

rulemaking on these issues, there will be another round of public comment. We invite the public to send us information and comments relating to the following issues:

1. Whether pilots and other flight crew members should carry firearms of less-than-lethal weapons, and if so, whether it should be on a voluntary basis;
2. Whether and how the weapons should be stored on the aircraft or carried on board;
3. The types and numbers of less-than-lethal weapons that should be carried on aircraft for use by qualified flight deck crew members;
4. The types of restraining devices or other kinds of equipment that should be on aircraft;
5. The types and numbers of firearms that should be carried on aircraft for use by qualified pilots and the types of ammunition;
6. The amount and type of weapons training that we should require, including whether there should be initial and recurrent training.
7. How the less-than-lethal weapons and firearms should be carried, stored, maintained (if necessary), and accessed on the aircraft.
8. What types of aircraft modifications we should require when aircraft are equipped with less-than-lethal weapons or firearms, such as modifications to ventilation or avionics systems;
9. Whether the qualifications for using less-than-lethal weapons or firearms should be integrated into the existing systems for establishing and maintaining airman qualifications, such as pilot certificates and ratings;
10. The circumstances under which less-than-lethal weapons may be used;
11. How to identify individuals who are willing to provide emergency services on commercial flights;
12. Whether to maintain a registry of some or all of these individuals;
13. The minimum qualifications of those who would provide emergency services on commercial air flights; and
14. The type of training providers of emergency services on commercial air flights should have.

We invite the public to raise any additional issues or concerns related to these issues, including any other factors that we should consider addressing in our recommendations.

Issued in Washington, DC, on December 21, 2001.

James J. Ballough,

Director, Flight Standards Service.

[FR Doc. 01-32040 Filed 12-28-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Air Carrier and General Aviation Maintenance Issues

AGENCY: Federal Aviation Administration (FAA) (DOT).

ACTION: Notice of public meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of a meeting of the FAA Aviation Rulemaking Advisory Committee to discuss Air Carrier and General Aviation Maintenance Issues. Specifically the committee will discuss two tasks concerning quality assurance and ratings for aeronautical repair stations.

DATES: The meeting will be held on January 9, 2002, from 9 a.m. to 5 p.m. Arrange for teleconference capability and presentations by January 3, 2002.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Vanessa R. Wilkins, Federal Aviation Administration, Office of Rulemaking (ARM-207), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8029; fax (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to § 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to discuss air carrier and general aviation maintenance issues to be held on January 9, 2002, from 9 a.m. to 5 p.m. at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC 20005.

Meeting Agenda

- Opening remarks and committee administration
- Discussion of quality system elements relating to a quality assurance program
 - Break
 - Discussion of current regulatory requirements relating to quality system elements
 - Lunch
 - Discussion of quality assurance/system elements missing from current regulatory requirements
 - Break
 - Discussion of repair station ratings
 - Adjourn

Attendance is open to the interested public, but will be limited to the space available. The FAA will arrange

teleconference capability for individuals wishing to participate by teleconference if we receive notification by January 3, 2002. Arrangements to participate by teleconference can be made by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Callers outside the Washington metropolitan area will be responsible for paying long distance charges.

The public must make arrangements by January 3, 2002, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director, or by bringing the copies to the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested by January 3, 2002. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on December 20, 2001.

David E. Cann,

Assistant Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 01-32039 Filed 12-28-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than March 1, 2002.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, or Ms. Dian Deal, Office of

AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

Air Carrier and General Aviation Maintenance Issues

Meeting Minutes

DATE: January 9, 2002

TIME: 9:30 a.m.

PLACE: General Aviation Manufacturers Association

The Assistant Chair, Ms. Sarah MacLeod, called the meeting to order at 9:30 a.m.

Agendas were distributed ([attachment 1](#)) and an attendance sheet was circulated ([attachment 2](#)). Mr. David Cann, Assistant Executive Director, read instructions governing the conduct of the meeting.

Ms. MacLeod welcomed everyone and invited Ric Peri, Aircraft Electronics Association, to make his presentation on quality assurance (QA). Mr. Peri distributed two handouts, Quality Assurance Steps ([attachment 3](#)) and Basic Quality System ([attachment 4](#)). Mr. Peri led a discussion on eight basic elements of a QA system identified in the QA Steps handout. Mr. Jason Dickstein, Airline Suppliers Association, also presented a model of the elements of QA systems ([attachment 5](#)).

