

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

Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0544. Alternatively, comments may be transmitted via facsimile to (202) 493-6265 or (202) 493-6170, or E-mail to Mr. Brogan at *robert.brogan@fra.dot.gov*, or to Ms. Deal at *dian.deal@fra.dot.gov*. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292) or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44

U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(I)-(iv); 5 CFR 1320.8(d)(1)(I)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) reduce

reporting burdens; (ii) ensure that it organizes information collection requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below are brief summaries of three currently approved information collection activities that FRA will submit for clearance by OMB as required under the PRA:

*Title:* Passenger Equipment Safety Standards.

*OMB Control Number:* 2130-0544.

*Abstract:* The information gained from daily inspections is used to detect and correct equipment problems so as to prevent collisions, derailments, and other occurrences involving railroad passenger equipment that cause injury or death to railroad employees, railroad passengers, or the general public; and to mitigate the consequences of any such occurrences, to the extent they can not be prevented. The information provided promotes passenger train safety by ensuring requirements are met for railroad passenger equipment design and performance; fire safety; emergency systems; the inspection, testing, and maintenance of passenger equipment; and other provisions for the safe operation of railroad passenger equipment.

*Affected Public:* Railroads.

*Respondent Universe:* 685 railroads.

*Frequency of Submission:* On occasion; annually, recordkeeping.

*Reporting Burden:*

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
216.14—Special Notice for Repairs.	14 Railroads	9 Forms	5 minutes	1	\$34
238.1—Scope	14 Railroads	11 Notifications	45 minutes	8	272
238.7—Waivers	14 Railroads	9 Waivers	2 hours/25 hours	64	2,176
238.11—Penalties	14 Railroads	1 False Report	15 minutes	25	8
238.15—Pass Equip.—Detective en route.	14 Railroads	1,000 Tags/cards	3 minutes	50	2,250
—Auto Tracking Sys	14 Railroads	288 Tags/cards	3 minutes	14	630
—Conditional Reqmnt	14 Railroads	144 Notifications	3 minutes	7	315
238.17—Usual Limitations Pass Equip—Defects.	14 Railroads	200 Tags/cards	3 minutes	10	300
—Safety App Defects	14 Railroads	76 Tags/cards	3 minutes	4	120
Notifications	14 Railroads	38 Notifications	30 seconds	.32	10
238.19—List of Brake Repair Points.	14 Railroads	1 List	2 hours	2	68
—Subsequent Yrs	14 Railroads	1 Update	1 hour	1	34
238.21—Spec. Approval Proced.	14 Railroads	1 Petition	16 hours	16	544
—Alt. Compliance	14 Railroads	1 Petition	120 hours	120	4,080
—Service Test Plan	14 Railroads	2 Plans	40 hours	80	2,720
—Comments	14 Railroads	8 Comments	1 hour	8	440
238.103—Fire Saf	14 Railroads	4 Equip Designs	540 hours	2,160	110,400
—Subsequent Orders	14 Railroads	4 Equip Designs	60 hours	240	24,000
238.107—Insp. Test & Main Plan.	14 Railroads	14 Reviews	60 hours	840	28,560

