

effective with respect to articles entered, or withdrawn from warehouse for consumption, on or after the effective date of this notice. Importers claiming preferential tariff treatment under the AGOA for entries of textile and apparel articles should ensure that those entries meet the applicable visa requirements. *See Visa Requirements Under the African Growth and Opportunity Act* 66 FR 7837 (2001).

Robert B. Zoellick,

United States Trade Representative.

[FR Doc. 02-5766 Filed 3-8-02; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Aircraft Certification Procedures Issues Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss Aircraft Certification Procedures issues.

DATES: The meeting will be held on March 21, 2002, from 8:30 a.m. to 11:30 a.m. Arrange for oral presentations by March 15, 2002.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC 20005-2485.

FOR FURTHER INFORMATION CONTACT: Maisa Mullen, FAA, Office of Rulemaking (ARM-205), 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-7653, fax: (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to section 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 be held on March 21, 2002, from 8:30 a.m. to 11:30 a.m. at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC 20005-2485. The agenda will include:

1. Opening Remarks.
2. Committee Administration.
3. A discussion and vote on the Parts and Production Certification Working Group draft advisory documents, entitled "Means of Compliance with Proposed Quality System Requirements," "Recommendation for Consistent Application of ODAR

Processes for PAH Shipments," "PAH Transition to New Quality System Requirements," and "ARAC Working Group Advisory Circular Proposal."

4. A status report on the Parts and Production Certification Working Group's remaining tasks.

5. A status report on the FAA submitted rulemaking projects for "Establishment of Organization Designation Authorization (ODA) Procedures", and "Production Certification and Parts Manufacturing."

6. A discussion of future meeting dates, locations, activities, and plans.

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 before March 15, 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 March 15, 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. Public statements will only be considered if time permits. In addition, sign and oral interpretation, as well as an assistive listening device, can be made available at the meeting, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on March 6, 2002.

Tony Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 02-5789 Filed 3-6-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; San Joaquin County, CA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be

prepared for a proposed highway project in San Joaquin County, California.

FOR FURTHER INFORMATION CONTACT:

Michael G. Ritchie, Division Administrator, Federal Highway Administration, California Division, 980 Ninth St., Suite 400, Sacramento, California 95814-2724.

SUPPLEMENTARY INFORMATION: The

FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an Environmental Impact Statement (EIS) on a proposal to improve State Route (SR) 99 in San Joaquin County, California. The proposed improvement would involve widening SR 99 from four lanes to six lanes from 0.6 kilometers north of Arch Road to 0.2 kilometers south of SR 4 West, in Stockton, San Joaquin County, California. Depending on the alternative selected, this project proposes to also remove the existing South Stockton over-crossing (#29-156) and the Clark Drive "button hook" ramps. The project would evaluate the feasibility of eliminating existing freeway access at the Farmington Road (SR 4 East) interchange and constructing frontage roads between Farmington Road (SR 4 East) and Mariposa Road to maintain continuity through the SR 4 East system. The proposed project would extend Netherton Avenue to Mariposa Road. It would reconstruct the Farmington Road (SR 4 East), Mariposa Road, and Charter Way interchanges and replace all existing bridges within the project limits to meet width and vertical clearance standards with provisions for the ultimate eight-lane freeway concept.

Alternatives under consideration include (1) taking no action, (2) widening into the median leaving a median that would vary between 3.8 meters and 7.1 meters, (3) widening into the median and to the outside leaving a median that would vary from 7.1 meters to 10.8 meters and, (4) reconstructing SR 99 to full standards with an 18-meter median.

Letters describing the proposed action and soliciting comments will be sent to the appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public hearing will be held. Public notice will be given of the time and place of the hearing. The draft EIS will be available for public and agency review and comment before the public hearing.

To ensure that all concerns and issues related to this proposed action are addressed and identified, comments and suggestions are invited from all

AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

Aircraft Certification Issues

Meeting Minutes

Date: March 21, 2002

Time: 8:30 – 11:30 a.m.

Place: GAMA, 1400 K Street, NW, Suite 801, Washington, DC 20005-2485

The Assistant Chair, Mr. Bill Schultz (GAMA), called the meeting to order at 8:35 a.m. The agenda was distributed ([Attachment 1](#)) and an attendance sheet was circulated ([Attachment 2](#)). Mr. John Masters, Acting Assistant Executive Director, read the instructions governing the conduct of the meeting.

