

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 431

[Docket No. EE-RM-96-400]

Energy Efficiency Program for Certain Commercial and Industrial Equipment: Test Procedures, Labeling, and Certification Requirements for Electric Motors

AGENCY: Office of Energy Efficiency and Renewable Energy, Department of Energy.

ACTION: Extension of public comment period on proposed motor efficiency regulations.

SUMMARY: On November 27, 1996 (61 FR 60440), the Department of Energy (DOE or Department) proposed regulations to implement the standards and test procedures for commercial and industrial electric motors established in the Energy Policy and Conservation Act, as amended (the Act or EPCA). In the same notice of proposed rulemaking, the Department also proposed to establish efficiency labeling requirements and compliance certification requirements for motors, as directed by the Act.

On January 15, 1997, DOE held a public hearing to receive oral comments on the proposed rule. The transcript from this hearing has been added to the docket for this rulemaking, and is now available for review in the Department of Energy, Freedom of Information Reading Room.

To ensure that the public has ample opportunity to fully review and comment on the proposed rulemaking and the information that was presented during the public hearing, today's notice extends the public comment period from February 17 through March 10, 1997.

DATES: The Department will accept written statements, comments, data, and information regarding the proposed rule for electric motors no later than March 10, 1997.

ADDRESSES: Written comments and written statements (10 copies) should be labeled "Electric Motor Rulemaking" (Docket No. EE-RM-96-400), and submitted to: U.S. Department of Energy, Office of Codes and Standards, EE-43, 1000 Independence Avenue, SW, Room 1J-018, Washington, DC 20585-0121. Telephone: (202) 586-7574.

DOCKET: Supporting information used in developing the proposed rule, a copy of the transcript of the public hearing, and other information received that is pertinent to the rule, are contained in Docket No. EE-RM-96-400. This Docket is available for inspection and copying at the Freedom of Information Reading Room, U.S. Department of Energy, Forrestal Building, Room 1E-190, 1000 Independence Avenue, SW, Washington, DC 20585-0101, telephone (202) 586-6020, between the hours of 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: James Raba, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Mail Station EE-43, 1000 Independence Avenue, SW, Washington, DC 20585-0121, (202) 586-8654.

Issued in Washington, DC, on February 10, 1997.

Christine A. Ervin,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 97-3741 Filed 2-13-97; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-168-AD]

RIN 2120-AA64

Airworthiness Directives; Jetstream Model 4101 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 Jetstream Model 4101 airplanes.

This proposal would require repetitive detailed visual inspections to detect cracks on frame 179 at the attachment bracket for the door restraint cable, and various follow-on actions. This proposal also would require installation of new doublers and stress pads on frame 179, which would terminate the repetitive inspections. This proposal is prompted by reports of cracks in frame 179 of the fuselage at the attachment bracket for the door restraint cable on in-service airplanes due to improper rigging of the door restraint system. The actions specified by the proposed AD are intended to prevent such cracking, which could result in structural failure of the fuselage and consequent rapid decompression of the pressurized section of the fuselage.

DATES: Comments must be received by March 27, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-168-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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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 (206) 227-2148; fax (206) 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 96-NM-168-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. 96-NM-168-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model 4101 airplanes. The CAA advises that it has received reports of cracks in frame 179 of the fuselage at the attachment bracket for the door restraint cable on these in-service airplanes. The existing design of the door restraint cable will not withstand continuous high loads that are induced by improper rigging of the door restraint system. Cracking in frame 179 of the fuselage, if not detected and corrected, could result in structural failure of the fuselage and consequent rapid decompression of the pressurized section of fuselage.

