Info Pack 64 Eliminating leaded AvGas in Australia

November 2026 version of Info Pack 64 by Elizabeth O'Brien, The LEAD Group, including emails from the Australian federal government and Australian Pilot Ian Ryan. NB: LID means Library ID within The LEAD Group's Library Database. Dr Soni, mentioned below, is the author of the 13 July 2026 LinkIn post "Experts create knowledge Connectors create impact: The most influential people are often not the experts. They're the connectors who turn ideas into impact" *reprinted by The LEAD Group in LEAD Action News vol 24 no2, August 2026, at https://lead.org.au/lanv24n2/LANv24n2-08.pdf [LID 29766]*

This Info Pack was written for community advocates like Joe Schembri who resides near Point Cook Air Base, Victoria, but it also provides good background for someone like Dr Soni of RMIT who might be able to request RMIT Flight and Engineering Courses personnel to consider joining us in aiming to eliminate Leaded AvGas in Australia ASAP, making Point Cook Air Base the first Australian unleaded fuel airport. I highly recommend a blood lead study in the community around Point Cook Air Base, which includes soil lead and interior dust wipe lead and rainwater tank lead studies tied in with every residence of a person of any age who has their blood lead tested.

Also, I have added below my usual Info Pack (which ends with my signature below and "(c) The LEAD Group Inc"), an email I sent to a Pilot called Ian Ryan at Moorabbin Airport, Victoria, who is also keen to phaseout 100 octane Low Lead AvGas (which is called for short "100LL") in Australia.

By the way, no lead is added to jet fuel (kerosene) anywhere in the world, but Leaded AvGas is generally the fuel used by light aircraft including propellor airplanes and non-turbo helicopters in Australia and in most countries, although non-leaded fuels are now available for these aircraft. The best advocates against Leaded AvGas are all located in the USA.

You are most welcome to join us in advocating for the elimination of leaded AvGas in Australia and beyond. I have subscribed to receive the emailed newsletters at www.OregonAviationWatch.org and I receive regular emails from Gary Keller, Anti-Innospec Anti-AvGas Campaigner, Environmental Director for Citizens Against Gillespie Expansions and Low Flying Aircraft (CAGELFA) and Aviation-Impacted Communities Alliance (AICA) in the USA. If you say it's ok, I can ask Gary to include your email address when he sends me updates.

You are encouraged to request from the federal minister of transport and/or health, a child blood lead survey around the vicinity of the light aircraft airport near you.

In South Australia, there's a guy called Daniel who is part of a group of people protesting AvGas use at Australia's largest propellor-plane airport (Parafield, in Adelaide), so, if you're on board, I could ask him if he'd like to join us too.

I've previously asked experts to write about the phaseout of Leaded AvGas for The LEAD Group's e-newsletter - LEAD Action News! Here's what we've published so far (and their Library ID numbers for our records):

https://lead.org.au/lanv4n3/lanv4n3-18.html If Petrol Sniffing was a White Problem Leaded Petrol would be Banned [LID 6295]

https://www.lead.org.au/fs/What_can_I_do_about_climate_change_AND_lead_20091217.pdf [LID 11918]

https://lead.org.au/lanv12n2/lanv12n2-11.html Timeline of leaded aviation fuel [LID 15146]

https://leadsafeworld.com/lanv16n2-lead-safe-world-posters-now-available/ Phasing Out Leaded AvGas - Not as Easy as it Sounds [LID 18875]

https://leadsafeworld.com/lanv22n1-contents/lanv22n1-09-action-on-leaded-aviation-fuel-in-the-us-and-australia/ [LID 21771]

US FAA Blocks AvGas Ban by Miki Barnes of Oregon Aviation Watch was reprinted at pp 48-52 and *Avgas and Pediatric Health* by Dr Charles L. Blum was reprinted at pp 65-9 in 2024 October – LANv22n3 – Lead Action Week Retrospective at https://leadsafeworld.com/wp-content/uploads/2024/10/LANv22n3-Lead-Action-Week-Retrospective.pdf