Mr. Peter Gallimore, the Parts and Production Certification Working Group Chair, gave his thanks to all the WG members for their long service and announced his retirement effective June 30, 2002. A retirement party is scheduled on June 18 in Seattle during the time of the next WG meeting. All members were invited to attend. This June WG meeting will be the last meeting of the WG until after the FAA publishes the Parts and Production NPRM.

Mr. Gallimore then nominated Mr. Andrew Brindisi, the WG Vice Chair, as his replacement for the position of WG Chair. A vote was taken to unanimously accept Mr. Brindisi as the new WG Chair.

Mr. Andrew Brindisi, the WG Vice Chair, presented the WG's four draft advisory documents, entitled "Means of Compliance with Proposed Quality System Requirements," "Recommendation for Consistent Application of ODAR Processes for PAH Shipments," "PAH Transition to New Quality System Requirements," and "ARAC Working Group Advisory Circular Proposal." for discussion and vote for transmittal to FAA as recommendations. These documents had previously been mailed to Issues members for review and consideration on March 6 ([Attachment 3](#)).

Mr. Jason Dickstein, Airline Suppliers Association, noted that his association holds the minority opinion on the definition of commercial parts in the WG. A vote was taken to forward all four documents to FAA after two minor editorial changes were made and detailed below.

Recommendation for Consistent Application of ODAR Processes for PAH Shipments: The words "are performed" were added to the second sentence of Paragraph 902.b so it now reads: "The ODAR will perform and document self assessments activities to ensure only qualified authorized functions are performed in accordance with the pertinent, regulations, related policies, and procedures."

ARAC Working Group Advisory Circular Proposal: An second sentence was added to the footnote that reads: "If these definitions change, the rest of this draft should be reviewed for consistency with the new definitions."

In addition, the two draft advisory documents, entitled "Working Group Guidance Material Recommendations Approval Holder Quality System Requirements" and "Replacement and Modification Part Design Approval Procedures" approved for transmittal to the FAA at the November 16, 2001, Issues meeting, had not been forwarded. These two documents, along with the four documents approved today will be forwarded by Mr. Schultz to FAA together.

Mr. Brindisi continued with a status report on the Working Group's three continuing tasks. He distributed a document, titled "Working Group Action Update" ([Attachment 4](#)) that gave an overview of the WG's plan to develop best industry practices to address internal audit, corrective action, and supplier control.

Ms. Marisa Mullen, FAA Transportation Industry Analyst, from the Office of Rulemaking, provided a status report on the FAA submitted rulemaking projects for "Establishment of Organization Designation Authorization (ODA) Procedures", and "Production Certification and Parts Manufacturing."

The ODA Notice of Proposed Rulemaking (NPRM), and companion FAA Order, is an Agency "A" priority project and is currently complete and in coordination. The FAA hopes to issue the rulemaking in July 2002.

The Parts and Production rulemaking is in the Phase II of the Rulemaking Project Record (RPR) stage. Several issues are being developed fully. The RPR will be restructured to outline the issues and be resubmitted to the Rulemaking Council for approval and resource allocation.

A discussion followed. The WG reiterated that the delays in issuing the Parts and Production rulemaking is hampering industry. The WG has been working on this issue since 1993 and they are losing individual expertise, which will be needed to disposition comments to the proposal. Already \$2-3 million has been spent on resources for this project. The proposal will enhance safety as it mandates a single quality system, introduces processes that are not available today, and will ensure a more robust production system by giving manufacturer' some relief.

Mr. Schultz responded that FAA resources are tied up, but they also want to process this regulation as quickly as possible. To reemphasize the need for the priority processing of this proposal, AIA and GAMA will write a letter to the FAA Associate Administrator of Regulations and Certification recommending priority safety processing of this action. Additionally, Mr. Schultz requested that the membership give serious consideration to any possible means of alternative rulemaking actions that may get this rulemaking published, such as an SFAR, best practices on the Web site, or some type of consensus standard.

Mr. Schultz provided the schedule for future meetings as follows:

Working Group: June 18 & 19, 2002, Seattle

Issues Group: August 9, 2002, GAMA, 8:30-11:30 a.m.

Mr. Schultz adjourned the meeting at 9:50 a.m.

