A. Public Aircraft Definition. Historically, aircraft used in public aircraft operations (PAO) have been exempt from many of the requirements in Federal Aviation Administration (FAA) regulations applicable to civil aircraft, including those governing aircraft airworthiness and flightcrew certification. The passage of Public Law (PL) 103-411, Independent Safety Board Act Amendments of 1994, and with it the creation of Title 49 of the United States Code (49 U.S.C.) §§ 40102(a)(41) and 40125, made a major change to the definition of “public aircraft.” As a result, many former PAO became subject to the regulations governing civil aircraft and pilot certification.

B. FAA Regulatory Oversight. The general purpose of this statute, as reflected in legislative history, is to extend FAA regulatory oversight to specific government aircraft operations that were previously exempt. For example, Congress determined that government-owned aircraft should be subject to the regulations applicable to civil aircraft when operating for commercial purposes or engaging in the transport of passengers. With certain exceptions, the statute continues to view operations related to the performance of certain governmental functions as PAO. It also allows public agencies to receive reimbursement from other public agencies for some operations conducted in response to significant and imminent threats. However, compensation in general nullifies public aircraft status and reimbursement is usually limited to entities sharing the same treasury. The FAA was also authorized to grant exemptions for operations whose status had changed as a result of the new law. Exemption requests will be handled by the General Aviation and Commercial Division, in consultation with the Office of the Chief Counsel (AGC) and appropriate Flight Standards District Offices (FSDO).

A. Key Terms. The following are various words, phrases, and clauses used in the FAA definition of a public aircraft in Title 14 of the Code of Federal Regulations (14 CFR) part 1, § 1.1.

1) “Associated With the Performance Of.” This clause refers to a qualified noncrewmember support person who, while not essential to performance of the governmental function, is expected to contribute to the effectiveness of those whose presence is required to perform the function. This person would be considered a qualified noncrewmember per the definition in the statute.

2) Cost Reimbursement Agreement. This term refers to an agreement, verbal or written, between two separate units of government. Under the terms of such an agreement, one unit operates an aircraft on behalf of another. If the two entities share a common treasury,
the cost of the activity may be reimbursed. These operations are not considered “for commercial purposes.”

3) Exemption. The Administrator or the Administrator’s delegate may not grant an exemption to a unit of government without certifying that the aviation safety program (ASP) of the unit of government is “effective and appropriate to ensure safe operations of the type of aircraft operated by the unit of government.” (Refer to 14 CFR part 11.)

4) A Governmental Function. Not all activities conducted by government agencies are considered “governmental functions” within the meaning of the definition. The accepted functions include “firefighting, search and rescue, law enforcement, aeronautical research, or biological or geological resource management,” or other comparable functions. In each instance, the use of an aircraft must be necessary to perform the function, and the mission must be one that could not be performed by a commercial operator. In some cases, training flights may be considered acceptable where the aircraft is necessary for the performance of the training. The FAA will consider the transportation of passengers a governmental function only if it is “indispensable to the timely execution of a governmental function.” The following are examples of governmental functions:

a) Aeronautical Research. Flight operations (e.g., conducting flights to determine aircraft performance in various operating environments) that require the presence of engineers and technicians who are not part of the crew are PAO. The engineers and technicians would be considered qualified noncrewmembers, per the statute, for this type of PAO. For Unmanned Aircraft Systems (UAS), this term would be generally limited to flight testing of the UAS, its major systems, components, and appliances (to include the ground control system, the communication links, and interface with the remote pilot; in other words, the flight testing of the aircraft as a system).

b) Biological and Geological Resource Management. This term refers to activities that require the presence of scientific and technical personnel to gather information requiring observation from the air. Scientific and technical personnel would be considered qualified noncrewmembers, per the statute, for this type of PAO. For UAS operations, this term could include using UAS for aerial survey of those resources, dispensing economic poisons, or otherwise supporting management of these resources.

c) Firefighting. This term includes the drop of fire retardants, water, and smoke jumpers. It also includes the transport of firefighters and equipment to a fire or to a base camp from which they would be dispersed to conduct the firefighting activities. For UAS operations, this term could include using UAS to support or observe firefighting or wildland firefighting operations.

