The evaluation assumes that over 10 years, 89 tests would be conducted, at an average cost of \$400 per test. The cost elements of the demonstration include crewmember compensation (based on 5 hours) and repacking the life rafts (8 hours of labor by maintenance personnel). Air carriers only compensate crewmembers for emergency training at 3.5 hours paid out of 8 hours of training, as it is not considered flight time. The wage rates for the training hours were multiplied times 0.4375. Based on crew compositions, two pilots would need to be compensated for 10-to-19-seat airplanes, and two pilots and a flight attendant would need to be compensated for 20-to-30-seat airplanes. The FAA estimates that the 10-year cost for part 135 operators to conduct ditching evacuation demonstrations for new 10-to-30-seat airplanes would be \$35,600 (\$25,300, discounted)

Section 121.309–Medical kits. This section would require one medical kit per airplane for affected operators moving into part 121. The costs of providing medical kits include acquisition (\$200 each) with a 25 percent spares ratio, replacement (5 percent per year), maintenance (\$20 per year), a weight penalty (7 pounds per unit), physician consultation expenses (\$500 per consultation twice a year per air carrier to obtain certain contents, such as prescription drugs, for the medical kits), and record keeping (1 hour per instance a kit is used). Acquisition, replacement, and maintenance costs are a function of the number of airplanes, while physician costs are incurred by individual operators. The FAA estimates that the 10-year cost for providing medical kits on the 20–30 seat airplanes now operating under part 135 would be \$783,900 (\$552,800, discounted)

Section 121.309—First aid kit. This section would require airplanes to have at least one first aid kit. Currently, part 135 requires all airplanes with greater than 19 seats to have one kit. This section would require a first aid kit on all 10-to-19-seat airplanes. The costs are composed of acquisition (\$70 per kit) with a 25 percent spares ratio, a 5 percent replacement rate, and annual maintenance (\$7 per kit). Costs are a function of the 10-to-19-seat airplane count, which is projected to be 822 in 1996 and 730 in 2005. The 10-year cost of this requirement would be \$157,400 (\$126,100, discounted).

Section 121.309—Halon fire extinguishers or equivalent. This section would require all affected airplanes to replace existing fire extinguishers (two per 10-to-30-seat airplane—one in the

cabin and one in the cockpit) with halon fire extinguishers or the equivalent. This evaluation assumes that no part 135 airplanes are currently equipped with halon fire extinguishers. It also assumes that, since part 135 airplanes were already equipped with fire extinguishers, there would be no additional maintenance costs or weight penalties for this equipment. Based on an industry survey, a 5-pound halon fire extinguisher costs about \$100. The cost of this section would involve purchasing the requisite number of halon fire extinguishers per airplane in 1996 with a 10 percent spares ratio. With a five percent recharge rate per year after 1996, the FAA has estimated that the 10-year cost of this requirement is \$413,200 (\$348,300, discounted). The highest annual cost occurs in 1996 when the 10-to-30-seat airplanes are initially equipped.

Section 121.313—Cockpit key. This section would require all crewmembers to have access to a key for the cockpit door. This requirement would apply only to 20-to-30-seat airplanes because airplanes with 10 to 19 seats are not required to have locking cockpit doors. The cost of this requirement would involve copying one key for each airplane. Due to the low cost of copying a key (about \$1 per key), the FAA estimates the cost of compliance for this requirement to be \$600 (\$500, discounted). The highest annual cost (\$300 discounted) would occur in 1996 when all 20-to-30-seat airplanes in the fleet would have their keys made. Cost estimates for subsequent years are based on the projected annual increase in airplanes.

Section 121.333—Portable oxygen. This section would require airplanes that are certificated to fly above 25,000 feet to have a portable oxygen unit for each flight attendant. This requirement would apply only to commuter airplanes having more than 19 seats because no 10-to-19-seat airplanes in commuter operations are certificated to fly above 25,000 feet, and none of them have flight attendants. In 1994, 78.2 percent of 20-to-30-seat airplanes were certificated to fly above 25,000 feet, and this evaluation projects this percentage into the future. This cost estimate takes into account oxygen unit acquisition (\$400 per unit) with a 25 percent spares ratio, a 5 percent replacement rate per year, annual maintenance (\$40 per unit), and a weight penalty (5.5 pounds per unit; assuming one unit per airplane, with spares kept on the ground). The evaluation assumes that 344 oxygen units would be purchased in 1996 and new airplanes would be outfitted in the future. Future year costs are based on

the projected annual increase in airplanes. The 10-year cost to equip all 20-to-30-seat airplanes would be \$520,200 (\$385,500, discounted).

Sections 121.333, 121.571, 121.573-*Passenger information.* These sections establish standards for passenger card information under part 121. Although the passenger card information requirements for part 135 operators are similar, new cards would have to be prepared for 20-to-30-seat airplanes; 10to-19-seat airplanes already exceed the part 121 standards. Industry experience has shown that each card has a lifetime of approximately 3 years. Assuming a phase-in period of one year, one-third of the cards would normally have been replaced during that period anyway. Hence, the two-thirds of the cards normally not scheduled for replacement would need to be replaced. The new information would also need to be included in any flight attendant manual and in the oral briefing. Preparation costs would involve two people, a flight attendant supervisor and a paperwork layout specialist. This effort would require an average of 2 hours each to prepare the new information card. The FAA assumes that it would cost \$1 to print and distribute each information card. The 10-year cost for the preparation of these cards would be \$130,100 (\$94,200, discounted).

Section 121.337—Protective breathing equipment (PBE) for the cabin. This section would require a PBE unit in the passenger section of the airplane cabin. The evaluation examines the costs of placing one PBE on all 20-to-30-seat airplanes currently operating under part 135. PBE units would be required in the cabin area of 10-to-30-seat airplanes; however, the PBE in the 10-to-19-seat airplanes would be used by crew members, and their costs are reflected in the Operations section of this analysis. Costs include acquisition of a portable PBE unit (\$400 per unit) with a 25 percent spares ratio, annual maintenance (\$40 per unit), a 5 percent replacement rate per year, and a weight penalty (5 pounds per unit). After initial PBE acquisition in 1996, new PBE acquisition costs are the sum of the projected increase in airplanes and the replacement quota. Ten-year costs to supply all 20-to-30-seat airplanes are estimated at \$659,100 (\$488,900, discounted)

Section 121.339—Life rafts. This section would require all airplanes involved in extended overwater flight to have an additional life raft on board. The FAA assumes that only 25 percent of all 10-to-30-seat airplanes conduct extended over water flights. Costs include raft acquisition (\$5,000 per raft),