I even thought to mention leaded Avgas in my blog re Donald Trump:

https://leadsafeworld.com/grandma-lead-calls-for-lead-testing-of-donald-trumps-would-be-assassin/ [LID 27943]

Finally, because AvGas is included, please check out our *SUMMARY Model National Lead Safety Policy Proposal by The LEAD Group* [LID 27368] and you can read the full Policy (published 18 July 2023) at https://www.lead.org.au/lanv21n4/LANv21n4_Model_National_Lead_Safety_Policy_and_2023_VAP.pdf [LID 27897] - accessible via https://leadsafeworld.com/solutions/

Multiple entries in to The LEAD Group's art competition Volcano Art Prize (VAP) have mentioned leaded aviation fuel/AvGas, so why not put in your own entries in 2027 VAP which closes on 26th July 2027?



Title: Lead in AVGAS. Artist: Dr Michael Hindmarsh. Lead-Safety Message: It's too late for concern about me being a Vet and a Bush Pilot over Northern Queensland spreading Tetra Ethyl Lead with gay abandonment – but we MUST ban lead in aviation fuel ASAP. https://volcanoartprize.com/portfolio-item/lead-in-avgas/ [LID 19822]

EMAIL TO VICTORIAN PILOT IAN RYAN AFTER BOTH IAN RYAN AND THE LEAD GROUP (WITH IAN'S HELP) MADE SUBMISSIONS ON AUSTRALIA'S AVIATION GREEN PAPER

Link to Ian Ryan's (Tristar Aviation) Submission: https://www.infrastructure.gov.au/sites/default/files/documents/awptor2023-submission-a80-tristar-aviation.pdf [LID 29767]

Link to LEAD Group Submission:
https://www.infrastructure.gov.au/sites/default/files/documents/agp2023-submission-c191-the-lead-goup.pdf [LID 27932]

Sent: Tuesday, 27 August 2024

Subject: Next moves on eliminating leaded AvGas in Australia? FW: Please update me on the Aviation White Paper in relation to Australia's phaseout of leaded AvGas

Hi Ian,

Please see the response below.

It seems our submission fell on deaf ears and we'll need a major follow-up campaign if we're going to get any change before 2050!

All I have found in the fact sheets and "simple reading" version is:

"We [the Australian government] will work with organisations to make aircraft fuel better for the environment.

We will support organisations to do this as quickly as they can."

From the full White Paper there appears to be a misnaming and the executive should really be called "Airservices Australia executive for noise":

"Initiative 35: Appoint an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation, including engagement with affected communities, and ensure this work is integrated with the operational decisions of air traffic controllers."

And:

"Appoint an Airservices Australia executive for noise and environment to lead the agency's work on noise minimisation, including engagement with affected communities, and ensure this work is integrated with the operational decisions of air traffic controllers."

The following section and paragraphs tell me they're already preparing the excuses for failure to achieve low or zero emissions aviation, especially in rural and remote areas:



Title: Lead from helicopters. Artist: Elizabeth O'Brien. Lead-Safety Message: #Grandma Lead says non-turbo helicopters use leaded AvGas and some fire suppressants dropped from Fire Fighting helicopters may be contaminating the environment they're working to protect, with lead and other toxic heavy metals. https://volcanoartprize.com/portfolio-item/lead-from-helicopters/ [LID 28192]

"Over the long term we must also be positioned to adopt new propulsion technologies (such

as electric or hydrogen powered aircraft) as they become available

"Available evidence suggests that alternative emerging low and zero emissions aviation technologies are unlikely to be deployed on shorter haul routes until the 2030s and not on longer haul routes until the 2050s. With their initial deployment likely on shorter haul routes, these aircraft have potential to support decarbonisation of regional, remote and general aviation in particular in the lead-up to 2050. However, parts of these sectors are probably least able to afford the capital expenditure required to adopt these new technologies."

"… Safe, affordable and reliable air services are vital for regional and remote Australia, connecting people to family, community, and the services they need to maintain and improve their standard of living. Australian aviation grew from the necessity of servicing remote and regional Australia by air, and this remains critical today.

