

May 15, 2002

Docket Management System  
Department of Transportation  
Room Plaza 401  
400 Seventh Street, SW  
Washington, DC 20590-0001

**Re: Docket No. FAA-2002-11301**

Dear Sirs/Mesdames:

Pursuant to Federal Aviation Regulation (FAR) 14 CFR 121 (Docket No. FAA-2002-11301), Notice No. 2004, High Drag Testing would be of the following comments pertaining to the NPRM:

I Background:  
The comment proposed an extensive change to Part 121 Appendices I & J does not address all the areas of the regulations that may be the confusing or complicated to certificate holders.

Solution:  
We will publish the comment and respond to it in the next issue of the NPRM. We will also publish the comment and respond to it in the next issue of the NPRM.

I Background:  
The NPRM addresses the Appendices I & J. The comment proposes a change to the Appendix I & J. The comment proposes a change to the Appendix I & J.

Solution:  
We will publish the comment and respond to it in the next issue of the NPRM. We will also publish the comment and respond to it in the next issue of the NPRM.

I Problem:  
The Regulations published are confusing to many certificate holders (e.g., because of the fact that every section, subsection and sub-subsection is justified to the left margin of the page).

Solution:  
Publish the regulations using the Standard English Outline Format, which progressively indents subsections for clarity in location of citations and reference to the primary topic.

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IV. The addition of Applicable Federal Regulations and Fabrication (Appendix I & J) would be a direct cost savings. Future high drag testing would be of the following comments pertaining to the NPRM:

Background:  
The comment proposed a change to the Appendix I & J. The comment proposed a change to the Appendix I & J.

Solution:  
We will publish the comment and respond to it in the next issue of the NPRM. We will also publish the comment and respond to it in the next issue of the NPRM. **quickly** and provides options for reporting that are cost effective and efficient to the employer.

This process would have a direct cost savings impact under the Paper Reduction Act of 1995.