d) Law Enforcement. Law enforcement operations may include a large variety of activities, some of which are considered public operations. For example, activities that employ the use of a helicopter to hover with searchlights, with law enforcement personnel ready for immediate on-the-spot deployment, are considered PAO. The transportation of prisoners is another example of a law enforcement function. Assuming reimbursement is from a common treasury, this activity is also considered a PAO. For UAS operations, this term could include
using UAS to support law enforcement activities on the ground, or to provide overwatch or delivery of items to persons involved in the law enforcement operation.

e) Search and Rescue. This term refers to the use of an aircraft to locate people who cannot be located from the ground. The term includes operations where the aircraft is indispensable to the search, or is the only feasible means of reaching the victim. Victims would be considered to be “associated with” the search-and-rescue operation. The term “search and rescue” does not include routine medical evacuation of persons due to traffic accidents and other similar incidents.

5) No Service by a Private Operator Reasonably Available. This phrase refers to cases when the responding authority determines that no private operator is able to provide a timely and effective response. In such cases, FAA inspectors will not challenge the determinations made by the responsible government units.

6) Significant and Imminent Threat. “Significant and imminent threat to life or property (including natural resources)” refers to a situation in which the responding authority determines that serious injury, death, or significant damage to property may occur before land- or water-borne assistance can be deployed to counter the threat effectively. In such cases, FAA inspectors will not challenge significant and imminent threat determinations made by the responsible units of government.

7) Unit of Government. This term refers to a governmental agency. The singular characteristic of a unit of government in this context is its common treasury. This interpretation permits Economy Act (Title 31 U.S.C. § 1535) reimbursement among Federal agencies without the need for compliance with 14 CFR part 121, 125, or 135. However, should Federal agencies ever receive reimbursement from outside the Federal government, they would need to ensure they are in compliance with the applicable portions of part 121, 125, or 135, depending on the type of aircraft operation.

8) “Whose Presence is Required to Perform.” This phrase means either a crewmember or a qualified noncrewmember, as defined by the statute, who will participate in carrying out the governmental function.

B. Operational Definitions. The status of an aircraft operation, public or civil, depends on its use in government service and the type of operation being conducted. For this reason, it is more accurate to speak of the operation, rather than the aircraft, as public or civil. For instance, an aircraft used to conduct a search-and-rescue mission in the morning may be performing an inherently governmental function while carrying a rescue team, thus making it a PAO. That same aircraft later that day may carry the governor of a state to a meeting. Because this is a transportation mission and not an inherently governmental function, this would be considered a civil aircraft operation. The following provides additional clarification regarding terms relevant to the discussion of PAO.

1) Commercial Purposes. The FAA holds that the term “for commercial purposes” is synonymous with “for compensation or hire.” It is not necessary that a flight be conducted for monetary profit to be considered for compensation or hire. For example, cost reimbursement
from one governmental unit to another is considered compensation. If, however, the units of government share a common treasury and the transfer of funds involves only internal accounting procedures, these operations are not considered to be “for commercial purposes.” Refer to PL 106-181, Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, for the current definition of “for commercial purposes.”

a) Government agencies may conduct both public and civil aircraft operations with the same aircraft. However, during civil aircraft operations, the operator will be required to comply with all appropriate civil regulations.

b) If one state agency is reimbursed by another agency of the same state for the conduct of operations on its behalf using a state aircraft and the units share a common treasury, the operation is not considered to be “for commercial purposes.”

c) If a Federal agency reimburses a state agency for conducting aircraft operations on the former’s behalf using state-owned aircraft, the operation would be considered to be “for commercial purposes.” Generally, this operation would be a civil aircraft operation unless the Federal agency certified that the operation was necessary to respond to a significant and imminent threat to life or property (including natural resources) and that no service by a private operator was reasonably available to meet the threat. In that case, the activity would be considered a PAO. In this example, the state agency is advised to secure documentation from the Federal agency attesting to the need.

2) Medical Evacuation. Medical evacuation is generally not considered a governmental function unless:

a) The operation requires the use of a specially configured aircraft that may not be eligible for a Standard Airworthiness Certificate;

b) The victim cannot be accessed by ground transportation;

c) An insufficient number of properly certified and equipped civil aircraft operating under the appropriate rule are available to complete the mission; or

d) Other, similar nonroutine factors are present.

