

Proposed Rules

Federal Register

Vol. 62, No. 26

Friday, February 7, 1997

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 430

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

RIN 1904-AA75

Energy Conservation Program for Consumer Products: Public Workshop on Revised Life Cycle Cost and Engineering Analysis of Fluorescent Lamp Ballasts

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

ACTION: Notice of availability and public workshop.

SUMMARY: The Department of Energy (the Department or DOE) today gives notice that copies of the "Revised Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts," and "Summary Report of Interviews" are available for review and comment. In addition, the Department will hold a public workshop to discuss the reports and other relevant topics pertaining to possible revised energy efficiency levels for fluorescent lamp ballasts.

DATES: Written comments in response to this notice must be received by April 1, 1997. The public workshop will be held on Tuesday, March 18, 1997, from 9:30 a.m. to 4:30 p.m.

ADDRESSES: Copies of the reports entitled "Revised Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts," and "Summary Report of Interviews" 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. These documents 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 9:00 a.m. and 4:00 p.m., Monday through Friday, except Federal holidays.

Written comments are welcomed. Please submit 10 copies to: 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.

The workshop will be held at the U.S. Department of Energy, Forrestal Building, Room 1E-245, 1000 Independence Avenue, SW, Washington, DC 20585.

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, (202) 586-7574

SUPPLEMENTARY INFORMATION: The Department of Energy has initiated an extensive standards rulemaking process improvement effort to expedite and improve the procedures for developing appliance efficiency standards. This effort includes priority setting for various products, and the Department has determined that the fluorescent lamp ballast standards rulemaking be assigned a "High Priority." The new process is described in the July 15, 1996, Federal Register, and includes a planning and prioritization process, data collection and analysis, and decision making criteria. (61 FR 36973).

The Department is making available the following documents: "Revised Draft Report on Potential Impact of Possible Energy Efficiency Levels for Fluorescent Lamp Ballasts," and "Summary Report of Interviews." The revised analysis of energy efficiency levels identifies product categories and includes life cycle cost (LCC) and engineering analyses of the options being considered as potential standards levels for ballasts. The report is a revision of a February 1996 report and

incorporates comments from the June 1996 workshop and stakeholder interviews. The interview summary report contains summaries of discussions that DOE held with manufacturers and other interested parties regarding technical, economic and ballast industry issues.

In order to determine how to proceed with a rulemaking concerning standards for fluorescent lamp ballasts, the Department is taking steps consistent with the new process for developing efficiency standards. To obtain information from stakeholders and interested parties relative to the revised LCC and engineering analyses, the interview summaries, and other relevant topics pertaining to the energy efficiency levels for fluorescent lamp ballasts, a workshop will be held on Tuesday, March 18, 1997. The workshop will be held at the U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585-0121 in Room 1E-245 from 9:30 a.m. to 4:30 p.m. In addition, the Department invites the submission of written comments on the Draft Report and on the Report of Interviews.

The tentative list of major topics for discussion at the workshop is as follows:

- A. The Life Cycle Cost (LCC) discussion will focus on the comparison of the LCC for:
 1. Energy Efficient Magnetic (EEM) Ballasts v. Cathode Cutout Ballasts
 2. EEM Ballasts v. Electronic Rapid Start Ballasts
- B. The Engineering Analysis discussion will focus on:
 1. Ballast Life
 2. Ballast Prices
 3. Energy Prices
- C. The Interviews discussion will focus on how DOE will use the qualitative data it has gathered.

The Department will use the information in the revised draft report, the stakeholder interviews, comments from the workshop, and written comments to guide its approach to development of new efficiency standards for fluorescent lamp ballasts.

Copies of the two above mentioned reports and this notice are available in the DOE Freedom of Information Reading Room. A copy of the workshop transcript and comments received will be available in the DOE public reading room.

Please notify Sandy Beall at the above address of your intention to attend the workshop or if you have written comments.

Issued in Washington, DC on January 31, 1997.

Christine A. Ervin,
Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 97-3063 Filed 2-6-97; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-260-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-100, -200, -300, and -400 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 Boeing Model 747-100, -200, -300, and -400 series airplanes. This proposal would require a one-time visual inspection to determine the part number of the fuel shutoff valve installed in the outboard engines. The proposed AD also would require replacement of certain valves with new valves, or modification of the spar valve body assembly, and various follow-on actions. This proposal is prompted by reports indicating that, due to high fuel pressure, certain fuel system components of the outboard engines have failed on in-service airplanes. The actions specified by the proposed AD are intended to prevent such high fuel pressure, which could result in failure of the fuel system components; this situation could result in fuel leakage and, consequently, lead to an engine fire.

DATES: Comments must be received by March 20, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-260-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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207; or ITT Aerospace Controls, 28150 Industry Drive, Valencia, California 91355. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2686; fax (206) 227-1181.

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-260-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-260-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received several reports indicating that, due to high fuel pressure, the fuel system components of

the outboard engines have failed on Boeing Model 747 series airplanes:

1. Four incidents on airplanes powered by General Electric engines in which the fuel pump inlet of the engine was found to be cracked.

2. Two incidents on airplanes powered by Rolls Royce engines, in which the low pressure fuel filter housing on the engine was found to be cracked.

3. Two incidents on airplanes powered by Rolls Royce engines, in which the fuel cooled oil cooler on the engine was found to be ruptured.

The existing design of the fuel shutoff spar valve installed on certain Model 747 series airplanes powered by General Electric and Rolls Royce engines can cause high pressure to occur in the fuel line. High fuel pressure can occur after the fuel shutoff spar valve and the engine fuel shutoff valve are closed during engine shutdown. This can result in heating of the trapped fuel and, because these valves are closed, the pressure created from the heating process is not released.

High fuel pressure could result in failure of the fuel system components. If any of these components fails, the resultant fuel leakage could result in a possible engine fire.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-28A2199, dated August 1, 1996. The alert service bulletin describes procedures for performing a visual inspection to determine the part number of the fuel shutoff valve installed in the left and right-hand outboard engines; and replacement of certain valves with new valves and various follow-on actions, if necessary. [These follow-on actions include aligning valve(s), performing a check to detect leaks, and correcting any discrepancy.] The new fuel shutoff valve will ensure that the fuel pressure is released at 55-70 pounds per square inch gauge (p.s.i.g.).

The FAA has also reviewed and approved ITT Service Bulletins SB125120-28-01, SB107970-28-01, and SB125334-28-01; all dated July 15, 1996. These service bulletins describe procedures for modification of the spar valve body assembly. The modifications involve replacement of the thermal relief valves located in the valve disc with new thermal relief valves. Back pressure on the thermal relief valve can cause the valves to open at a higher pressure than desired. Accomplishment of these modifications will reduce the opening pressure of the thermal relief valves.