

As part of its priority-setting activities for fiscal year 2006, DOE conducted analyses for residential clothes washers to estimate the energy savings potential of amended standards. DOE determined that amended standards could result in energy savings for residential clothes washers of 5.5 quads cumulative over the period of 2004–2030. A summary of these analyses is available on DOE's Web site at http://www1.eere.energy.gov/buildings/appliance_standards/pdfs/2006_activities_data_sheets.pdf.

Subsequently, Congress enacted the Energy Independence and Security Act of 2007 (EISA 2007), Public Law 110–140, which revised the energy conservation standards for residential clothes washers. The revised standards established a maximum water factor of 9.5 and become effective on January 1, 2011. See EISA 2007, Section 311(a)(2), codified at 42 U.S.C. 6295(g)(9). EISA 2007 further required that DOE publish a final rule no later than December 31, 2011, to determine whether to amend the standards in effect for clothes washers manufactured on or after January 1, 2015. (42 U.S.C. 6295(g)(9)(B)(i)) DOE is embarking on a standards rulemaking for these products to comply with these EISA 2007 requirements.

To begin the required rulemaking process, the Department has prepared a framework document to explain the issues, analyses, and process that it is considering for the development of amended energy conservation standards for residential clothes washers. This document will be publicly available for review. Additionally, DOE will hold a public meeting to focus on the analyses and issues contained in various sections of the framework document. For each item listed, the Department will make a presentation with discussion to follow. The Department will also make a brief presentation on the rulemaking process for these products.

The Department encourages anyone who wishes to participate in the public meeting to obtain the framework document and to be prepared to discuss its contents. A copy of the draft framework document is available at http://www1.eere.energy.gov/buildings/appliance_standards/residential/clothes_washers.html. However, public meeting participants need not limit their comments to the topics identified in the framework document. The Department is also interested in receiving views on other relevant issues that participants believe would affect energy conservation standards for these products. The Department welcomes all interested parties, whether or not they

participate in the public meeting, to submit in writing by September 28, 2009, comments and information on matters addressed in the framework document and on other matters relevant to consideration of standards for residential clothes washers.

DOE will conduct the public meeting in an informal, conference style. A court reporter will record the minutes of the meeting. The discussion will not include proprietary information, costs or prices, market shares, or other commercial matters regulated by U.S. antitrust laws.

After the public meeting and the expiration of the period for submitting written statements, the Department will begin collecting data, conducting the analyses as discussed at the public meeting, and reviewing public comments.

Anyone who wishes to participate in the public meeting, receive meeting materials, or be added to the DOE mailing list to receive future notices and information about residential clothes washers should contact Ms. Brenda Edwards at (202) 586–2945.

Issued in Washington, DC, on August 21, 2009.

Cathy Zoi,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. E9–20803 Filed 8–27–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0778; Directorate Identifier 2009–CE–040–AD]

RIN 2120–AA64

Airworthiness Directives; Twin Commander Aircraft Corporation Models 690, 690A, and 690B Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Twin Commander Aircraft Corporation Models 690, 690A, and 690B airplanes. This proposed AD would require you to inspect between the surface of the left-hand (LH) and right-hand (RH) upper wing skins and the engine mount beam support straps for any signs of corrosion, replace the upper steel straps with parts of improved design, and

modify both wings. This proposed AD results from reports that corrosion was found between the mating surfaces of the wing upper skin surface and the engine mount beam support straps. We are proposing this AD to detect and correct corrosion on the engine mount beam support straps and the upper wing skins, which could result in failure of the engine mount beam support straps. This failure could lead to loss of the engine and possible loss of control of the airplane.

DATES: We must receive comments on this proposed AD by October 13, 2009.

ADDRESSES: Use one of the following addresses to comment on this proposed AD:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* (202) 493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Twin Commander Aircraft, LLC, 19010 59th Drive, NE., Arlington, WA 98223, telephone: (360) 435–9797; fax: (360) 435–1112; Internet: www.twinc Commander.com.