Attendance

Twelve (12) people, including committee members, alternates, and government employees, attended the March 21, 2002, meeting of the Aircraft Certification Procedures Issues Group of the Aviation Rulemaking Advisory Committee.

Public Notification

An announcement of the meeting was published in the Federal Register on March 11, 2002, (67 FR 10965).

Approval

I certify that the above minutes are accurate.

/S/

Mr. Bill Schultz Issued: May 7, 2002

Assistant Chair for
ARAC Aircraft Certification Procedures Issues

4 Attachments

FEDERAL AVIATION ADMINISTRATION
Aviation Rulemaking Advisory Committee (ARAC) Meeting on
AIRCRAFT Certification PROCEDURES Issues

March 21, 2002, 8:30-11:30 A.m.

**General Aviation Manufacturers
Association**

1400 K Street, NW, Suite 801

Washington, DC 20005-2485

AGENDA

OPENING REMARKS William (Bill) H. Schultz

ARAC Assistant Chair

READING OF ETHICS STATEMENT Brian Yanez

Assistant Executive Director

DISCUSSION AND VOTE ON PARTS AND PRODUCTION
CERTIFICATION WORKING GROUP DRAFT DOCUMENTS:

"Means of Compliance with Proposed Quality System Requirements"

"Recommendation for Consistent Application of ODAR Processes for
PAH Shipments"

"PAH Transition to New Quality System Requirements"

"ARAC Working Group Advisory Circular Proposal"

William (Bill) H. Schultz

STATUS REPORT ON THE PARTS AND PRODUCTION
CERTIFICATION WORKING GROUP TASKING Working Group
Chair

STATUS REPORT ON THE FAA SUBMITTED RULEMAKING
PROJECTS FOR:

"Establishment of Organization Designation Authorization
(ODA) Procedures"

"Production Certification and Parts Manufacturing" Brian Yanez

DISCUSSION OF FUTURE MEETING DATES, ACTIVITIES,
AND PLANS William (Bill) H. Schultz

ADJOURN

**AVIATION RULEMAKING ADVISORY COMMITTEE
AIRCRAFT CERTIFICATION PROCEDURES ISSUES**

ATTENDANCE

MARCH 21, 2002

PLEASE PRINT

NON-MBR (N) MBR (M)	NAME	AFFILIATION	E-MAIL ADDRESS	TELEPHONE	FAX NUMBER
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3.	Peterson, Scott G.	Boeing Commercial Airplanes	Scott.g.peterson@boeing.com	425-237-7967	425-237-9866
4.	Schneider, Alan	Attorney	Ajs333@aol.com	202-489-4831	
5.	Howard, Tom	Chromalloy Gas Turbine Airplanes	Thoward@chromalloy.com	210-359-5573	210-359-5570

6.	Gallimore, Peter	Boeing	Peter.gallimore@boeing.com	425-234-9928	425-237-4838
7.	Atwood, Mark W.	Sher & Blackwell	Matwood@sherblackwell.com	202-463-2513	202-463-4950
8.	Jones, C. Hall (Skip)	Aerospace Industries Assn.	Jones@aia-aerospace.org	202-371-8433	202-371-8471
9. M	Maniatis, Janice	National Air Disaster Alliance/ Foundation	Jmaniati@att.net	770-486-5630	
10. M	Dickstein, Jason	Aviation Suppliers Assn Aircraft Electronics Assn	Jason@washingtonaviation.com	202-478-5725	202-478-5426
11.	Mullen, Marisa	FAA, ARM-205	Marisa.mullen@faa.gov	202-267-7653	202-267-5705
12	Schultz, Bill	GAMA	Wschultz@generalaviation.org	202-393-1500	202-842-4063

Original copy on file.

AVIATION RULEMAKING ADVISORY COMMITTEE

Date: March 6, 2002

ACTION: Draft Materials for Production Certification and Parts Manufacturing Working Group

To: ARAC Aircraft Certification Procedures Issues Members

From : Bill Schultz, Assistant ARAC Chair, Aircraft Certification Procedures Issues

Fax: (202)842-4062 or E-mail: wschultz@generalaviation.org

Enclosed for your review and comment are copies of the draft materials from the Production Certification and Parts Manufacturing Working Group, entitled "Means of Compliance with Proposed Quality System Requirements," "Recommendation for Consistent Application of ODAR Processes for PAH Shipments," "PAH Transition to New Quality System Requirements," and "ARAC Working Group Advisory Circular Proposal." The Production Certification and Parts Manufacturing Working Group are submitting these drafts as their work product for issues members to vote on at the Aircraft Certification Procedures Issues meeting on March 21, 2002.

