

SUMMARY OF INITIAL AND TOTAL PAPERWORK HOURS AND COSTS—Continued

Category	Initial hours	Initial cost	Ten year hours	Ten year costs
ETOPS Program document	6,760	574,600	6,760	574,600
Pre-departure Program	3,120	265,200	3,120	265,200
ETOPS Specific Procedures	104	8,840	104	8,840
Reliability Program	2,600	221,000	2,600	221,000
Pre-departure Service Check	28,080	1,263,600	280,800	12,636,000
Reporting Failures	2080	93,600	20,800	936,000
Training	18928	1,390,064	29,224	2,179,112
Business Jets:				
ETOPS Maintenance Program	4050	405,000	4,050	405,000
Pre-departure Service Check	1944	87,480	19,440	874,800
CASS	8100	364,500	8,100	364,500
Monitoring Programs	168,480	7,581,600	1,684,800	75,816,000
Training	648	29,160	2,106	94,770
Quarterly Reporting	648	29,160	6,480	291,600
Polar Recovery Plan	3,240	243,000	10,530	789,750
Polar Training	20,736	3,587,328	32,400	5,605,200
Part 21:				
ETOPS Reporting:				
Expanded	4,160	187,200	41,600	1,872,000
New	20,800	936,000	208,000	9,360,000
Shutdown Investigations	10,000	675,000	100,000	6,750,000
Part 25: Certification	25,000	1,875,000	25,000	1,875,000
Total	356,898	21,168,232	2,739,154	132,848,872

Executive Order 13132, Federalism

The FAA has analyzed this proposed rule under the principles and criteria of Executive Order 13132, Federalism. We determined that this action would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government, and therefore would not have federalism implications.

Plain Language

Executive Order 12866 (58 FR 51735, Oct. 4, 1993) requires each agency to write regulations that are simple and easy to understand. We invite your comments on how to make these proposed regulations easier to understand, including answers to questions such as the following:

- Are the requirements in the proposed regulations clearly stated?
- Do the proposed regulations contain unnecessary technical language or jargon that interferes with their clarity?
- Would the regulations be easier to understand if they were divided into more (but shorter) sections?
- Is the description in the preamble helpful in understanding the proposed regulations?

Please send your comments to the address specified in the **ADDRESSES** section.

Environmental Analysis

FAA Order 1050.1D defines FAA actions that may be categorically

excluded from preparation of a National Environmental Policy Act (NEPA) environmental impact statement. In accordance with FAA Order 1050.1D, appendix 4, paragraph 4(j), this proposed rulemaking action qualifies for a categorical exclusion.

Energy Impact

The energy impact of the notice has been assessed in accordance with the Energy Policy and Conservation Act (EPCA) Public Law 94-163, as amended (42 U.S.C. 6362) and FAA Order 1053.1. We have determined that the notice is not a major regulatory action under the provisions of the EPCA.

Executive Order 13211—Energy Supply, Distribution, or Use

Executive Order 13211 requires agencies to submit a Statement of Energy Effects to the Administrator of the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, for matters identified as significant energy actions. A significant energy action is an action that (1) is significant under Executive Order 12866 and is likely to have a significant adverse effect on the supply, distribution, or use of energy or (2) is designated by the administrator of the Administrator of OIRA as a significant energy action. This proposed rule would save fuel for operators who obtain authorization for ETOPS routes and would therefore have a significant positive effect on energy use. We are not required to submit a Statement of

Energy Effects for this proposed rule because we do not expect this rule to have a significant adverse effect on the supply, distribution, or use of energy and the Administrator of OIRA has not identified it as a significant energy action.

List of Subjects*14 CFR Part 1*

Air transportation.

14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 33

Aircraft, Aviation safety.

14 CFR Part 121

Air carriers, Aircraft, Airmen, Alcohol abuse, Aviation safety, Charter flights, Drug abuse, Drug testing, Reporting and recordkeeping requirements, Safety, Transportation.

14 CFR Part 135

Air taxis, Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Drug testing, Reporting and recordkeeping requirements.

The Proposed Amendment

For the reasons discussed in the preamble, the Federal Aviation Administration proposes to amend part 14 CFR parts 1, 25, 33, 121, and 135 as follows: