

Paperwork Reduction Act

This proposal contains new information collection requirements. As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)), the FAA will submit the information requirements associated with this proposal to the Office of Management and Budget for its review. A summary of those requirements follows.

Title: Extended Operations (ETOPS) of Multi-engine Airplanes

Summary: The regulations currently prohibit operators of two engine airplanes from flying more than one hour from an adequate airport. The NPRM would codify current practices that permit certificated air carriers to obtain approval under the Administrator's deviation authority to operate two-engine airplanes further than one hour from an adequate airport. It would also add regulations for ETOPS for all carriers regardless of the number of engines. ETOPS is voluntary for operators and manufacturers.

Use of the information: This rule is necessary to support the following elements of the FAA's strategic plan:

- *Global leadership*—The worldwide aviation industry is interested in extended operations. Civil aviation authorities of other countries and international aviation organizations are carefully watching the FAA's efforts to develop rules to govern extended operations. This proposed rule will enhance worldwide air travel safety and efficiency.

- *System efficiency*—Allowing extended operations allows operators to take more direct routes to long-range destinations and improves overall system efficiency.

Safety—The proposed rule addresses the safety aspects of extended operations.

Respondents: The likely respondents to this proposed information requirement are airplane manufacturers and air carriers who wish to operate on routes that go more than one hour from an adequate airport.

Frequency: Initial authorization and additional annual requirements.

Annual Burden Estimate:

This collection of information includes four areas:

1. Operators who elect to use the ETOPS alternative would have to prepare a *passenger recovery plan* applicable to each ETOPS alternate airport listed in the carrier's operations specifications. The FAA estimates that the initial preparation of such plans would require 100 staff hours, and to keep the plans up-to-date and viable would expend an additional 50 hours annually.

2. Operators are required under 121.703 to file mechanical reliability reports concerning the failure, malfunction, or defect for 17 areas. This proposal, however, would require that operators investigate *certain failures and submit findings and corrective actions* acceptable to the FAA. The FAA believes that there is a 5% probability of such a failure that would require additional reporting, and that such action could be resolved in two staff days.

3. Section 121.374 would require each certificate holder operating beyond the 180-minutes to have an *ETOPS maintenance program* in addition to the program currently required by 121.367. The program consists of 18 areas, including manual preparation, establishing procedures, and conducting training. The FAA estimates that it would take 3 months to develop.

4. Section 121.374 would require the certificate holder to *develop and write procedures for a pre-departure check*. The FAA estimates that it would take 6 weeks to develop this check. In addition, the carrier must *develop and write procedures* for identifying ETOPS specific procedures, which is estimated to take 8 hours. Carriers must also *supplement their existing reliability program*; estimated time to complete is 100 hours.

Each of these four areas is covered under three types of operators: 2-engine, 3-4 engine, and business jets. In addition, there are reporting requirements for parts 21, and 25 certification requirements. The burden is estimated based on the assumption that there will be 7 new 2-engine ETOPS Part 121 operators, 13 Part 121 3- or 4-engine operators and 81 business jet operators. Since many aspects of the proposed rule are voluntary the actual burden may vary significantly. The hours and costs per hour break down as follows:

Two-engine operators:

Passenger recovery plans—For current operators using ETOPS, estimate 19 plans \times 100 hours \times \$75 = \$142,500 for the initial plan. Thereafter, operators would spend 40 hours annually reviewing and validating the plan for a total 10-year cost of \$655,000.

Initial development = 100 hrs \times 19 plans = 1900 hours

Initial cost = \$142,500

Recurring hours = 40 hrs \times 19 plans \times 9 years = 6840 hours

Recurring cost = \$513,000

Total Hours = 8,740

Total Cost = \$655,500

For estimated 7 new ETOPS operators:

Initial development = 100 hrs \times 7 plans = 700 hours

Initial cost = \$52,500

Recurring hours = 40 hrs \times 7 plans \times 9 years = 2520 hours

Recurring cost = \$189,000

Total Hours = 3220

Total Cost = \$241,500

Reporting failures and findings

For existing operators:

Initial = 16 hrs \times 1,400 incidents =

22,400 hours \times \$45 = \$1,008,000

Total over 10 years = 224,000 hours \times \$45 = \$10,080,000

For estimated 7 new operators:

Initial = 16 hours \times 7 operators \times 10 incidents per = 1,120 hours \times \$45 = \$50,400

Total over 10 years = 11,200 hours = \$504,000

3- or 4-engine airplanes

Passenger recovery plans

For estimated 13 new ETOPS operators

Initial development = 100 hrs \times 13 plans = 1,300 hours

Initial cost = 1,300 hours \times \$75 = \$97,500

Recurring hours = 40 hrs \times 13 plans \times 9 years = 4680 hours

Recurring cost = \$351,000

Total Hours = 5,980

Total Cost = \$448,500

ETOPS Maintenance Program

For estimated 13 new ETOPS operators

Program document:

One time cost of 520 hours \times 13 = 6760 hours \times \$85 = \$574,600

Pre-departure check program:

240 hours \times 13 = 3,120 hours \times \$85 = \$265,200

ETOPS specific procedures:

8 hours \times 13 = 104 hours \times \$85 = \$8,840

Reliability program:

200 hours \times 13 = 2600 hours \times \$85 = \$221,000

Pre-departure service check:

2 hours \times 3 planes \times 360 days \times 13 = 28080 hours \times \$45 = \$1,263,600

Total Hours = 280,800

Total Cost = \$12,636,000

Reporting Failures and Findings

16 hours \times 10 incidents \times 13 = 2080 hours \times \$45 = \$93,600

Total Hours = 20,800

Total Cost = \$936,000

Training

Initial Training

- 44 hours \times 20 mechanics \times 13 = 11440 hours \times \$45 = \$514,800