"Some remote and regional air services are thriving and leading innovation in the transition to net zero and increased automation. But consolidation in the sector has reduced services and regional airfares are high compared to those of other countries. Remote and regional aerodromes need to build their climate resilience and accelerate their journey to net zero."

IF ONLY the definition of safety included OHS for pilots while refuelling with leaded AvGas by phasing it out!! And safety of children under general aviation flight paths and near general aviation airports!! Instead, it is purely about preventing air accidents:



Title: Butterflies and Tulips. Artist: Zoe Lu. Lead-Safety Message: In the 1920s when tetra ethyl lead (TEL) was first made, the factory became know as the House of the Butterflies as lead poisoned workers had hallucinations and went insane or died. When will we stop using TEL in aviation fuel (AvGas)? https://volcanoartprize.com/portfolio-item/butterflies-and-tulips/ [LID 28182]

10.1."World-leading aviation safety regulation

Safety remains the Australian Government's top aviation policy priority"

It looks from the following role for Department of Climate Change, Energy, the Environment and Water that we will need to write to DCCEEW to demand a phase-out of leaded AvGas:



Title: Stop Doing the Damaging Stuff. Artist: Elizabeth O'Brien. Lead-Safety Message: As I wrote in our Model National Lead Safety Policy (2023): David Attenborough says, The plan is obvious: stop doing the damaging stuff. So let's stop burning fossil fuels, especially leaded fuels like AvGas, and stop lead poisoning our kids because we need smarter, wiser minds to avert a climate crisis. https://volcanoartprize.com/portfolio-item/stop-doing-the-damaging-stuff/ [LID 28172]

"DCCEEW leads the Australian Government's response to climate change and sustainable energy use, and protects our environment, heritage and water and administers the Environment Protection and Biodiversity Conservation Act 1999."

And the plan seems to be to replace Avgas using aircraft with hydrogen or electric aircraft when the cows come home!

"A common challenge for all GA operators will be the transition to net zero

"Some GA sectors will lead the way in testing new technologies before broader adoption. The ageing GA fleet, particularly aircraft reliant on Avgas rather than jet fuel, will have a different pathway to net zero compared to domestic airlines. New net zero technologies, such as electric aircraft, can support productivity in the industry by lowering ongoing fuel and maintenance costs, but the high upfront capital costs and lack of recharging infrastructure are barriers to adoption. Through the Regional Airports Program, outlined in Chapter 7: Connecting regional Australia, the Australian Government will invest a further $40 million to support regional and remote airports to invest in infrastructure to improve safety and connectivity; and expand eligibility to infrastructure that supports the transition to net zero (for example, providing electric chargers and hydrogen refuelling infrastructure and improving connection to the grid)."

The interim plan seems to be to increase the use of leaded AvGas and talk about environmental safety while pretending that leaded Avgas is a safe fuel:

"The role of the Australian Government

The Australian Government has a key role ensuring GA operations are safe and secure through fit-for-purpose regulation, protecting GA providers, the broader aviation sector and the public.

The Australian Government also has a role in ensuring GA has reasonable and competitive access to airspace and airports, especially at LFAs. In addition, the Australian Government

shares a role with state, territory and local governments in helping GA limit negative externalities in relation to noise, environmental and safety impacts on those living close to airports or under flight paths.“

I’m really hoping you have some thoughts on how to get back up from this body blow.

Elizabeth

From: Aviation White Paper, Infrastructure.gov.au

Sent: Monday, 26 August 2024 3:14 PM

Subject: RE: Please update me on the Aviation White Paper in relation to Australia's phaseout of leaded AvGas [SEC=OFFICIAL]

OFFICIAL

Good afternoon,

The Aviation White Paper was released on the Department’s website today and can be accessed here: www.infrastructure.gov.au/AviationWhitePaper.

The White Paper sets long-term policies for the aviation sector out to 2050 to guide the industry’s next generation of growth and innovation, outlining 56 initiatives to improve the industry’s safety, productivity, competitiveness and sustainability.