I encourage you to make a special effort to attend the March 21 meeting from 8:30-11:30 a.m. at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC. The agenda will consist of voting on the enclosed materials, as well as hearing status reports on the working group's remaining tasks, and on the FAA submitted rulemaking projects for "Establishment of Organization Designation Authorization (ODA) Procedures", and "Production Certification and Parts Manufacturing".

Should you be unable to attend the March 21 meeting, please submit your vote and/or comments to me by fax to (202) 842-4063, by E-mail to wschultz@generalaviation.org, or by mail to General Aviation Manufacturers Association, Attn.: Bill Schultz, 1400 K Street, Suite 801, Washington, DC 20005-2485

Thank you for your support.

Bill Schultz

4 Attachments

Means of Compliance with Proposed Quality System Requirements

The Parts and Production Certification Working Group proposes that AS9100 become the quality system model of the future. This aviation industry quality system standard meets the NPRM Part 21 Subpart G

requirements. Production approval holders and suppliers should comply with this document.

Existence of a quality system alone, however, does not guarantee conforming parts. Therefore, the production approval holder must impose adequate inspections to determine conformance to the type design and condition for safe operation of released products and parts. [The Americas Aerospace Quality Group (AAQG) of SAE, the publisher of AS9100, is working to develop and publish supporting documents. These supporting documents (e.g., first piece inspection, statistical process control, etc.) should be used to help determine inspections necessary to assure compliance to the quality system requirements.]

Recommendations for Consistent Application of ODAR processes for PAH Shipments

-

Background

With the proposed NPRM requirement to issue airworthiness approvals for all shipments, AIR-200 had proposed that the Parts and Production ARAC Working Group take an action item to make "recommendations on ODAR personnel qualification requirements who issue these approvals". I have been working on this and have some recommendations to propose for your review and comments.

Proposed changes are to FAA Order 8100.8A "Designee Management Handbook", I confirmed with Mary Hoff (FAA) that all the requirements for the creation and operation of the ODAR are contained in this Order. I also coordinated this with Dale Gordon, Rolls-Royce Corp., who was doing a similar project for AIA.

Summary of Proposed Changes

Current production approval holders (PAHs) already have the responsibility per CFR 14 part 21 to assure parts meet approved design and are airworthy/safe (if it is a PC, PMA or TSO holder the part 21 the wording is a little different for each). The only difference in the new NPRM requirement is that the people who issue the airworthiness approvals under the ODAR must know the FAA requirements for issuance of FAA form 8130-3's. FAA Order 8100.8A is very clear in paragraph 401 (Table II) under Regulatory Appointment Criteria, that "it is the ORGANIZATION that must meet all DAR qualifications for authorized functions identified... The ODAR is responsible for ensuring the individual authorized representatives...COLLECTIVELY meet the overall qualification criteria... not each individual...".

To alleviate the impact on PAH and FAA resources for airworthiness approval functions in the new NRPM requirements, the FAA should shift some responsibilities to the ODAR focal points in the PAHs. Below is a summary of the proposed changes:

- PAH's ODAR focal point could be approved to provide equivalent training to the authorized representatives. The training could be included in the PAH's ODAR Procedure Manual that is approved by the FAA. It would be kept up to date by requiring the ODAR focal point to attend the FAA Standardization Training at least every two years.
- The ODAR focal point could be given the authority to appoint new ODAR authorized representatives for airworthiness approval functions. As they are added to the ODAR Procedure Manual the FAA would do a post review approval.
- The ODAR focal point would have the authority to assign/reassign authorized functions to the ODAR authorized representatives as long as they are authorized functions already approved for the ODAR. After the functions are assigned the FAA would do a post review approval.

Supporting Paragraphs already contained in FAA Order 8100.8A

Throughout the Order reference is made to the applicant or designee. In the case of an ODAR, the organization is the applicant and the designee.

Paragraph 203. APPOINTING OFFICE MANAGER.

f. Sign or coordinate on all designee appointments or candidacies after the EP decision has been reached.