A lengthy discussion of both Mr. Peri's model and Mr. Dickstein's model ensued. Mr. Peri also presented ISO 9000 quality system elements ([attachment 6](#)). Following further intense discussion, the committee accepted the ISO 9000 elements as the foundation for the technical report. The group discussed each element in depth and identified current regulations that cover either some, or all, of the element.

Future Meetings, Dates, and Locations

The next committee meeting will be held on January 31, 2002, at the General Aviation Manufacturers Association, Washington, DC.

Action Items

1. Ms. MacLeod will capture the elements and related regulations in a matrix, which will be sent to the committee for review.
2. The committee will review the matrix and identify which elements are not covered by regulations. The committee will continue to discuss the elements at the February 20-21, 2002, meeting.

Ms. MacLeod adjourned the meeting at 4:50 p.m.

Attendance

The January 9, 2002, meeting of the ARAC to address Air Carrier/General Aviation Maintenance issues was attended by 29 people, including committee members, alternates, government employees, and members of the general public.

Public Notification

An announcement of the meeting was published in the Federal Register on December 31, 2001 (66 FR 67621).

Approval

I certify that the above minutes are accurate.

/s/ Ms. Sarah MacLeod,

Assistant Chair for ARAC Air Carrier/General Aviation Maintenance Issues

Issued: June 1, 2002

6 Attachments

Aviation Rulemaking Advisory Committee on Air Carrier and General Aviation Maintenance

General Aviation Manufacturers Association

1400 K Street, NW., Suite 801

Washington, DC 20005

Meeting Agenda

January 9, 2002

- Opening remarks and committee administration.
- Discussion of quality system elements relating to a quality assurance program
- Break
- Discussion of current regulatory requirements relating to quality system elements
- Lunch
- Discussion of quality assurance/system elements missing from current regulatory requirements
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- Adjourn

Quality Assurance Steps

Elements	Analysis -- Current Req'ts/Missing
<ul style="list-style-type: none">• Identify the document(s) that describe the organization's plans for achieving regulatory compliance.	<p>§ 145.45(f) Manual (IPM)</p> <p>AC 145-3 Guide for Developing and evaluating repair station inspection procedures manuals.</p>
<ul style="list-style-type: none">• Develop a system that ensures the organization adheres to the provisions of its plan to achieve regulatory compliance.	<p>§ 145.45 Inspection systems</p> <p>(a) An applicant for a repair station certificate, and rating or for an additional rating, must have an inspection system that will produce satisfactory quality control and conform to paragraphs (b) to (f) of this section.</p> <p>§ 145.2 (Part 121 Customers)</p> <p>§ 145.23 (Not internal—Not an FAA function to perform internal audit)</p> <p>§ 145.53</p> <p>§ 145.55 Maintenance of personnel, facilities, equipment, and materials.</p> <p>Each certificated domestic repair station shall provide personnel, facilities equipment, and materials at least equal in quality and quantity to the standards currently required for the issue of the certificate and rating that it holds.</p> <p>§ 145.61</p> <p>FAA Order 8300.10 Vol. 2 Chapter 164, Evaluate FAR Part 145 Inspection</p>

	Procedures Manual/Revision
<ul style="list-style-type: none"> Organize the resources to implement the plans to achieve regulatory compliance. 	<p>§ 145.55 Maintenance of personnel, facilities, equipment, and materials.</p> <p>Each certificated domestic repair station shall provide personnel, facilities equipment, and materials at least equal in quality and quantity to the standards currently required for the issue of the certificate and rating that it holds.</p> <p>§ 145.57 Performance standards.</p> <p>(a) Except as provided in § 145.2, each certificated domestic repair station shall perform its maintenance and alteration operations in accordance with the standards in Part 43 of this chapter. It shall maintain, in current condition, all manufacturers' service manuals, instructions, and service bulletins that relate to the articles that it maintains or alters.</p> <p>§ 145.59 Inspection of work performed.</p> <p>(b) For the purposes of paragraph (a) of this section, the qualified inspector must be a person employed by the station, who has shown by experience as a journeyman that he understands the inspection methods, techniques, and equipment used in determining the airworthiness of the article concerned. He must also be proficient in using various types of mechanical and visual inspection aids appropriate for the article being inspected.</p>
<ul style="list-style-type: none"> Establish whether the organization's proposed product or service possesses 	§ 145.51 Privileges of certificates.