NOTE: Even when the above listed factors are present, the public aircraft operator is advised (though not required by regulation) to fully document the nature of the mission and the specific reason(s) for which a PAO was requested. In addition to providing a record of the operation, such documentation may mitigate or reduce legal liability, or alleviate the threat of litigation.

3) Search and Rescue. “Search and rescue” is a term that describes aircraft operations flown to locate people who cannot be located from the ground. The definition includes operations where the aircraft is indispensable to the search, or is the only feasible means of reaching the victim. Victims would be considered to be “associated with” the search-and-rescue operation. Search-and-rescue activities are a common example of PAO. Rescue activities are frequently conducted using aircraft equipped with external devices
(e.g., rappelling anchors) not authorized for civil aircraft operations. Search-and-rescue operations in remote or inaccessible areas may be deemed “life critical.” As a result, aircraft that do not meet the regulatory requirements for 14 CFR part 133 Class D rotorcraft load combination may be used in these types of emergencies. Search-and-rescue operations do not include routine medical evacuation of persons due to traffic accidents and other similar incidents. Hospital-to-hospital patient transfers are also not considered search and rescue, and thus are not PAO.

4) Transportation of Persons. Operations of government-owned aircraft used to transport crewmembers or other persons (for noncommercial purposes) required to perform a governmental function (i.e., firefighting, search and rescue, law enforcement, aeronautical research, or biological or geological resource management) would still be considered PAO. Those being transported must be considered a qualified crewmember or qualified noncrewmember as defined by the statute. In each case, when these persons are transported, the use of the aircraft must be necessary to perform the mission.

3-528 OPERATIONAL NATURE. The status of an aircraft, public or civil, depends on the type of operation that is conducted. It is therefore more accurate to speak of an operation on a flight-by-flight basis, rather than an aircraft, as a PAO or civil aircraft operation.

3-529 PART 121 OR 135 ECONOMIC AUTHORITY. On April 17, 1995, the Department of Transportation (DOT) issued Order 95-4-28 pertaining to the matter of government aircraft owners and operators exemption from 49 U.S.C. § 41102. The order states that “we grant an exemption from the requirements of 49 U.S.C. § 41102 to the extent necessary to allow all owners and operators of government aircraft to provide not-for-hire, cost-reimbursable transportation incidental to official government business.” As a result, government aircraft operators are not required to receive or apply for DOT economic authority.

3-530 AIRCRAFT CERTIFICATION. Government aircraft that are no longer eligible for public aircraft status must meet civil airworthiness standards for the certification of civil aircraft. All civil aircraft must have a current airworthiness certificate to operate in the National Airspace System (NAS).

NOTE: An operator of an aircraft operated in public aircraft status for any period of time cannot obtain a Standard Airworthiness Certificate without showing that the aircraft meets all the criteria for that airworthiness certificate as prescribed by the regulations. Making such a determination may be difficult when the aircraft has been altered, or has not been maintained or inspected in accordance with the regulations. To facilitate receiving a Standard Airworthiness Certificate, the aircraft records must indicate, among other requirements, that the aircraft has been maintained according to the manufacturer’s instructions, and that any modifications to the aircraft were either removed or approved by the FAA.

3-531 TYPE CERTIFICATION. Prior to airworthiness certification, the type design must be certificated by the FAA. Title 49 U.S.C. § 44705 (formerly § 603(c) of the Federal Aviation Act of 1958) makes a type certificate (TC) a prerequisite for issuance of airworthiness certificates. Each government operator who wishes to determine the eligibility of its aircraft for civil
operations must contact the responsible geographic Aircraft Certification Office (ACO) for assistance in seeking either:

- Design approval for aircraft that has been TC’d in the past; or
- Type certification approval of aircraft that has been operated in the past under public aircraft status without a TC.

NOTE: For aircraft to be certificated in the restricted category, contact the Aircraft Certification Service, Compliance and Airworthiness Division (AIR-700) for current guidance.

3-532 AIRCRAFT PREVIOUSLY TC’D. If the aircraft was originally built to an FAA TC, it will be necessary for the ACO to review the TC data and make a comparison of the aircraft’s current design and condition. The applicant will provide the ACO with technical information necessary to assist in the following:

- Review of type design for any engineering changes or modifications;
- Listing of replacement parts and technical data on the replacement parts;
- Review of Airworthiness Directives (AD) that have applied;
- Review of previous operating regimes; and
- An application of later regulatory amendments or special conditions for any changes found necessary to establish current airworthiness standards for safe design (if applicable).

