



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Advisory Circular

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**Subject:** NOTICE OF PROPOSED RULEMAKING  
DISTRIBUTION SYSTEM

**Date:** 7/26/84  
**Initiated by:** AMS-420

**AC No:** 11-2A  
**Change:**

1. PURPOSE. This circular provides the public with information relative to participation in the Federal Aviation Administration (FAA) rulemaking process and the availability of Notices of Proposed Rulemaking.
  2. CANCELLATION. AC 11-2, Notice of Proposed Rulemaking Distribution System, dated 12/17/75, is canceled.
  3. REFERENCE. Federal Aviation Regulations Part 11, General Rule-Making Procedures.
  4. GENERAL. Federal Aviation Regulations (FAR's) promote and regulate civil aviation in a manner that will provide for safety of flight and foster its development, and also provide for the safe and efficient use of the airspace. Since the various segments of aviation undergo continual change, it is particularly important that the FAR's be amended as often as necessary to accommodate the changing conditions. The FAR's are categorized by subject matter and identified by FAR Part numbers and titles, as listed in Appendix 1 of this advisory circular.
  5. FEDERAL AVIATION REGULATION AMENDMENTS. When an amendment to a FAR is proposed in a Notice of Proposed Rulemaking (NPRM) it is published in the Federal Register. This NPRM not only announces the proposal but it also invites the public to participate in the rulemaking process by submitting written data, views, or arguments prior to a specified date. Each response contributes to the evaluation of the proposal and is considered in the development of the amendment to the FAR which is also published in the Federal Register.
  6. PUBLIC PARTICIPATION IN THE RULEMAKING PROCESS. In order to develop FAR's that are responsive to the needs and desires of the public and that conform with the regulatory responsibilities of FAA, it is essential that the public participate in the rulemaking process to the fullest practicable extent. Since the NPRM, which contains the official text of the proposal, should be thoroughly examined before comment is made, the FAA has established procedures to improve the availability and distribution of NPRM's to encourage greater public participation in the rulemaking process.
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**7. HOW TO OBTAIN A COPY OF A SPECIFIC NPRM.**

a. Where to Apply. Interested persons may obtain a copy of a specific NPRM that has been published in the Federal Register by writing to:

Federal Aviation Administration  
Office of Public Affairs  
Attn: Public Inquiry Center, APA-430  
800 Independence Avenue, S. W.  
Washington, D. C. 20591

b. Identify the NPRM Desired. The request should cite the docket number, notice number, or other reference such as the title, FAR Part number and date published in the Federal Register to identify the specific NPRM desired.

c. Who Should Not Apply. Persons who are already on the NPRM mailing list pertaining to the same FAR Part as the NPRM desired should NOT apply. They will automatically receive a copy.

**8. NPRM MAILING LIST.** Persons who have a continuing interest in certain FAR Parts and wish to receive all of the NPRM's that apply to those Parts may avail themselves of the NPRM Mailing List service. This service provides for the automatic mailing of NPRM's following publication in the Federal Register. There is no charge to the public for this service.

a. Where to Apply. Interested persons may request to be placed on the NPRM Mailing List by writing to:

U.S. Department of Transportation  
Subsequent Distribution Section, M-494.3  
Washington, D.C. 20590

b. How to Apply. The letter or post card requesting entry on the NPRM Mailing List should clearly show:

- (1) Title or Name  
Company or Organization  
Street Address  
City, State, Zip Code

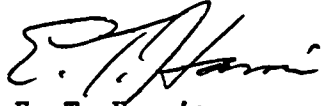
(a) Use title rather than name when the addressee is affiliated with a company, association, university, state agency, etcetera.

(b) The number of characters and spaces on each line should not exceed 29.

(2) The FAR Part number(s) for which NPRM's are desired (see Appendix 1 for a list of FAR Part numbers and their titles).

c. How to Change the Listing Information. If the requester wishes to change the mailing address, add or delete FAR Part numbers, or discontinue receipt of NPRM's entirely, the desired change should be explained in a letter and sent to the address shown in paragraph 8 above. Enclose the address label from the most recent NPRM received.

9. QUANTITY OF NPRM's REQUESTED. Increased costs for printing, paper, and postage place certain restrictions on the number of copies of an NPRM that may be sent to an individual. Therefore those persons who request multiple copies of an NPRM or copies of every NPRM published are requested to explain their needs when submitting their request.



E. T. Harris  
Acting Director of Management Systems

FEDERAL AVIATION REGULATIONS

<u>Part</u>	<u>Title</u>
1	Definitions and Abbreviations
11	General Rule-Making Procedures
13	Investigation and Enforcement Procedures
21	Certification Procedures for Products and Parts
23	Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes
25	Airworthiness Standards: Transport Category Airplanes
27	Airworthiness Standards: Normal Category Rotorcraft
29	Airworthiness Standards: Transport Category Rotorcraft
31	Airworthiness Standards: Manned Free Balloons
33	Airworthiness Standards: Aircraft Engines
35	Airworthiness Standards: Propellers
36	Noise Standards: Aircraft Type and Airworthiness Certification
39	Airworthiness Directives
43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
45	Identification and Registration Marking
47	Aircraft Registration
49	Recording of Aircraft Titles and Security Documents
61	Certification: Pilots and Flight Instructors
63	Certification: Flight Crewmembers Other Than Pilots
65	Certification: Airman Other Than Flight Crewmembers
67	Medical Standards and Certification

<u>Part</u>	<u>Title</u>
71	Designation of Federal Airways and Reporting Points
73	Special Use Airspace
75	Establishment of Jet Routes and Area High Routes
77	Objects Affecting Navigable Airspace
91	General Operating Flight Rules
93	Special Air Traffic Rules and Airport Traffic Patterns
95	IFR Altitudes
97	Standard Instrument Approach Procedures
99	Security Control of Air Traffic
101	Moored Balloons, Kites, Unmanned Rockets, and Unmanned Free Balloons
103	Ultralight Vehicles
105	Parachute Jumping
107	Airport Security
108	Airplane Operator Security
109	Indirect Air Carrier Security
121	Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft
125	Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Maximum Payload Capacity of 6,000 Pounds or More
127	Certification and Operations of Scheduled Air Carriers with Helicopters

<u>Part</u>	<u>Title</u>
129	Operations of Foreign Air Carriers
133	Rotocraft External - Load Operations
135	Air Taxi Operators and Commercial Operators
137	Agricultural Aircraft Operations
139	Certification and Operations: Land Airports Serving CAB - Certificated Scheduled Air Carriers Operating Large Aircraft
141	Pilot Schools
143	Ground Instructors
145	Repair Stations
147	Aviation Maintenance Technician Schools
149	Parachute Lofts
151	Federal Aid to Airports
152	Airport Aid Program
153	Acquisition of U. S. Land for Public Airports
154	Acquisition of U. S. Land for Public Airports Under the Airport and Airway Development Act of 1970
155	Release of Airport Property from Surplus Property Disposal Restrictions
157	Notice of Construction, Alteration, Activation, and Deactivation of Airports
159	National Capital Airports
169	Expenditure of Federal Funds for Nonmilitary Airports or Air Navigation Facilities Thereon
171	Non-Federal Navigation Facilities

<u>Part</u>	<u>Title</u>
183	Representatives of the Administrator
185	Testimony by Employees and Production of Records in Legal Proceedings, and Service of Legal Process and Pleadings
187	Fees
189	Use of Federal Aviation Administration Communication System
191	Withholding Security Information From Disclosure Under the Air Transportation Security Act of 1974