1. The adjustment factor is created by dividing the seasonal performance coefficient of the alternative fuel device (eg. natural gas, fuel oil, biomass, etc.) by the seasonal performance coefficient of the equivalent electric device. The seasonal performance coefficients for electric heating and cooling devices have units of Btu/W. To convert HSPF and SEER to seasonal performance coefficients they must be divided by 3.413 Btu/W, yielding seasonal performance coefficients of 1.99 and 2.93 for the standard HSPF of 6.80 and SEER of 10.0, respectively. For water heaters, EF is used for all fuel types. EF and AFUE are already unitless seasonal performance coefficients, so they do not require any modification.

Gas Cooling	N/A [2]	0.75	0.26
Biomass Heating	N/A	.70	.35

2. No standard efficiencies exist for these technologies. The HERS Technical Committee recommended these levels for consideration.

TABLE 4

Water heating Type	Rated storage capacity (gallons) and adjustment factor							
	30 gallon		40 gallon		50 gallon		60 gallon	
	EF	AF	EF	AF	EF	AF	EF	AF
Gas	0.56	0.61	0.54	0.60	0.53	0.60	0.51	0.59
Oil	.53	.58	.53	.59	.50	.57	.48	.55
Electric	.91	1.00	.90	1.00	0.88	1.00	0.87	1.00

EF = Energy Factor. AF = Adjustment Factor.

The adjustment factors in the Tables 2, 2A and 4 are used in the equation:

$ER=((E_H \times EU_H + E_C \times EU_C + E_W \times EU_W) + E_M)$

Where:

ER=Adjusted energy consumption for point calculation.

E_H = Rated home estimated energy purchased for heating.

E_C = Rated home estimated energy purchased for cooling.

E_W = Rated home estimated energy purchased for water heating.

$EU_{H,C,W}$ = Equipment utilization factors from Tables 2, 2A & 4

The point score is then determined using the following equation:

Point score = 100-((ER/EC)/.05)

Where—

ER=Estimated purchased energy consumption for heating, cooling, and water heating of rated home (Btu).

EC=Estimated purchased energy consumption for heating, cooling, and water heating of reference home (Btu).

DOE has performed an analysis of the HERS Technical Committee recommendations. A copy of that analysis has been placed in the public rulemaking file and is available upon request or through the internet. The analysis shows that the reduction in consumption by the same efficiency improvements, in homes of different fuels, can vary by 3% to 4%. This difference can benefit electric homes or fossil fuel homes. The adjustment factor is shown to eliminate this variation.

On the basis of this analysis, DOE is considering adopting the HERS Technical Committee recommendations with the modifications described above. Interested members of the public, including the HERS Council Board, are invited to comment on the analysis as well as the general suitability of the recommendations.

C. Phased-in Compliance Period

The proposed guidelines allow for phased-in compliance over a two year period. HERS providers would have one year to come into ''basic compliance'' by meeting a specific set of guideline provisions, and two years to come into ''full accreditation'' by meeting all the guideline provisions.

This provision generated a wide range of comments. Some advised the total elimination of the section. One argued for an additional one year grace period for meeting the ''basic compliance'' level. The two level approach was criticized by those who felt that allowing an intermediate level would undermine the value of ''full accreditation.''

DOE thinks that accreditation is a legitimate subject to address in the guidelines and that failure to include suitable non-binding guidance would irresponsibly leave a crucial implementation subject uncovered. The comments revealed that nearly all HERS providers would have to make adjustments and lending institutions have indicated that they are willing to deal with applicants on an individual basis during an interim period before full compliance is required. Therefore, DOE is considering modifying the proposed guidelines by eliminating the ''basic compliance'' level and allowing two years for development of accrediting procedures and for HERS providers to meet all components and become accredited under the guidelines. DOE invites, particularly financial institutions, to comment on this possible policy.

Issued in Washington, D.C. on April 3, 1996.

Christine A. Ervin,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 96–8782 Filed 4–8–96; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–67–AD]

Airworthiness Directives; SOCATA Groupe AEROSPATIALE TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain SOCATA Groupe AEROSPATIALE (Socata) TBM 700 airplanes. The proposed action would require installing four rivets on the right side of the rudder and drilling drainage holes at the areas of the elevators and rudder. Reports of water accumulating in the areas of the elevators and rudder and a report of a bonding defect between the

skin and rudder rear spar on the affected airplanes prompted the proposed action. The actions specified by the proposed AD are intended to prevent the wing skin and the rear spar from becoming unbonded or water accumulating in either the elevators or rudder, which could result in loss of control of the airplane.