In the above paragraph the designee in question is the ODAR and any subsequent appointments within the ODAR can be "coordinated". The "EP (Evaluation Panel) decision" again is for the ODAR and subsequent reviews of candidate qualifications are part of the ODAR procedures manual (Reference paragraph 405.a.(4)).

and

Paragraph 902.b. Oversight Considerations Unique to ODAR's. It is the ODAR's responsibility to comply with all provisions of their organizational designation. The ODAR will perform and document self assessments activities to ensure only qualified authorized functions in accordance with the pertinent regulations, related policies, and procedures. The Advisor will provide direct supervision by interfacing with the organization's focal point and monitoring these self assessment activities. The managing office will review and provide written approval of all changes to the ODAR's FAA-approved procedures manual. This shall include any additions or removals of individual authorized representatives who perform authorized function(s). At the appointing/managing office's discretion, changes may be approved before or after implementation by the ODAR.

Specific Changes Proposed for Order 8100.8A

Para. 405. ODAR APPLICATIONS. Add new para. 405.a.(6) to say:

(6) Defines the training requirements for individual authorized representatives.

Para. 405.b. ODAR Focal Point. Revise paragraph to say:

The application for an ODAR must be signed by the proposed focal point. The proposed focal point is a management official within the applicant's quality organization who will have sufficient authority to effect change within the ODAR. The ODAR focal point will be responsible for management and oversight of the ODAR, including; authorization of representatives, assignment / reassignment of representatives and equivalent standardization training as permitted by the ODAR manual. The management representative will serve as the FAA focal point for ODAR activities. Any changes in an ODAR focal point shall be reported to the FAA Managing Office.

Para. 802. SEMINAR ATTENDANCE. Add the following to the end of 802.b. NOTE to say:

Authorized ODAR representatives, that only perform airworthiness approvals at a PAH (Class II/III product airworthiness approvals) can obtain equivalent training through the ODAR. The PAH's ODAR can provide equivalent training to authorized representatives. The training program would be included in the PAH's ODAR Procedures Manual that is approved by the FAA. The training program would be kept up to date by requiring the ODAR focal point to attend the FAA Standardization Training at least every two years and update the program accordingly.

Para. 902. MANUFACTURING DMIR/DAR/ODAR OVERSIGHT (SUPERVISION, MONITORING, AND TRACKING).

Modify paragraph 902.a.(1)(c) to say:

(c) Verify that the designee's attendance at the appropriate standardization seminar is in accordance with this order. Verify attendance at the appropriate standardization seminar or equivalent training by each representative performing an authorized function(s) under an organizational designation in accordance with this order.

Add a NOTE to paragraph. 902.b. to say:

NOTE: For airworthiness approval functions (Class II/III product airworthiness approvals) at a PAH, the ODAR focal point can provide equivalent standardization training, appoint new authorized representatives, and assign/reassign these functions to authorized representatives as provided in the ODAR Procedures Manual. The FAA managing office would review and approve the ODAR Procedure Manual changes at its next opportunity.

PAH Transition to New Quality System Requirements

- All current PC, PMA, TSO and APIS holders must be compliant with the new Subpart G requirements (including the internal audit, record retention, and part marking requirements) within two years of publication of the Final Rule.
 - To assist the FAA in resource availability planning, within one year of the final rule publication the PAH should notify the FAA of its compliance plan.
 - If the PAH submits a written compliance plan with milestones, the PAH may elect to perform its transition in stages, as described in the written plan, such that at any one time the PAH may be in compliance with a combination of old and new requirements in accordance with the FAA approval of that plan.
 - All required information, including the revised Quality Manual must be submitted to the FAA within the two-year timeframe.
 - Considering that all Final Rule changes are in addition to the approved existing quality system requirements, the PAH may operate to the new Quality Manual prior to FAA approval. Any other changes to the quality system incorporated concurrently with the new Quality Manual requirements must be approved in a form and manner acceptable to the FAA.
- After publication of the Final Rule, a production approval holder may add new products and parts under its existing production approval, but the applicant must be compliant with the new Subpart G requirements within two years of the Final Rule.
- An application for a new production approval in process prior to publication of the Final Rule may be approved under the old rule, but the applicant must be compliant with the new Subpart G requirements within two years of the Final Rule.
- A manufacturer may produce product "under TC only" up to six months after publication of the Final Rule. After six months, the manufacturer must produce the products under a production certificate issued under either the new or old rule. If the production certificate was issued under the old rule, the applicant must be compliant with the new Subpart G requirements within two years of the Final Rule.
- PAHs must obtain FAA Forms 8130-3 for all shipments of finished parts within two years of the Final Rule. Unfinished parts and materials that are not eligible for an airworthiness approval may be accompanied by the manufacturer's certificate of conformance.
- Subpart L changes, including elimination of FAR 21.325(b)(3) and use of an FAA Form 8130-3 for export of engines and propellers are effective immediately upon publication of the Final Rule.
- A PMA holder may not eliminate the "FAA-PMA" and installation eligibility markings per the Final Rule until the new marking and IFCA (installation eligibility publication) requirements are met. These changes may be implemented prior to compliance with other parts of the final rule.
 - After 2 years from publication of the final rule, the PMA Holder may continue to apply the "FAA-PMA" and installation eligibility markings on currently approved parts.
 - The PMA Holder may make a block change to its engineering data for marking requirements either through an FAA-approved engineering change or an FAA-approved section of its Quality Manual.