FOR FURTHER INFORMATION CONTACT:

Vince Massey, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone: (425) 917–6475; fax: (425) 917–6590; e-mail: vince.massey@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, “FAA–2009–0778; Directorate Identifier 2009–CE–040–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>.

www.regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive concerning this proposed AD.

Discussion

We have received a report that corrosion was found between the mating surfaces of the wing upper skin surface and the engine mount beam support straps. These straps carry engine loads from the support beams into the upper wing skins and wing internal support structure. Severe corrosion of the straps can lead to inability to carry engine loads.

This condition, if not corrected, could result in failure of the engine mount beam support straps. This failure could lead to loss of the engine and possible loss of control of the airplane.

Relevant Service Information

We have reviewed Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005. The service information describes procedures for inspecting the surface of the LH and RH upper wing skins and the engine mount beam support straps for any signs of corrosion, replacing the upper steel straps with parts of improved design, and modifying both wings.

We have reviewed Twin Commander Aircraft Corporation Custom Kit No. 150, dated July 8, 1994. The service information describes procedures for installing inspection access holes in the LH and RH upper wing skins.

We have reviewed Gulfstream American Corporation Service Bulletin No. 182, dated March 2, 1981. The service information describes procedures for installing additional wing fasteners on the LH and RH wing.

FAA's Determination and Requirements of the Proposed AD

We are proposing this AD because we evaluated all information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This proposed AD would require you to inspect between the surface of the LH and RH upper wing skins and the engine mount beam support straps for any signs of corrosion, replace the upper steel straps with parts of improved design, and modify both wings.

Costs of Compliance

We estimate that this proposed AD would affect 275 airplanes in the U.S. registry.

We estimate the following costs to do the proposed inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
80 work-hours × \$80 per hour = \$6,400	Not applicable	\$6,400	\$1,760,000

We estimate the following costs to do any necessary repairs/replacements that would be required based on the results

of the proposed inspection. We have no way of determining the number of

airplanes that may need this repair/replacement:

SHORT MODIFICATION—OPTION A*

Labor cost	Parts cost	Total cost per airplane per side
250 work-hours × \$80 per hour = \$20,000 per side	\$9,170 per kit per side	\$29,170

MIDDLE MODIFICATION—OPTION B*

Labor cost	Parts cost	Total cost per airplane per side
280 work-hours × \$80 per hour = \$22,400 per side	\$9,170 per kit per side	\$31,570

LONG MODIFICATION—OPTION C*

Labor cost	Parts cost	Total cost per airplane per side
320 work-hours × \$80 per hour = \$25,600 per side	\$9,170 per kit per side	\$34,770

Note: *Depending on airplane configuration, airplanes with rectangular

plates would need the Plate and Hardware Kit (SB237-4) at \$2,090 per side. Labor to

install this kit is included in Options A, B, and C.

STRAP ONLY REPLACEMENT—OPTION D

Labor cost	Parts cost	Total cost per airplane per side
75 work-hours × \$80 per hour = \$6,000 per side	\$6,190 per strap per side	\$12,190

We estimate the following costs to do the proposed installation of access holes:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
30 work-hours × \$80 per hour = \$2,400	\$1,293	\$3,693	\$1,015,575

We estimate the following costs to do the proposed wing fastener modification:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
8.5 work-hours × \$80 per hour = \$680	\$250	\$930	\$255,750

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

For the reasons discussed above, I certify that the 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. 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.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket that contains the proposed AD, the regulatory evaluation, any comments received, and other information on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5527) is located at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by adding the following new AD:

Twin Commander Aircraft Corporation:

Docket No. FAA-2009-0778; Directorate Identifier 2009-CE-040-AD.

Comments Due Date

(a) We must receive comments on this airworthiness directive (AD) action by October 13, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial Nos. (S/Ns)
690	All S/Ns.
690A	All S/N except 11195 and 11279.
690B	All S/Ns except 11361, 11383, 11527, and 11536.