Explanation of Relevant Service Information

Jetstream has issued Alert Service Bulletin J41-A53-024, dated April 26, 1996, which describes procedures for performing repetitive detailed visual inspections to detect cracks on frame 179 at the attachment bracket for the door restraint cable, and various follow-on actions. (These follow-on actions include performing a test to verify proper adjustment of the restraint cable, and correcting any discrepancy.) For cases where no cracks are detected

during inspection, the alert service bulletin also describes procedures for installation of new doublers and stress pads on frame 179, which would eliminate the need for repetitive inspections. The CAA classified this alert service bulletin as mandatory and issued British airworthiness directive 004-04-96 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 repetitive detailed visual inspections to detect cracks on frame 179 at the attachment bracket for the door restraint cable, and various follow-on actions. The proposed AD also would require installation of new doublers and stress pads on frame 179, which would constitute terminating action for the repetitive inspection requirements. The inspection, various follow-on actions, and installation would be required to be accomplished in accordance with the alert service bulletin described previously. If any crack is detected during any visual inspection, the repair would be required to be accomplished in accordance with a method approved by the FAA.

Cost Impact

The FAA estimates that 49 Jetstream Model 4101 airplanes of U.S. registry would be affected by this proposed AD.

The proposed inspection would take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be \$5,880, or \$120 per airplane, per inspection cycle.

The proposed installation would take approximately 8 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the installation proposed by this AD on U.S. operators is estimated to be \$23,520, or \$480 per airplane.

The cost impact figures discussed above are 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:

Jetstream Aircraft Limited: Docket 96–NM–168–AD.

Applicability: Model 4101 airplanes, constructors numbers 41004 through 41086 inclusive; 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 as indicated, unless accomplished previously.

To prevent cracking in frame 179 of the fuselage, which could result in structural failure of the fuselage and consequent rapid decompression of the pressurized section of the fuselage, accomplish the following:

(a) Prior to the accumulation of 3,000 total flight cycles, or within 300 flight cycles after the effective date of this AD, whichever occurs later, perform a detailed visual inspection to detect cracks on frame 179 at the attachment bracket for the door restraint cable, in accordance with Part 1 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41–A53–024, dated April 26, 1996.

(1) If no crack is detected, repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles. After each inspection, perform the actions specified in paragraph (c) of this AD.

(2) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. After repair, perform the actions specified in paragraph (c) of this AD.

(b) Within 24 months after the effective date of this AD, perform the visual inspection specified in paragraph (a) of this AD in accordance with Part 2 of the Accomplishment Instructions of Jetstream Alert Service Bulletin J41–A53–024, dated April 26, 1996; and accomplish the applicable follow-on actions specified in paragraph (b)(1) or (b)(2) of this AD.

(1) If no crack is detected, prior to further flight, install new doublers and stress pads on frame 179 in accordance with the alert service bulletin. Immediately after installation, perform the actions specified in paragraph (c) of this AD. Accomplishment of these actions constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1) of this AD.

(2) If any crack is detected, prior to further flight, repair it in accordance with a method approved by the Manager, Standardization

Branch. Prior to further flight following accomplishment of the repair, install new doublers and stress pads on frame 179 in accordance with the alert service bulletin; and then perform the actions specified in paragraph (c) of this AD. Accomplishment of these actions constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(1) of this AD.

(c) Prior to further flight following accomplishment of the actions as specified in paragraph (a)(1), (a)(2), (b)(1), or (b)(2) of this AD, perform a test to verify proper adjustment of the restraint cable, in accordance with the alert service bulletin. If the restraint cable has been improperly adjusted, prior to further flight, correct the discrepancy in accordance with the alert 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. 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 2: 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 February 5, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97–3691 Filed 2–13–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–CE–62–AD]

RIN 2120–AA64

Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P–180 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 Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P–180 airplanes that are equipped with a certain freon air conditioning system. The proposed action would require inspecting the baggage compartment for stringer or air cycle machine (ACM) by-pass duct damage, repairing any damage found,

and modifying the freon air inlet duct and electrical wiring. The proposed AD results from trim system malfunction on one of the affected airplanes, resulting from contact between the freon air inlet duct and the electrical wiring. The actions specified by the proposed AD are intended to prevent trim system malfunction caused by contact between the freon air inlet duct and electrical wiring, which could result in loss of control of the airplane.

DATES: Comments must be received on or before April 25, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–CE–62–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 I.A.M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154, Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Maurice Kuttler, Program Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; telephone 32 2 508 2715; facsimile 32 2 230 6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426–6932; 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