ARAC Working Group ADVISORY CIRCULAR Proposal

Subject: Handling Standard Parts and Commercial Parts

1. Purpose: This advisory circular provides guidance for a design approval holder to declare parts, included in the type design, which it wishes to define as either Standard Parts or Commercial Parts in accordance with the recently published definitions in Part 1 of the Federal Aviation Regulations. The new definitions are intended to help identify parts that do not require manufacture by an FAA production approval holder. The implementation of these definitions shall not take

away the ability for an installer to make a determination of installation eligibility under FAR 43.13 of appropriate parts.

2. Related Federal Aviation Regulations, Advisory Circulars and Reference Material:
 - a.) Part 1 Extended Definition of Standard Part

 - b.) Part 1 Definition of Commercial Part

3. Discussion: Many parts which are incorporated into the type design of aeronautical products which are of relatively simple design and which in most instances are no more critical to the product airworthiness than AN, MS, etc., nuts and bolts, have for many years required Parts Manufacturer Approval (PMA) for regulatory approval. This has placed a burden on the FAA out of proportion to the parts criticality. Similarly, many parts included in the type design of aeronautical products are commercial off-the-shelf parts such as light bulbs, fire axes, batteries, etc., which have for many years had no formal regulatory basis of approval and for which there has been little or no prospect of the manufacturers of such parts ever making application to the FAA for Parts Manufacturer Approval (PMA).

In the future the design approval holder will be permitted to declare these parts as either Standard Parts or Commercial Parts in accordance with the definitions for each category released in Part 1 of the Federal Aviation Regulations, and approved by the FAA through the type design approval process. Whether or not the design approval holder has declared parts as standard / commercial, the installer continues to have the ability to install parts that meet the performance standards of Part 43, even if the parts are not produced by a production approval holder.

4. Definitions:
 1. Industry Standard Part: a part which meets one of the following criteria
 - a. A part manufactured to a specification prepared by a standards setting organization, which includes the engineering data, the manufacturing process data and uniform identification requirements. The specification must include all information necessary to produce and conform the part. The specification must be published so that any party may manufacture the part. Examples include but are not limited to National Aerospace Standards (NAS), Air Force – Navy Aeronautical Standard (AS), Military Standard (MS).
 - b. A part manufactured to a specification established by a FAA design approval holder that is included in the type design and meets the following criteria:
 1. The specification contains design, manufacturing, test and acceptance criteria and uniform marking requirements.

2. The specification is available to any person so that anyone may manufacture the part.
3. The part is not subject to special quality assurance oversight by the PAH.
 - a. A part manufactured to a specification that the Administrator finds will result in a part that may be conformed (airworthiness established) solely on the basis of meeting performance criteria and uniform marking requirements.
 - b. A part manufactured to a specification for a non-programmable electrical or electronic part produced in conformance with a specification published and maintained by a consensus standards organization, a government agency or a holder of a design approval; or in conformance with the manufacturers internal specifications or standards. The internal specifications or standards must include manufacturing controls, quality and reliability test methods and identification requirements. They may include acceptance test criteria. With the exception of parts manufactured to U.S. Military specifications, design of which are controlled by the Defense Supply Center, Columbus (DSCC), the specifications or standards do not include electrical parameters and data, these are obtained from the suppliers data sheet. The part is used within the manufacturer's published operating and environmental ranges.

