

under a part 135 continuous airworthiness maintenance program (CAMP) will be required to revise and possibly upgrade their programs in accordance with the new part 121 standards. Currently, commuter operators of airplane type-certificated with a passenger seating configuration of 10 seats or more operate under a CAMP as specified in section 135.411(a)(2). Most differences among the respective part 135 operators' CAMP' arise from the varying complexity of the different airplanes, not solely from the type of operation. Therefore, the only new requirement will be to revise and possibly upgrade part 135 operators' existing CAMP's, not to develop entirely new maintenance programs.

The FAA estimates the one-time total compliance cost of the maintenance applicability section is \$104,000. Of this total, \$63,000 will be incurred by operators of 10-to-19-seat airplanes and \$41,000 will be borne by operators of 20-to-30-seat airplanes. The FAA assumes, based on information received from its technical personnel, that an average of 80 hours will be required of each affected operator's maintenance shop foreman to review an operators' CAMP to ensure compliance with the final rule. Assuming a loaded hourly wage of \$20.58 for a maintenance foreman, the one-time cost estimate for each operator will be approximately \$1,650 ($80 \times \20.58).

Section 121.377 Maintenance And Preventive Maintenance Personnel Duty Time Limitations. The final rule will require all commuter operators to adhere to the part 121 limitation of time that maintenance and preventive maintenance personnel can be required to remain on duty. Section 121.377 requires maintenance personnel to be relieved from duty for a period of at least 24 consecutive hours during any 7 consecutive days, or the equivalent thereof within any one calendar month. Maintenance and preventive maintenance personnel employed by part 135 operators have no such duty time limitation.

The FAA maintained in the NPRM that simple adjustments in work scheduling or duty requirements of maintenance personnel were on-going costs of doing business which would not be affected by the commuter rule. Furthermore, the FAA held that the existence of union work rules, Department of Labor regulations and the generally accepted notion of a "day of rest" would be sufficient to limit the amount of time that part 135 maintenance and preventive maintenance personnel remained on

duty. The FAA, therefore, did not estimate any incremental costs associated with this section, and treated it as one not contributing to the total maintenance costs.

For the final rule, in considering the unique operating environment of Alaska, the FAA has determined that imposing the requirements of the maintenance and preventive-maintenance-personnel-duty-time limitations for part 121 operators onto part 135 operators will be a cost factor. The cost for the Alaskan operators is \$312,000 per year for all Alaskan 10-to-19-seat airplane operators. This cost estimate was provided by the Alaskan Air Carriers Association (AACA) and adopted by the FAA for this analysis. For the remaining operators, the annual cost is an estimated 80 hours per year at \$20.44 per hour for the maintenance foreman to perform the additional scheduling necessary to comply with the rule. The FAA estimates that a maintenance foreman will spend approximately 80 additional hours per year to meet the part 121 standards. Thus, the cost for non-Alaskan 10-to-19-seat operators in 1996 will be $23 \text{ operators} \times \$20.58 \times 80 \text{ hours}$ or \$37,870. For 20-to-30-seat operators, the cost in 1996 will be $25 \text{ operators} \times \$20.58 \times 80 \text{ hours}$ or \$41,000. The calculations would be the same in subsequent years.

Over the 15-year period, the total cost imposed due to the new duty-time-limitation requirement will be approximately \$6.02 million (\$3.65 million, present value). Most of this cost, \$4.68 million, falls on Alaskan part 135 operators of 10-to-19-seat airplanes. This disproportionate amount reflects the probable added labor requirements of Alaskan operators owing to the uniqueness of the Alaskan operating environment.

Section 121.380 Maintenance Recording Requirements. This section provides for the preparation, maintenance, and retention of certain records using the system specified in the certificate holder's manual. It further specifies the length of time records must be retained and the requirements for records to be transferred with the airplane at the time the airplane is sold. Section 121.380a, Transfer Of Maintenance Records, develops the transfer of records in more detail. It requires the certificate holder to transfer certain maintenance records to the purchaser, at the time of sale, in either plain language or coded form which provides for the preservation and retrieval of information. The section ensures that a new owner receives all records that are to be maintained by an

operator as required under section 121.380.

In the NPRM, the FAA maintained that because section 135.439 was essentially identical to 121.380, there would be minimal new recordkeeping requirements imposed on part 135 operators and thus, assumed no incremental costs would result from changes to this section. The FAA also maintained that there would be no incremental cost impact resulting from changes to part 121.380a. Upon review of the proposal and subsequent comments received, the FAA has determined that the merging of the recordkeeping requirements of sections 121.380 and 135.439 brought on by the commuter rule will involve incremental administrative costs. The FAA therefore, has revised its NPRM position of no costs, and estimated the administrative costs for the new requirements incorporated in the changes to sections 121.380, 121.380a and 135.439.

The cost was derived from averaging the total recording cost for Alaskan commuter airplanes as provided by the AACA and applied to the total 10-to-19-seat airplane fleet. The AACA estimated the total first-year cost for Alaska operators to be \$156,000. This was divided by the number of 10-to-19-seat airplanes in Alaska (44) for an average cost of \$3,545 per airplane. This was then multiplied by the total number of airplanes in the 1996 U.S. fleet. In 1996, the number of airplanes will be 629 (673-44), 44, and 277 for 10-to-19-seat non-Alaska airplanes, 10-to-19-seat Alaska airplanes, and 20-to-30-seat airplanes respectively. For subsequent years, the additional reporting cost will be \$26,000 for the 10-to-19-seat airplanes in Alaska. The FAA divided that cost by the number of Alaskan airplanes (44) and then multiplied it by the total U.S. fleet. Thus, in 1997 the fleet count is 639 (683-44) 10-to-19-seat non-Alaska airplanes and 307 20-to-30-seat airplanes. The total costs for 1997 are \$26,000 for Alaska, \$377,590 ($\$26,000/44 \times 639$) for 10-to-19-seat non-Alaska, and \$181,409 ($\$26,000/44 \times 307$) for 20-to-30-seat airplanes. The same procedure is used for the remaining years. The total cost imposed on operators of part 135 airplanes due to the additional recordkeeping required to merge parts 121 and 135 maintenance recording requirements is approximately \$11.5 million (\$7.8 million, present value) for the 15-year period.

As a final point, this rule will impose costs on some part 121 operators by requiring them to maintain information on engine and propeller time in service as specified in section 135.439/121.380.