detailed explanation of the cost breakdown. However, it is important to note that the wage rate and the paperwork hours assumed in the NPRM were national averages, so these numbers could be higher in some parts of the country, like Alaska, and lower in others. In addition, no carrier would be required to have a measuring device to carry out this program; the baggage screening program is visual in nature, and the requirements and costs involved only refer to preparing baggage screening procedures for the carrier's operations manual and an addendum to the Operations Specifications. Finally, the FAA does not believe that there would be delays on any flights due to such a program as crewmembers would be ''eye balling'' carry-on baggage as passengers are boarding at the same speed they have always boarded.

Flight Attendants at the Gate. A commenter believes that all operators would only use trained, authorized, substitute personnel when coverage is needed. This commenter believes that these trained persons would all be new hires and paid annual salaries of $12,000. One commenter from Alaska opposes the requirement for flight attendants at the gate. The commenter states that both crewmembers on the 10-to-19 seat airplanes would need to assist in the loading and unloading process, and hence neither could stay on board with passengers. Furthermore, the commenter states that deplaning passengers would not be a viable option because airports in Alaska do not have the proper facilities. Therefore, the commenter states that a trained substitute would have to stay on board the airplane with the passengers 100% of the time. The commenter states that the FAA has also underestimated the training costs and wage costs so that this requirement would cost about $2.9 million each year for all of the Alaska commuter air carriers to comply.

FAA Response: The FAA disagrees with these commenters. The authorized personnel would need to be trained, reliable, and have a low turnover rate; an annual salary of $12,000 would not be high enough to attract such people. These airplanes typically fly only during the summer months so passengers can be deplaned. The FAA contends that one of the crewmembers can stay on board the airplane some of the time; loading and unloading responsibilities can often times be accomplished with one crewmember. The final rule has been changed to allow a crewmember to stay on or in close proximity to the airplane to comply with this requirement. The FAA does not believe it is likely that air carriers

in Alaska would have trained substitute personnel waiting at each intermediate stop. Accordingly, the FAA believes that Alaskan air carriers would either deplane passengers or use a crewmember.

Passenger Information. One commenter from Alaska disagrees with the FAA's cost estimate for passenger information cards and believes that it is too low. Alaskan air carriers would need to devise a more comprehensive information system due to the many nationalities and native languages in Alaska and this would entail great expense. Some air carriers would also have to translate into Japanese, Korean, and Russian for tourists from the Pacific Rim nations. The commenter also thought that the FAA's assumption of a three year life expectancy for information cards was too high. Based on experience, the commenter states that information cards last less than a year due to wear and theft. The commenter also estimates costs of $26,000 for Alaskan commuter air carriers in the first year and $4,224 each year thereafter.

FAA Response: The FAA disagrees with this commenter and believes that the commenter misunderstood the requirements of this proposed section. There is no current or proposed requirement to translate any passenger information cards into any other language. In addition, the industry average for passenger information cards is three years, so the FAA will use the NPRM costs.

3. Certification

Performance Criteria. Of seven comments received, only one manufacturer provided cost information. This manufacturer reports that, for their part 23 commuter category certificated airplanes, there would be no compliance costs. However, for their SFAR 41C certificated airplanes, developing the data needed to comply with the part 121 requirements for obstacle clearance and for accelerate-stop would be $3,000 per airplane for obstacle clearance and $2,500 per airplane for accelerate stop. For their pre-SFAR 41C airplanes, it would be $63,000 per airplane to develop performance data for obstacle clearance and $145,000 per airplane to develop anti-skid data, to purchase and install anti-skid systems, and to incur the 35 lb. weight penalty for accelerate-stop.

FAA Response: In the Notice, the FAA stated that all part 135 scheduled airplanes would be able to meet these performance criteria and that the only cost would be a $5,000 per type certificate to provide the data and obtain

FAA approval for inclusion into the airplane flight manual. After additional review, however, the FAA realizes that SFAR 41 and predecessor category airplanes will be unable to meet all of the part 121 performance criteria without having to offload so many passengers or cargo as to become unprofitable to operate in scheduled passenger service. If operators substitute airplanes configured with 9 or fewer passenger seats for these airplanes, there could be a substantial economic loss and potential safety reduction. Thus, the FAA will allow the operators of these airplanes to have 15 years to meet the part 121 performance requirements. This will allow operators sufficient time to plan for the replacement of these airplanes without incurring an enormous economic loss. It also will allow manufacturers time to develop better substitutes for these airplanes.

Engine-Out-En-Route-Net-Flight Data. There were three commenters on this issue. One manufacturer commenter reports a one-time cost of $24,774 to create the required one-engine-inoperative-en-route-net-flight-path data which do not exist for any 10-to-19-seat airplanes. Another commenter reports that these flight data are not included in the FAA approved airplane flight manual.

FAA Response: The FAA concurs with these commenters and has adopted the commenter's cost estimate.

Cargo Compartment Smoke Detector and Fire Extinguishing Systems and Cargo Compartment Liners. Two commenters report a per-airplane cost of $15,230 to $15,580 to install smoke detectors and fire extinguishers in the cargo compartments of newly-manufactured 10-to-19-seat airplanes. The commenter also reports a per-airplane-retrofitting cost of $17,420; a one-time cost of $85,400 for engineering, designing, testing, and paperwork for FAA approval; and 32 lbs. of added weight to each airplane. The commenter also reports a per-airplane cost for cargo and baggage compartment liners of $13,000 for a retrofit; $10,420 for a newly-manufactured airplane; a $463,950 cost for a one-time engineering, designing, testing, and paperwork to obtain FAA approval cost; and 9 lbs. of additional weight. Another commenter reports a per airplane cost of $26,400 and a weight of 15 lbs. This commenter also notes that the NPRM did not propose any retrofitting.

FAA Response: The FAA disagrees with the commenter. The FAA proposal would only apply to newly-manufactured airplanes beginning four years after the effective date. Thus, there