1. Commercial Part

A detail part or a subcomponent included in the type design that is designated by the design approval holder based on the following criteria:

1. The part is not necessarily designed for application in commercial aviation and.....
2. The part is manufactured to a specification or catalog description and marked under the identification scheme of the manufacturer.

1. Procedure: The procedure for a design approval holder to designate and receive regulatory approval for either an industry standard part, 4.1.(b) above or a commercial part 4.2 above, is the same in both cases.
 1. Step One: The design approval holder prepares two lists, one for standard parts and one for commercial parts. The lists shall include manufacturers name and address of parts included in the type design that it wishes to declare as a commercial part.
 2. Step Two: The design approval holder submits the two individual and separate lists to the local Aircraft Certification Office (ACO) for approval.
 3. Step Three: The FAA ACO by comparison with the type design reviews the lists submitted and approves these as appropriate.
 4. Step Four: The approved lists are published by the design approval holder (e.g., in Instructions for Continued Airworthiness, Illustrated Parts Catalog, listing of manufacturer's standard parts, etc.).

2. Revisions: The design approval holder may make revisions to the standard and commercial parts lists (e.g., adding a new manufacturer) under a system approved by the FAA.

Working Group Action Update:

Plan to Develop Best Industry Practices to Address Internal Audit, Corrective Action, and Supplier Control

Internal Audit

Plan:

Utilize the ISO 10011 document, as recommended by the AAQG, with a cover letter stressing audit of systems, processes, and parts, and a chart showing internal audit tools.

Action Items (Alison Dominguez [lead], Sam Powlen, Andy Brindisi, Ken Bonenberger):

- Review ISO 10011 versus the MMRC document (less root cause determination) to assure all elements are captured
- Write a cover letter to emphasize that ISO 10011 applies to systems, processes, and part characteristics and that a good internal audit system applies to all
- Develop an internal audit "best practices" tools and techniques chart

Supplier Control

Current Documents:

- AC 21-20B
- Order 8120.2B
- AC 21-1B

Brainstorming Ideas:

- Flowdown AS9100 to all suppliers at all levels of parts/products/processes
- Conduct product audits during ACSEP audits
- Compliance to AAQG First Piece Inspection document
- Harmonization of special processes

- Expedite third party audit of special process suppliers (AAQG / IAQG / NADCAP)
- Analyze ACSEP findings and prioritize areas which need special emphasis and write guidance accordingly
- Incorporate George Powell's supplier control paper

Plan:

- Establish a team to review the brainstorming ideas, including the ACSEP findings and current documents and develop a proposal
- Team members: Peter Gallimore (lead), Jim Reum, George Powell, Sam Powlen

Corrective Action

Plan:

Develop a chart of "best practices" tools and techniques that are available.

Action Items (Page McGirr [lead], Peter Gallimore, Jeff Williams):

- Review the list of "best practices" tools and techniques in the chart presented at the Working Group meeting, and given below
- Add to the list as appropriate (perhaps refer to ASQ documents / training?)
- Decide if we want to reference specific training or details of these tools and techniques
- Write a cover letter to summarize the recommendations; Emphasize COMMITMENT to true root cause identification and corrective action is the most critical aspect of a successful program.

**ADDITIONAL
ROOT CAUSE TOOLS**

Generating Ideas

- Brainstorming
- Team Forming
- Force Field Analysis
- The 5 "Why" Test

Grouping Ideas

- Nominal Group Techniques

Prioritizing Data or Action

- Histogram
- Solution Selection Diagrams
- Pareta Charts
- Nominal Group Techniques

Finding Patterns & Relationships

- Cause & Effect Diagrams
- Check Sheets
- Scatter Diagrams
- Run Charts
- Failure, Mode & Effects Analysis
- QCPC
- Event Tree Analysis
- Storyboarding
- Force Field Analysis
- Function Analysis
- Guide for Data Collection
- Control Charts

Action Planning

- Red-X (Statistical Engineering)
- Process Analysis
- Storyboarding
- Process Analysis
- Solution Selection Diagrams

Examining Results

- The 5 "Why" Test
- Root Cause Test