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
238.109—Employee Training ..	14 Railroads .....	3,900 Employees .....	2 hours .....	7,800	232,500
—Recordkeeping .....	14 Railroads .....	2,500 Records .....	3 minutes .....	125	4,250
238.111—Pre-Rev. Service Test Plan.	10 Equip Man. ....	4 Plans .....	16 hours .....	64	4,288
—Pre-Rev. Service Test Plan.	10 Equip Man .....	4 Plans .....	200 hours .....	800	69,440
Subsequent Orders .....	10 Equip Plan .....	4 Plans .....	60 hours .....	240	18,720
238.203—Static End Strength	14 Railroads .....	1 Petition .....	100 hours .....	100	5,500
—Comments .....	14 Railroads .....	6 Comments .....	20 hours .....	120	6,600
238.237—Auto Monitoring .....	14 Railroads .....	14 Documents .....	2 hours .....	28	952
—Tags .....	14 Railroads .....	100 Tags .....	3 minutes .....	5	225
238.303—MU Locos Inop. Brakes.	14 Railroads .....	50 Tags/cards .....	3 minutes .....	3	135
—Conv. Locomotive .....	14 Railroads .....	25 Written Notices .....	3 minutes .....	1	34
—Records .....	14 Railroads .....	2,017,756 Records .....	1 minute .....	33,629	1,143,386
238.305—Int. Calendar Day Insp.	14 Railroads .....	480 Tags .....	1 minute .....	8	288
—Records .....	14 Railroads .....	1,866,904 Records .....	1 minute .....	31,115	1,057,910
238.307—Periodic Mech Insp.—p/cars.	14 Railroads .....	5 Notifications .....	3 hours .....	25	850
—Records .....	14 Railroads .....	56,462 Records .....	2 minutes .....	941	63,988
—Detailed Docs .....	14 Railroads .....	5 Documents .....	100 hours .....	500	17,000
238.311—Single Car Test .....	14 Railroads .....	25 Tags .....	3 minutes .....	1	36
238.315—Class IA—Brake Pressure.	14 Railroads .....	365,000 Communications .....	3 seconds .....	304	0
—Comm Signal Sys .....	14 Railroads .....	365,000 Tests .....	15 seconds .....	1,521	0
238.317—Class II Brake Test	14 Railroads .....	365,000 Communications .....	3 seconds .....	304	0
—Signal Sys .....	14 Railroads .....	365,000 Tests .....	15 seconds .....	1,521	50
238.431—Brake System .....	14 Railroads .....	1 Analysis .....	40 hours .....	40	1,360
238.437—Emerg Communication.	3 Car Manuf .....	3 instr. Sets/2250 decals .....	25 hours/10 min .....	117	3,810
238.441—Emerg. Roof Entrance Loc.	3 Car Manuf .....	3 instr. Sets/250 placards .....	25 hours/1 hour .....	325	10,050
238.445—Auto. Monitoring .....	1 Railroad .....	10,000 Alerts .....	10 seconds .....	28	0
—Self-Test Feature .....	1 Railroad .....	21,900 Notification .....	20 seconds .....	122	0

Total Responses: 5,442,514.

Estimated Total Annual Burden: 83,417 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 01–32018 Filed 12–28–01; 8:45 am]

BILLING CODE 4910–06–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

[FRA Docket No. 2001–11212, Notice No. 1]

RIN 2130–AA81

**Alcohol/Drug Regulations: Temporary Post-Accident Blood Testing Procedures**

AGENCY: Federal Railroad Administration (FRA)

ACTION: Notice.

**SUMMARY:** Some of the existing FRA post-accident toxicology testing (PATT) kits contain blood tubes with expiration dates ranging from December 2001 to May 2002. These expiration dates refer only to the vacuum used in the tubes to draw blood. The replacement blood tubes that are currently available will also expire in a few months. For this reason, FRA will delay replacement of the expiring tubes until completely new lots of 18–24 month blood tubes become available in early 2002.

This notice explains the procedures to be followed until the replacement of

these expiring blood tubes is complete. These temporary procedures will not compromise either the quality or integrity of any test results.

**FOR FURTHER INFORMATION CONTACT:**

Lamar Allen, Alcohol and Drug Program Manager (RRS–11), Office of Safety, FRA, 400 7th Street, SW, Washington, DC 20590 (Telephone: (202) 493–6313) or Patricia V. Sun, Trial Attorney (RCC–11), Office of Chief Counsel, FRA, 400 7th Street, SW, Washington, DC 20590 (Telephone: (202) 493–6060).

**Background**

Since 1986, FRA has included Vacutainer brand 10 milliliter (mL) evacuated blood collection tubes, manufactured by Becton Dickinson (Becton), in its post-accident toxicology testing (post-accident) kits. Each of the three individual post-accident kits in a post-accident toxicology testing box contains two Vacutainer brand “grey-top” glass tubes. These tubes, which have no interior coating, contain silicone, a rubber stopper lubricant; sodium fluoride, an antibacterial agent and mild anticoagulant; and potassium oxalate, an anticoagulant. As explained