NOTE: It is important that the applicant provide accurate records of any major and/or minor changes necessary to establish the current design. The applicant should update all maintenance manuals as necessary. If there has been a substantial change in the type design (e.g., in the configuration, power, power limitations, speed limitations, or weight) that have proven so extensive that a substantially complete investigation of compliance with the applicable regulations is required, the owner will be required to apply for a new TC.

3-533 AIRCRAFT WITH NO PRIOR CERTIFICATION. It is unlikely that the FAA will be able to grant exemptions from type certification and airworthiness requirements for aircraft that have no history of civil certification. However, if a government operator still wishes to apply, it should file an application for a TC on FAA Form 8110-12, Application for Type Certificate, Production Certificate, or Supplemental Type Certificate. The applicant must submit for approval all type design data for the aircraft, including the aircraft’s engines and propellers, to the ACO in its geographic area. The application must be accompanied by a three-view drawing and available basic data, so that a preliminary regulatory certification basis may be established. The applicable airworthiness certification regulations (e.g., 14 CFR parts 23, 25, 27, 33, 35, etc.) will be applicable on the date of application for the certificate, unless otherwise noted in the regulations. The applicant must make all inspections and tests available to allow the FAA to conduct a complete certification compliance program, including all flight and ground tests, inspections, and test analyses necessary to determine compliance with the applicable requirements of 14 CFR.
**AIRWORTHINESS CERTIFICATION.** Before a Standard Airworthiness Certificate can be issued, the applicant must show that:

- The aircraft conforms to its approved type design and is in condition for safe operation;
- Any alterations were accomplished in accordance with an approved Supplemental Type Certificate (STC) or other FAA-approved data, such as a field approval, as reflected by the issuance of FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance);
- All applicable ADs have been complied with concerning the aircraft in question; and
- If altered while in another category, the aircraft continues to meet or has been returned to its approved type design configuration and is in a condition for safe operation.

**PROCEDURES FOR OBTAINING AN AIRWORTHINESS CERTIFICATE.** Applicants interested in obtaining an airworthiness certificate must follow these procedures:

**A. FAA Form 8130-6, Application for U.S. Airworthiness Certificate.** Applicants are required to submit a properly executed FAA Form 8130-6 and any other documents called for in 14 CFR parts 21 and 45 for certification. An applicant may obtain an FAA Form 8130-6 from the local Manufacturing Inspection District Office (MIDO) or FSDO. The applicant must have completed and signed the appropriate sections prior to submitting it to the FAA.

**B. Availability of Records.** The applicant is required to make available for inspection and review the aircraft, aircraft records, and any other data necessary to establish conformity to its type design.

**C. Aircraft Registration.** The applicant must properly register the aircraft in accordance with 14 CFR part 47.

**D. Compliance Requirements.** The applicant is also required to show that the aircraft complies with the noise standards of 14 CFR part 21, § 21.93(b) or § 21.183(e); part 36; or part 91, as appropriate. This may be demonstrated through the use of data. Also, the applicant is required to show that the aircraft’s fuel venting and exhaust emission systems comply with the requirements of 14 CFR part 34. In addition, the applicant must show the aircraft meets the applicable passenger emergency exit requirements of § 21.183(f) and Special Federal Aviation Regulation (SFAR) 41.

**E. FAA Review of Records.** During the course of the certification process, the FAA will review records and documentation to the extent necessary to establish that:

1) All of the required records and documentation are provided for the aircraft, i.e., an up-to-date, approved flight manual; a current Weight and Balance (W&B) report; equipment list; maintenance records; FAA-accepted Instructions for Continued Airworthiness (ICA) and/or FAA-accepted maintenance manual(s); and any other manuals required by §§ 21.31 and 21.50; part 23, § 23.1529; part 25, § 25.1529; part 27, § 27.1529; part 29, § 29.1529; part 33, § 33.4; and part 35, § 35.4. These documents must be in the English language.
2) The applicant should ensure that the appropriate markings are present in accordance with part 45. The applicant should make available the Type Certificate Data Sheets (TCDS), aircraft specification, or aircraft listing that is applicable.