DATES: Comments must be received on or before June 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–67–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone 62.41.74.26; facsimile 62.41.74.32; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; telephone (214) 641–3614; facsimile (214) 641–3527. This information also may be examined at the Rules Docket at the address below. Send comments on the proposal in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–67–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

FOR FURTHER INFORMATION CONTACT: Mr. William J. Timberlake, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone (32 2) 513.38.30; facsimile (32 2) 230.68.99; or Mr. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6934; facsimile (816) 426–2169.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 95–CE–67–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–67–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Gonorale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Socata TBM 700 airplanes. The DGAC reports that water may accumulate in the areas of the elevators and rudder, and that a bonding defect between the skin and rudder rear spar was found on a TBM 700 airplane on the assembly line. These conditions, if not detected and corrected, could result in loss of control of the airplane.

Socata has issued the following service bulletins (SB):

—SB 70–028, dated September 1993, which specifies procedures for drilling drainage holes in the elevator and rudder areas on Socata TBM 700 airplanes; and

—SB 70–027, dated September 1993, which specifies procedures for installing four rivets on the right side of the rudder on Socata TBM 700 airplanes.

The DGAC classified these service bulletins as mandatory and issued DGAC AD 93–178(B) and DGAC AD 93-179(B), both dated October 27, 1993, in order to assure the continued airworthiness of these airplanes in France.

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information including the service information referenced above, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop in other Socata TBM 700 airplanes of the same type design registered in the United States, the proposed AD would require installing four rivets on the right side of the rudder and drilling drainage holes at the specified areas of the elevators and rudder. Accomplishment of the proposed installation would be in accordance with Socata SB 70–027 and Socata SB 70–028, both dated September 1993.

The FAA estimates that 31 airplanes in the U.S. registry would be affected by the proposed rivet installation and 35 airplanes would be affected by the proposed drainage hole drillings, that it would take 2 workhours to install the rivets and 2 workhours to drill the drainage holes, and that the average labor cost is $60 per hour. No cost is attributed to parts that would be necessary to accomplish the proposed actions since these parts are available through common operator stock and an approximate cost cannot be traced. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $3,720 or $120 per airplane for the rivet installation and $4,200 or $120 per airplane for the drainage hole drilling. Since parts are not sold through the manufacturer, the FAA has no method of determining the number of parts already distributed, and thus bases this cost impact upon the assumption that no owner/operator of the affected airplanes has accomplished the proposed actions.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Socata Groupe Aerospatiale: Docket No. 95–CE–67–AD.

Applicability: TBM 700 airplanes (serial numbers 1 through 19, 21, 22, 25 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59 through 63, 67, 68, 70 through 78, 80, and 82 through 85), certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it. Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the wing skin and the rear spar from becoming unbonded or water accumulating in either the elevators or rudder, which could result in loss of control of the airplane, accomplish the following:

(a) For any TBM 700 airplane with a serial number in the following range: 1 through 19, 21, 22, 25 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59, 61 through 63, 67, 68, and 71 through 75, install four rivets on the right side of the rudder in accordance with the DESCRIPTION section of Socata Service Bulletin (SB) 70–027, dated September 1993.

(b) For any TBM 700 airplane with a serial number in the following range: 2 through 19, 21, 22, 24 through 34, 38, 39, 46, 49, 50, 52, 53, 57, 59 through 63, 67, 68, 70 through 78, 80, and 82 through 85, drill drainage holes in the area of the elevators and rudder in accordance with the DESCRIPTION section of Socata SB 70–028, dated September 1993.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to the SOCATA Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; or the Product Support Manager, U.S. AEROSPATIALE, 2701 Forum Drive, Grand Prairie, Texas 75053; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on April 2, 1996.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–8754 Filed 4–8–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 71

[Airspace Docket No. 96–ACE–3]

Proposed Amendment to Class E Airspace; Topeka, KS; Kingman, KS; Hutchinson, KS; and Wahoo, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Philip Billard Municipal Airport, Topeka, KS; Kingman Municipal Airport, Kingman, KS; Hutchinson Municipal Airport, Hutchinson, KS; and Wahoo Municipal Airport, Wahoo, NE. The development of new Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) has made the proposal necessary. The intended effect of this proposal is to provide additional controlled airspace for aircraft executing the SIAP at the above listed airports.

DATES: Comments must be received on or before May 24, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ACE–530, Federal Aviation Administration, Docket No. 96–ACE–3, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the office of the Manager, Operations Branch, Air Traffic Division, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Operations Branch, ACE–530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number (816) 426–3408.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and