containing cumene could no longer be sold to the "general public," but only to "commercial and professional users."
- Unfortunately, the EU directives did not precisely define the terms "commercial and professional use":
  - Private car drivers, users of emergency power generators, etc., were expressly exempt from the regulation and were still allowed to refuel with fuel containing cumene.
  - Are these target groups immune to harmful substances, unlike private pilots?
  - But with car drivers, one would have had to expect massive resistance from millions of affected people, which would have immediately swept away the somewhat stupid regulation.

# The supporters:

- The GA industry associations (association “Fuels Europe”)

- An expert opinion supported o

It also counted holders of a private pilot any differently when it comes to refuelir perhaps the issue becomes chemically has four?

- A major petroleum supplier su

It defined all its customers as professio

- The authorities in France and /

Their governments can consider themselves as aviation-friendly. But obtaining a supportive statement from a German ministry proved difficult for a long time.

- The turn to reason began

when German Member of Parliament Dr. Anja Weisgerber, then environmental policy spokesperson for the CDU/CSU, took up the issue from the opposition. This initially changed the opinion of the German Federal Environmental Ministry and, apparently, also shifted the majority in Brussels in our favor.



TO:

Commissioner for Internal Market, Thierry Breton

In copy:

Directorate-General for the Environment, Director Aurel Ciobanu-Dordea

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs, Director Kristin

Schreiber

Directorate-General for Mobility and Transport, Director Filip Cornelis

European Union Aviation Safety Agency, Executive Director Florian Guillermet

Brussels, 17 June 2024

**Subject: Inconsistencies in the REACH restriction of “cumene” threaten to undermine European General Aviation and require urgent high-level intervention**

Dear Commissioner Breton,

## The Solution:

Following a vote a few months ago, the EU has now published Regulation (EU) 2025/1731 of August 8, 2025, in its Official Journal, thus resolving the problem. It also provides a clear justification for the change of course:

*(6) Since the use of motor fuels by non-professional car drivers and the use of aviation fuels by non-professional pilots of small aircraft are comparable, there are far fewer non-professional pilots of small aircraft using aviation fuels than non-professional car drivers using motor fuels, and Directive 98/70/EC does not impose restrictions on cumene in such motor fuels, cumene in aviation fuels should be exempted from the restriction (...).*

This Regulation entered into force in August 2025.