3) The inspection records and technical data should reflect that the aircraft conforms to the type design, and all required inspections, including those provided for in § 21.183(d)(2), which provides for a 100-hour inspection, as described in 14 CFR part 43, § 43.15 and part 43 appendix D. The applicant must also show that the tests the aircraft has been subjected to have been satisfactorily completed, the records completed, and reflect no unapproved design changes.

4) The aircraft has been flight-tested, if required. If it has not been flight-tested, the FAA may issue a special airworthiness certificate as provided for in §§ 21.35 and 21.191(b). The flight test must be recorded in the aircraft records in accordance with part 91, § 91.417(a)(2)(i) as time in service as defined in part 1. Aircraft assembled by a person other than the manufacturer (e.g., a dealer or distributor) must have been assembled and, when applicable, flight-tested in accordance with the manufacturer’s FAA-approved procedures.

5) Large airplanes, turbojets, or turbopropeller multiengine airplanes must comply with the inspection program requirements of § 91.409(f) or other regulatory sections referenced therein. A supplemental structural inspection program is also required for certain large transport category airplanes. Applicants may refer to Advisory Circular (AC) 91-56, Continuing Structural Integrity Program for Airplanes, for more details.

F. Inspection of the Aircraft. Aircraft submitted by the applicant for inspection will be inspected by an Airworthiness inspector for the following:

1) The nationality and registration marks and identification plate should be displayed and marked in accordance with part 45. The information presented should agree with the application for airworthiness certification.

2) All equipment, both required and optional, should be properly installed and listed in the aircraft equipment list.

3) Instruments and placards should be located in the appropriate places, installed, and properly marked in the English language.

4) All applicable ADs must have been complied with and appropriately recorded.

5) The aircraft should conform to its approved U.S. TC and should be in a condition for safe operation.

6) All aircraft systems should have been satisfactorily checked for proper operation. The operation of the engine(s) and propeller(s) should be checked in accordance with the aircraft manufacturer’s instructions.
G. Aircraft Meets Requirements. If it is determined that the aircraft meets the requirements for the certification requested, the FAA Airworthiness inspector or authorized designee will:

- Make an aircraft logbook entry per subparagraph 2-3(g) of FAA Order 8130.2, Airworthiness Certification of Aircraft;
- Issue FAA Form 8100-2, Standard Airworthiness Certificate;
- Complete sections V and VIII of FAA Form 8130-6, as appropriate; and
- Examine, review, and route the certification files as appropriate.

H. Aircraft Does Not Meet Requirements. If the aircraft does not meet the requirements for the certification requested and the application for the airworthiness certificate is denied, the applicant will receive a letter stating the reason(s) for denying the certificate. A copy of the denial letter will be attached to the application and forwarded to the Aircraft Registration Branch to be made a part of the aircraft record.

3-536 EXEMPTIONS. The FAA Administrator has the authority, in accordance with part 11, to grant exemptions to units of government whose aircraft operations have lost their public status, if certain requirements are met. Exemptions will be granted only if it is clearly in the public interest. The Administrator may issue an exemption to a unit of government under the following circumstances:

A. If the ASP is Effective. The Administrator confirms that the ASP of the unit of government is effective and appropriate to ensure safe operations of the type of aircraft operated by the unit of government.

B. If Exemption Prevents Undue Economic Burden. The Administrator finds that granting the exemption is necessary to prevent an undue economic burden on the unit of government. To show undue economic burden, the petitioner for exemption should submit the following information with their petition for exemption:

1) The purpose and duration of the aircraft operations for which exemption is sought;

2) The estimated cost of bringing the petitioner’s aircraft operations into compliance with civil aircraft requirements (if possible); and

3) The estimated cost of obtaining the same aircraft, or aircraft of similar capability, from a private operator (if possible). The petitioner should also provide documentation to support the cost estimate, as appropriate:

- That the petitioner has made a reasonable search and solicitation for services that would meet the petitioner’s needs, and can verify that no such services were available;
- That the petitioner lacks the resources to pay for the required services;
• That the petitioner, by acquiring the services of a private operator, would incur additional expenses resulting from existing aircraft lease payments, mortgages, prorated cost-sharing agreements, or other financial obligations;
• That adequate service by private operators was unavailable at less than 110 percent of reasonable rates (reasonable rates are those that are normally available and paid by the petitioner when doing business with private operators); and
• That unique circumstances, such as remote operations, are present, which require special aircraft or pilot skills that are not available except at costs exceeding 110 percent of the costs the petitioner would incur when engaging in a similar operation in the area.