Unsafe Condition

(d) This AD results from reports that corrosion was found between the mating surfaces of the wing upper skin surface and the engine mount beam support straps. We are issuing this AD to detect and correct corrosion on the engine mount beam support straps and upper wing skins, which could result in failure of the engine mount beam support straps. This failure could lead to loss of the engine and possible loss of control of the airplane.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect between the surface of the left-hand (LH) and right-hand (RH) upper wing skins and the engine mount beam support straps for any signs of corrosion and determine the extent of any corrosion found.	Within the next 150 hours time-in-service after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, pages 1 through 14.
(2) Install modification access holes in the LH and RH lower wing skins.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow the Accomplishment Instructions, steps 1 through 4 and 6 through 9, of Twin Commander Aircraft Corporation Custom Kit No. 150, dated July 8, 1994, as specified in Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005.
(3) If corrosion damage is found during the inspection required in paragraph (e)(1) of this AD, perform necessary modification.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, Part II, Options A, B, or C, on pages 15 through 29, and 31.
(4) If corrosion damage is not found during the inspection required in paragraph (e)(1) of this AD, do the upper steel strap replacements.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, Part II, Option D, on pages 30 and 31.
(5) Install additional wing fasteners on the LH and RH wing.	Before further flight after the inspection required in paragraph (e)(1) of the AD.	Follow Gulfstream American Corporation Service Bulletin No. 182, dated March 2, 1981.

Note: Although not required by this AD, we highly recommend compliance with Twin Commander Aircraft Corporation Service Bulletin No. 217, Revision No. 1, dated May 26, 1993, Engine Nacelle Firewall Reinforcement; and Twin Commander Aircraft LLC Alert Service Bulletin No. 239, dated February 13, 2006, Outboard Flap—Inboard Hinge Inspection & Reinforcement.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to *Attn:* Vince Massey, Aerospace Engineer, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; *telephone:* (425) 917–6475; *fax:* (425) 917–6590; *e-mail:* vince.massey@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(g) To get copies of the service information referenced in this AD, contact Twin Commander Aircraft, LLC, 19010 59th Drive, NE., Arlington, WA 98223; *telephone:* (360) 435–9797; *fax:* (360) 435–1112; *Internet:* www.twincommander.com. To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://www.regulations.gov>.

Issued in Kansas City, Missouri, on August 21, 2009.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0797; Directorate Identifier 2009–CE–032–AD]

RIN 2120–AA64

Airworthiness Directives; Hawker Beechcraft Corporation Models 58, 58A, 58P, 58PA, 58TC, 58TCA, 95–B55, 95–B55A, A36, A36TC, B36TC, E55, E55A, F33A, and V35B Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede Airworthiness Directive (AD) 91–18–19, which applies to certain Hawker Beechcraft Corporation (Hawker) (Type Certificate Numbers 3A15, 3A16, and A23CE formerly held by Raytheon Aircraft Company; formerly held by Beech Aircraft Corporation) Models 58, 58A, 58P, 58PA, 58TC, 58TCA, 95–B55, 95–B55A, A36, A36TC, B36TC, E55, E55A, F33A, and V35B airplanes. AD 91–18–19 currently requires you to do a one-time inspection of the pilot and copilot shoulder harnesses for an incorrect washer and replace any incorrect washer with the correct washer. Since we issued AD 91–18–19, we have found that the applicability of AD 91–18–19 was incorrectly stated when the Model A36TC airplane was omitted from the Applicability section. Consequently, this proposed AD would retain the actions and the serial number

(SN) applicability of AD 91–18–19 and realign the SN applicability for Models A36TC and B36TC airplanes. We are proposing this AD to detect and correct an incorrect washer installed in the pilot and copilot shoulder harnesses.

This failure could result in a malfunctioning shoulder harness. Such a failure could lead to occupant injury.

DATES: We must receive comments on this proposed AD by October 27, 2009.

ADDRESSES: Use one of the following addresses to comment on this proposed AD:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085; *telephone:* (800) 429–5372 or (316) 676–3140; *Internet:* <http://pubs.hawkerbeechcraft.com>.

FOR FURTHER INFORMATION CONTACT:

Steve Potter, Aerospace Engineer, ACE–118W, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; *telephone:* (316) 946–4124; *fax:* (316) 946–4107.

SUPPLEMENTARY INFORMATION: