

- criteria for taking the demand defrost credit (defrost adjustment factor)
- barometric pressure adjustment(s): needed? If so, what values?

12:15 p.m. to 1:15 p.m.

Lunch (on your own)

1:15 p.m. to 2:45 p.m.

Lab Set-up and Testing Issues

- should an outdoor wet bulb temperature be specified when testing packaged systems where the indoor coil is located in the outdoor chamber?
- discussion of proposed Section 4.2.4, "Exclusion of special setup requirements if stated in the manufacturers installation manual"
- electrical energy/power measurements
- accuracy of dry bulb temperature measurements
- pretest intervals
- manifolded static pressure taps

2:45 p.m. to 3 p.m.

Break

3 p.m. to 4 p.m.

Accounting for time delay relays within mixed system rating procedures

4 p.m. to 4:45 p.m.

Metrification of the DOE test procedure

- brief status report
- what issues should be raised during upcoming revisions to ISO Standards for ducted (Std. 13253) and non-ducted (Std. 5151) units?

Please notify Sandy Beall or Michael Raymond at the address listed in the **FOR FURTHER INFORMATION CONTACT** section if you intend to attend the workshop, if you wish to receive material prepared for the workshop, or if you wish to be added to the DOE mailing list for receipt of future notices and information concerning central air conditioner and heat pump test procedures.

Issued in Washington, DC, on August 19, 1997.

**Joseph J. Romm,**

*Acting Assistant Secretary, Energy Efficiency and Renewable Energy.*

[FR Doc. 97-22485 Filed 8-22-97; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF ENERGY

### Office of Energy Efficiency and Renewable Energy

#### 10 CFR Part 430

[Docket No. EE-RM-97-500]

RIN 1904-AA75

#### Energy Conservation Program for Consumer Products: Energy Conservation Standards for Fluorescent Lamp Ballasts

**AGENCY:** Office of Energy Efficiency and Renewable Energy, Department of Energy (DOE).

**ACTION:** Notice of extension of the comment period for the "Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts."

**SUMMARY:** Today's notice is to extend the comment period for the "Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts." Due to requests from interested parties, the Department is extending the comment period to October 2, 1997.

**DATES:** Comments in response to this document must be received by October 2, 1997.

**ADDRESSES:** Copies of the report entitled "Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts" may be obtained from Sandy Beall at: U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, EE-43, 1000 Independence Avenue, SW, Washington, DC 20585-0121, (202) 586-7574. This document may be read at the DOE Freedom of Information Reading Room, U.S. DOE, Room 1E-190, 1000 Independence Avenue, SW, Washington, DC 20585, (202) 586-3142, between the hours of 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

Written comments are welcomed. Please submit 10 copies to: Sandra Beall, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, "Ballast Docket No. EE-RM-97-500," EE-43, Room 1J-018, 1000 Independence Avenue, SW, Washington, DC 20585-0121.

**FOR FURTHER INFORMATION CONTACT:** Mr. Anthony T. Balducci, U.S.

Department of Energy, Office of Energy Efficiency and Renewable Energy, Mail Station EE-43, 1000 Independence Avenue, SW, Washington, DC 20585-0121, Phone: (202) 586-8459, Fax: (202) 586-4617, E-mail: anthony.balducci@hq.doe.gov

Ms. Sandy Beall, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Mail Station EE-43, 1000 Independence Avenue, SW, Washington, DC 20585-0121, Phone: (202) 586-7574, Fax: (202) 586-4617.

#### SUPPLEMENTARY INFORMATION:

The Department published a Notice of Availability for the "Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts" (62 FR 38222, July 17, 1997) and requested comments on the draft report and the questions contained in the notice.

DOE has received several verbal requests to extend the comment period due to the size of the draft report and the time frame of the comment period.

Due to the comments received, the Department is extending the comment period to October 2, 1997.

Issued in Washington, DC, on August 19, 1997.

**Joseph J. Romm,**

*Acting Assistant Secretary, Energy Efficiency and Renewable Energy.*

[FR Doc. 97-22484 Filed 8-22-97; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-161-AD]

RIN 2120-AA64

#### Airworthiness Directives; Aerospatiale Model ATR42 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR42 series airplanes. This proposal would require removal of certain landing gear attachment pins, and replacement of the pins with serviceable pins. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent wear of the attachment pins, which could result in collapse of the main landing gear.

**DATES:** Comments must be received by September 29, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-161-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Gary Lium, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1112; fax (425) 227-1149.

#### **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 shall 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 summarizing 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 Number 97-NM-161-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-161-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Aerospatiale Model ATR42 series airplanes. The DGAC advises that failed main landing gear (MLG) pins have been found during routine inspections. The failure has been traced to inadequate quality control of the MLG attachment pins during manufacture. This condition, if not corrected, could result in collapse of the MLG.

##### **Explanation of Relevant Service Information**

Aerospatiale has issued Service Bulletin No. ATR42-32-0081, and No. ATR42-32-0082, both dated July 16, 1996, which describe procedures for removal of certain attachment pins of the MLG, and replacement of the pins with serviceable pins. The DGAC classified these service bulletins as mandatory and issued French airworthiness directive 96-131-064(B), dated July 3, 1996, in order to assure the continued airworthiness of these airplanes in France. The Aerospatiale service bulletins reference Messier-Dowty Service Bulletin No. 631-32-127, Revision 1, dated October 22, 1996, and No. 631-32-128, dated November 15, 1996, as additional sources of service information for accomplishment of these actions.

##### **FAA's Conclusions**

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, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

##### **Explanation of Requirements of Proposed Rule**

Since an unsafe condition has been identified that is likely to exist or

develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the Aerospatiale and Messier-Dowty service bulletins described previously.

##### **Cost Impact**

The FAA estimates that 88 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 45 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would be provided by the manufacturer at no cost to operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$237,600, or \$2,700 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

##### **Regulatory Impact**

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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 the following new airworthiness directive:

**Aerospatiale:** Docket 97-NM-161-AD.

**Applicability:** Model ATR42 series airplanes as identified in Aerospatiale Service Bulletin No. ATR42-32-0081, dated July 16, 1996, and Aerospatiale Service Bulletin No. ATR42-32-0082, dated July 16, 1996; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been otherwise 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 as indicated, unless accomplished previously.

To prevent wear of the landing gear attachment pins, which could result in collapse of the main landing gear (MLG), accomplish the following:

(a) Within 12 months after the effective date of this AD, remove the MLG leg hinge pins and side brace assembly center pins having the part numbers (P/N) specified in paragraph C. (2) of Aerospatiale Service Bulletin No. ATR42-32-0081, dated July 16, 1996; and replace the pins with serviceable pins, in accordance with the Aerospatiale service bulletin and Messier-Dowty Service Bulletin No. 631-32-127, Revision 1, dated October 22, 1996.

(b) Prior to the accumulation of 15,000 landings since the last overhaul of the MLG, or within 8 years time-in-service since the last overhaul of the MLG, whichever occurs first, remove the MLG swinging lever/barrel pins and shock absorber universal joint hinge pins having the P/N's specified in paragraph C. (2) of Aerospatiale Service Bulletin No. ATR42-32-0082, dated July 16, 1996; and replace the pins with serviceable pins, in accordance with the Aerospatiale service bulletin and

Messier-Dowty Service Bulletin No. 631-32-128, dated November 15, 1996.

**Note 2:** Serviceable pins include those that have been removed, inspected and marked with green paint in accordance with Messier-Dowty Service Bulletin No. 631-32-127, Revision 1, dated October 22, 1996; or Messier-Dowty Service Bulletin No. 631-32-128, dated November 15, 1996; as applicable.

(c) As of the effective date of this AD, no person shall install any MLG pin having a part number identified in Aerospatiale Service Bulletin No. ATR42-32-0081, dated July 16, 1996, or Aerospatiale Service Bulletin No. ATR42-32-0082, dated July 16, 1996, on any airplane unless that pin is considered to be serviceable in accordance with the applicable service bulletin.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(e) 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.

Issued in Renton, Washington, on August 14, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-22043 Filed 8-22-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-189-AD]

RIN 2120-AA64

#### Airworthiness Directives; British Aerospace BAe Model ATP Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain British Aerospace BAe Model ATP airplanes. This proposal would require a detailed visual inspection of

the flap drive torque tubes in the wing root area to detect inadequate clearance between the torque tubes and surrounding structure or scoring damage to the tubes; and follow-on repetitive inspections or corrective action, if necessary. Accomplishment of certain replacements and modifications would constitute terminating action for the repetitive inspections. This proposal is prompted by reports of inadequate clearance between flap drive torque tubes and surrounding structures, and possible scoring damage to the tubes. The actions specified by the proposed AD are intended to prevent failure of the torque tubes, which could result in an asymmetric flap condition and reduced controllability of the airplane.

**DATES:** Comments must be received by October 6, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-189-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2148; fax (425) 227-1149.

#### 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 shall 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