<p>characteristics that will satisfy customer's needs.</p>	<p>A certificated domestic repair station may -</p> <p>(a) Maintain or alter any airframe, powerplant, propeller, instrument, radio, or accessory, or part thereof, for which it is rated;</p> <p>(b) Approve for return to service any article for which it is rated after it has been maintained or altered;</p> <p>§ 145.57 Performance standards.</p> <p>(a) Except as provided in § 145.2, each certificated domestic repair station shall perform its maintenance and alteration operations in accordance with the standards in Part 43 of this chapter. It shall maintain, in current condition, all manufacturers' service manuals, instructions, and service bulletins that relate to the articles that it maintains or alters.</p> <p>§ 145.59 Inspection of work performed.</p> <p>(a) Each certificated domestic repair station shall, before approving an airframe, powerplant, propeller, instrument, radio, or accessory for return to service after maintaining or altering it, have that article inspected by a qualified inspector. After performing a maintenance or alteration operation, the station shall certify on the maintenance or alteration record of the article that it is airworthy with respect to the work performed.</p>
<ul style="list-style-type: none"> • Assess operations, products, and services of the organization and determine where and what 	<p>§ 145.23 Inspection.</p> <p>Each certificated repair station shall</p>

<p>quality risks are.</p>	<p>allow the Administrator to inspect it, at any time, to determine its compliance with this part. The inspections cover the adequacy of the repair stations inspection system, records, and its general ability to comply with this part. After such an inspection is made, the repair station is notified, in writing, of any defects found during the inspection.</p> <p>FAA Order 8300.10 Vol. 2 Chapters 164/165</p>
<ul style="list-style-type: none"> • Establish whether the organization's plans make adequate provision for the control, elimination or reduction of the identified risks. 	<p>FAA Order 8300.10 Vol. 2 Appendix 6 National Aviation Safety Inspection Program (NASIP).</p>
<ul style="list-style-type: none"> • Determine the extent to which the organization's plans are being implemented and risks contained. 	<p>§ 145.23 Inspection.</p> <p>Each certificated repair station shall allow the Administrator to inspect it, at any time, to determine its compliance with this part. The inspections cover the adequacy of the repair stations inspection system, records, and its general ability to comply with this part. After such an inspection is made, the repair station is notified, in writing, of any defects found during the inspection.</p>
<ul style="list-style-type: none"> • Establish whether the product or service being supplied has the prescribed characteristics. 	<p>§ 145.45 Inspection systems.</p> <p>(c) The applicant must provide a satisfactory method of inspecting incoming material to insure that, before it is placed in stock for use in an aircraft or part thereof, it is in a good state of preservation and is free from</p>

apparent defects or malfunctions.

§ 145.59 Inspection of work performed.

(a) Each certificated domestic repair station shall, before approving an airframe, powerplant, propeller, instrument, radio, or accessory for return to service after maintaining or altering it, have that article inspected by a qualified inspector. After performing a maintenance or alteration operation, the station shall certify on the maintenance or alteration record of the article that it is airworthy with respect to the work performed.

Basic Quality System

Part 145

Process Stage	Base Clause	
Determine the goal	5.3 Establish Organization's Purpose 5.1 Establish Quality Policy 5.4.1 Establish Quality Objectives	
Develop processes to achieve goal	4.1a Identify processes 4.1b Determine sequence and interaction of processes 4.1c Develop criteria and methods 4.1d Provide information 4.1d Provide resources	
Operate and maintain processes	4.1 Implement and maintain Quality Management System	
Establish that goal is being achieved	4. Monitor and measure product 2. Analyze product	

	4.1f Implement actions to achieve planned results	
Establish goal is achieved in the best way	<p>4.1e Monitor and measure processes</p> <p>4.1e Analyze processes</p> <p>4.1f Continually improve processes</p>	
Establish if it is the right goal	<ul style="list-style-type: none"> • Analyze suitability <ol style="list-style-type: none"> 1. Review system effectiveness <p>4.1.f Continually improve processes</p>	

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ISO 9001: 1994 Overview

<u>Clause #</u>	<u>Topic</u>
4.1.1	Quality policy
4.1.2	Organization
4.1.3	Management review
4.2.1	General
4.2.2	Quality system procedures
4.2.3	Quality planning
4.3	Contract review
4.4	Design control
4.5	Document and data control
4.6	Purchasing
4.7	Control of customer-supplied product
4.8	Product identification and traceability
4.9	Process control
4.10	Inspection and testing
4.11	Control of inspection and test equipment
4.12	Inspection and test status
4.13	Control of nonconforming product
4.14	Corrective and preventive action
4.15	Handling, storage, packaging, delivery
4.16	Control of quality records
4.17	Internal quality audits
4.18	Training
4.19	Servicing
4.20	Statistical techniques