

TABLE 4.—DISTRIBUTION TABLE FOR PART 121, PART 135, AND SFAR 38–2 SECTIONS BEING REPLACED BY PART 119—Continued

	Replaced by
135.15(d)	119.41(d).
135.17(a)	119.51(a).
135.17(b)	119.51(c).
135.17(c)	119.51 (d) and (e).
135.17(d)	119.51(b), (d), and (e).
135.19	119.58.
135.27(a)	119.47(a).
135.27(b)	119.47(b).
135.29	119.9(a).
135.31	119.5.
135.33	119.5(j).
135.35	119.61(c).
135.37(a)	119.69(a).
135.37(b)	119.69(b).
135.37(c)	119.69(e).
135.39	119.69(d).
135.39(a)(1) ...	119.71(a).
135.39(a)(2) ...	119.71(b).
135.39(b)(1) ...	119.71(c).
135.39(b)(2) ...	119.71(d).
135.39(c)	119.67(c); 199.71(e).
135.39(d)	119.67(e); 119.71(f).
135.63(a)	119.59(b).
135.63(a)(2) ...	119.43 (a) and (b).
135.73	119.59 (a) and (b).
135.81	119.49(d).
SFAR 38–2:	
Section 1(a) ...	119.1(b).
Section 1(a)(3) ...	119.5 (d) and (e); 119.5(h).
Section 1(b) ...	119.5(f).
Section 1(c)	119.5(g); 119.31; 119.33 (a), (b), and (c).
Section 2(a) ...	119.5(a); 119.31; 119.33 (a), (b), and (c).
Section 2(b) ...	119.5(b); 119.31; 119.33 (a), (b), and (c).
Section 2(c)	129.1.
Section 3	119.7(a); 119.33 (a), (b), and (c).
Section 4(a) ...	119.21(a).
Section 4(b) ...	119.21(b).
Section 4(c)	119.25 (a) and (b).
Section 4(d) ...	119.25 (a) and (b).
Section 5(a) ...	119.23(a).
Section 5(b) ...	119.23(b).
Section 5(c)	119.25 (a) and (b).
Section 5(d) ...	119.25 (a) and (b).
Section 6	119.3.

VII. Discussion of Comments Related to Costs and Benefits

This section of the preamble discusses those costs and benefits related comments submitted to the docket for the NPRM. The comments are presented by topic within their respective areas of concern.

1. Operations

Flight Time Limitations. A commuter operator from Alaska voiced its concerns about the potential high cost (\$502,000) of compliance associated with the proposed requirement for flight time limitations. According to this operator, compliance with the proposed rule would require hiring an estimated 15 to 75 percent more pilots, depending on the location of its operations in

Alaska. Also, there would also be additional costs incurred for training.

FAA Response: The FAA is holding in abeyance a decision concerning flight time limitations because of a new proposal that, if adopted, would overhaul all of the flight and duty rules.

Dispatchers. There were a number of comments submitted on the establishment of a dispatcher system. However, none of the comments were directly related to costs. Among those comments related to costs, the primary concern pertained to the idea that there would be significant costs incurred by operators in remote areas (i.e., most of Alaska) or those operators with a small number of airplanes (fewer than five).

FAA Response: There are four points to make in reference to the comments. First, the commenters failed to provide

any specific cost information to substantiate their claims of incurring significantly high compliance costs for establishing a dispatch system. Second, it is the FAA's position that nearly all part 135 commuters already have the basic communication equipment needed for a dispatch system because they already have flight locators and flight followers conducting some degree of operational control. Third, even in remote areas carriers have access to contracted communications systems. Fourth, in regard to the personnel costs associated with the dispatch system, these operators are expected to upgrade most of their existing flight locators and flight followers to be dispatchers, at an hourly wage increase of \$1.60 (or \$4,193 annually). Some dispatchers will be hired outside of the company at an