NOTE: In the interest of administrative efficiency, the Administrator’s authority to grant exemptions to units of government has been delegated to the Executive Director, Flight Standards Service (AFX-1), and the Executive Director, Aircraft Certification Service (AIR-1).

3-537 GOVERNMENT AIRCRAFT OPERATOR SURVEILLANCE. Government aircraft operators holding any type of FAA certification will be included in the normal surveillance activities, such as spot inspections of the aircraft and aircraft records. This includes any aircraft exclusively leased to the Federal government. Any aircraft or operation certificated by the FAA is subject to this surveillance, regardless of whether they are operating as “public” or “civil.” For example, if an operator’s operation is considered “public” or “civil” and they hold an airworthiness certificate, their maintenance records are eligible for review. If an inspector encounters an operator who states they are operating under the “public” status, and has questions concerning that operation, he or she shall contact the General Aviation and Commercial Division for assistance.

NOTE: Government-owned aircraft operators conducting PAO must be included in the FSDO’s annual planned surveillance activities to ensure that their status remains unchanged (see Volume 3, Chapter 14, Section 2 for further guidance).

3-538 OPERATING EXAMPLES.

A. Prohibited Operations. It is recommended that all aviation safety inspectors (ASI) familiarize themselves with the provisions of AC 00-1.1, Public Aircraft Operations—Manned and Unmanned. Contained therein are a few examples of operations prohibited under public law.

B. Transport Operations. Generally speaking, a public entity that responds to a situation that might involve transport by air may not operate as a PAO if:

1) The operation can be completed by another means of transport (e.g., road ambulance) or civilian/hospital air medical transport (e.g., lifeguard helicopter). An example would be a traffic accident in an urban or downtown setting, on roads easily accessible to all vehicles.
2) The transport operation has been scheduled in advance, such as a patient transfer from hospital to hospital. A transport operation conducted as a routine flight, scheduled in advance, can easily be accommodated by a civil operator and therefore would not qualify as a PAO.

3) A patient (or their insurance underwriter) is expected to pay for services that include the transport of a patient from an accident scene to a hospital or clinic. Since commercial action is involved, this operation would not qualify as a PAO.

4) A public entity is reimbursed for services rendered and that reimbursement is not from a common treasury (i.e., a transfer of funds from one element of government to another element within that same government). In this case, if the Federal government reimburses a local government for mosquito-spraying operations, the operation could be considered “commercial” in nature.

5) The transport of a rescued person from a search-and-rescue mission to a hospital unless no other means of transport is available and the mission can only be accomplished from the air.

3-539 ROLE OF THE ASI.

A. Surveillance and Enforcement. With the passage of PL 103-411, Congress mandated that the FAA provide regulatory oversight of specific government aircraft operations. The role of the FAA includes surveillance and enforcement actions against government aircraft operators that operate for commercial purposes or engage in the transport of passengers.

B. Determining Emergency Use. One of the more difficult challenges is determining when “no service by a private operator was reasonably available.” This justification is frequently used at the dispatch centers when emergency response calls are received. The key element that needs to be evaluated is the availability of a private operator, capable of responding in a timely manner. Dispatch organizations must be aware of their responsibility to the public and the government when providing a controlling and coordinating service.

NOTE: For example, if a PAO is being conducted with an aircraft that holds an airworthiness certificate, the operator’s maintenance records are subject for review. If an inspector encounters an operator who states they are operating under “public” status, and questions arise concerning that operation, the General Aviation and Commercial Division should be contacted for assistance.

C. Reporting Unauthorized Use. When an ASI becomes aware of public aircraft operators providing services that are civil in nature, the inspector should bring the issue to an immediate supervisor for further action. Initial contact should be made with the General Aviation and Commercial Division and coordinated with AGC.
D. FAA Contact with State Agencies. The FAA is normally not expected to make direct contact with agencies providing emergency dispatch services. If, however, issues of regulatory compliance are suspected, or if logistics regarding oversight need to be addressed, the FSDO manager or a person designated by the General Aviation and Commercial Division may contact the supervising state agency, state aviation department, or county administrators.

RESERVED. Paragraphs 3-540 through 3-555.