Title: Beware lead in volcano ash. Artist: Christopher Nguyen. Lead-Safety Message: The ash and smoke from volcanoes can contain as much lead as the lava. When leaded AvGas is banned and lead industry emissions are reduced, volcanoes will again become the major source of lead in the earth’s atmosphere. https://volcanoartprize.com/portfolio-item/beware-lead-in-volcano-ash/ [LID 27739]

The release of the White Paper is the culmination of two years of development and consultation, and we appreciate the involvement of stakeholders in providing input and feedback throughout the process.

Public submissions made on the Aviation Green Paper can be found at the bottom of this webpage: www.infrastructure.gov.au/have-your-say/aviation-green-paper.

Kind regards, Aviation White Paper Project Office, Domestic Aviation and Reform Division

GPO Box 594 Canberra, ACT 2601 - www.infrastructure.gov.au - Department of Infrastructure, Transport, Regional Development, Communications and the Arts

CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

I acknowledge the traditional custodians of this land on which we meet, work and live. I recognise and respect their continuing connection to the land, waters and communities. I pay

my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.

OFFICIAL

Title: On a clear day. Artist: Claire Leight. Lead-Safety Message: If lead could be removed from aviation fuel, all days could look like this.



https://volcanoartprize.com/portfolio-item/on-a-clear-day/ [LID 28923]

EMAIL FROM THE LEAD GROUP TO INFRASTRUCTURE

Sent: Thursday, 22 August 2024 4:41 PM

To: Aviation Green Paper infrastructure.gov.au; Aviation White Paper, infrastructure.gov.au

Subject: Please update me on the Aviation White Paper in relation to Australia's phaseout of leaded AvGas

Dear Aviation White Paper team,

My charity made a submission which I have found on your website at https://www.infrastructure.gov.au/sites/default/files/documents/agp2023-submission-c191-the-lead-goup.pdf but I cannot find the promised mid-2024 Aviation White Paper release nor even a page from which I can choose to read The LEAD Group's submission or other submissions.

Can you please update me on Australia's progress towards phasing out leaded AvGas? Great strides have been made in the US and Europe and we must not be left behind. Elizabeth

PILOT IAN RYAN'S RESPONSE TO MY EMAIL ABOVE

Sent: Thursday, August 29, 2024 12:18 PM

Subject: RE: Next moves on eliminating leaded AvGas in Australia? FW: Please update me on

the Aviation White Paper in relation to Australia's phaseout of leaded AvGas

Dear Elizabeth,

Unfortunately, the White Paper does not consider TEL at all. In fact, there is only one mention of Avgas (p143), and none of TEL/Lead. I do not believe that initiative 35 (noise and environment) will consider anything other than aircraft noise. Airservices currently manages noise only, and I do not expect that to change.

The White Paper relies heavily on battery and hydrogen-powered aircraft to achieve net zero, and as a side-effect eventually eliminate 100LL. I do not agree with the timeframes or current state of electric/hydrogen aircraft that was published in the White Paper. I included that in my response to the Green Paper, but I do not think that they considered it. I do not believe that the White Paper will offer any initiatives to support the transition away from 100LL.



Title: Sunset clause. Artist: Benji Muthukrishna. Lead-Safety Message: Australia needs a sunset clause, meaning a legislated date to cease the use of leaded aviation fuel. A good date would be 2030 or earlier. https://volcanoartprize.com/portfolio-item/sunset-clause/ [LID 28892]

In addition, there have been additional issues encountered in the USA for complete 100LL replacement fuels. See this website for more details: https://www.avweb.com/insider/fuel-reboot-needed/ [LID 29768]

The next steps for myself as a user of 100LL is to try and support the continued rollout of AvPulp, by IOR. While not a 100% replacement for 100LL, it will work in most aircraft we operate (unfortunately, only after purchasing suitable paperwork), and many used for flight training. We are discussing with IOR and others on the airport about the possible introduction of AvPulp, but it will take a little time.

Industry-wide, I don't see a solution until the USA does something. I will continue to watch their moves and see what happens. Australia is too small a market to be a leader, so we will have to follow whatever happens overseas.

If I hear any new developments, I will keep you informed, Ian Ryan