

end October 14, 2015. After receiving a request for additional time to prepare and submit comments, DOE has decided to reopen the comment period for submitting comments regarding the RF ECS NODA. The comment period is reopened through November 6, 2015.

**DATES:** DOE will accept comments, data, and information in response to the NODA received no later than November 6, 2015.

**ADDRESSES:** Any comments submitted must identify the NODA for Energy Conservation Standards for Residential Furnaces, and provide docket number EERE-2014-BT-STD-0031 and/or regulatory information number (RIN) number 1904-AD20. Comments may be submitted using any of the following methods:

1. *Federal eRulemaking Portal:* [www.regulations.gov](http://www.regulations.gov). Follow the instructions for submitting comments.

2. *Email:* [ResFurnaces2014STD0031@ee.doe.gov](mailto:ResFurnaces2014STD0031@ee.doe.gov) Include the docket number EERE-2014-BT-STD-0031 and/or RIN 1904-AD20 in the subject line of the message.

3. *Mail:* Ms. Brenda Edwards, U.S. Department of Energy, Building Technologies Program, Mailstop EE-2J, 1000 Independence Avenue SW., Washington, DC 20585-0121. If possible, please submit all items on a CD. It is not necessary to include printed copies.

4. *Hand Delivery/Courier:* Ms. Brenda Edwards, U.S. Department of Energy, Building Technologies Program, 950 L'Enfant Plaza SW., Suite 600, Washington, DC 20024. Telephone: (202) 586-2945. If possible, please submit all items on a CD. It is not necessary to include printed copies.

**Docket:** The docket, which includes **Federal Register** notices, public meeting attendee lists and transcripts, comments, and other supporting documents/materials, is available for review at [regulations.gov](http://regulations.gov). All documents in the docket are listed in the [regulations.gov](http://regulations.gov) index. However, some documents listed in the index, such as those containing information that is exempt from public disclosure, may not be publicly available.

A link to the docket Web page can be found at: [www.regulations.gov/#/docketDetail;D=EERE-2014-BT-STD-0031](http://www.regulations.gov/#/docketDetail;D=EERE-2014-BT-STD-0031). This Web page contains a link to the docket for this notice on the [regulations.gov](http://regulations.gov) site. The [regulations.gov](http://regulations.gov) Web page contains instructions on how to access all documents, including public comments, in the docket.

For further information on how to submit a comment or review other public comments and the docket,

contact Ms. Brenda Edwards at (202) 586-2945 or by email: [Brenda.Edwards@ee.doe.gov](mailto:Brenda.Edwards@ee.doe.gov).

**FOR FURTHER INFORMATION CONTACT:** John Cymbalsky, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Building Technologies Program, EE-5B, 1000 Independence Avenue SW., Washington, DC 20585-0121. Telephone: (202) 287-1692. Email: [John.Cymbalsky@ee.doe.gov](mailto:John.Cymbalsky@ee.doe.gov).

For legal issues, please contact Ms. Johanna Hariharan, U.S. Department of Energy, Office of General Counsel, GC-33, 1000 Independence Avenue SW., Washington, DC 20585-0121. Telephone: (202) 287-6307. Email: [Johanna.Hariharan@hq.doe.gov](mailto:Johanna.Hariharan@hq.doe.gov).

**SUPPLEMENTARY INFORMATION:** On September 14, 2015, DOE published a notice of data availability (NODA) in the **Federal Register** regarding energy conservation standards for residential furnaces (RF ECS NODA). 80 FR 55038. The notice requested that interested parties submit written comments by October 14, 2015.

DOE received a joint request from the American Gas Association (AGA) and the American Public Gas Association (APGA) requesting additional time to prepare and submit comments (Docket No. EERE-2014-BT-STD-0031, AGA/APGA, No. 168 at p. 2). In response to this request, DOE is reopening the public comment period to allow interested parties to provide DOE with written comments and data in response to the RF ECS NODA.

DOE will consider any comments in response to the RF ECS NODA received by midnight of November 6, 2015, and deems any comments received by that time to be timely submitted.

Issued in Washington, DC, on October 15, 2015.

**Kathleen B. Hogan,**

*Deputy Assistant Secretary for Energy Efficiency, Energy Efficiency and Renewable Energy.*

[FR Doc. 2015-27002 Filed 10-22-15; 8:45 am]

**BILLING CODE 6450-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2015-4204; Directorate Identifier 2015-NM-001-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes) modified by a particular supplemental type certificate (STC). This proposed AD was prompted by a report of chafing found on the overflow sensor harness of the surge tank, and subsequent contact between the electrical wiring and fuel tank structure. This proposed AD would require a one-time inspection for damage of the outer tank of the overflow sensor harness, and repair if necessary. This proposed AD would also require modification of the sensor harness. We are proposing this AD to prevent chafing of the harness and subsequent contact between the electrical wiring and fuel tank structure, which could result in electrical arcing and a fuel tank explosion.

**DATES:** We must receive comments on this proposed AD by December 7, 2015.

**ADDRESSES:** You may send comments using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

*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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Simmonds Precision Products, Inc., A UTC Aerospace Company, 100 Pantan Road,

Vergennes, Vermont 05491; phone 802–877–2911; fax 802–877–4444; Internet <http://www.utcaerospacesystems.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

#### *Examining the AD Docket*

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2015–4204; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### **FOR FURTHER INFORMATION CONTACT:**

Marc Ronell, Aerospace Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7776; fax: 781–238–7170; email: [marc.ronell@faa.gov](mailto:marc.ronell@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2015–4204; Directorate Identifier 2015–NM–001–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

##### **Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, issued EASA Airworthiness Directive 2013–0193, dated August 23, 2013 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for all Airbus

Model A300 series airplanes and all Model A300–600 series airplanes.

The MCAI corresponds to FAA AD 2015–03–03, Amendment 39–18099 (80 FR 11101, March 2, 2015), which applies to Airbus Model A300 series airplanes and Model A300–600 series airplanes, all serial numbers, except for airplanes modified by supplemental type certificate ST00092BO ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rqstc.nsf/0/D41C5AE8E46B4901862574900069E004?OpenDocument&Highlight=st00092bo](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rqstc.nsf/0/D41C5AE8E46B4901862574900069E004?OpenDocument&Highlight=st00092bo)).

In AD 2015–03–03, Amendment 39–18099 (80 FR 11101, March 2, 2015), we explained that airplanes that have had the in-tank fuel quantity system modified by STC ST00092BO cannot accomplish the actions required by AD 2015–03–03 by using Airbus Service Bulletin A300–28–6109, Revision 01, dated December 20, 2013.

We also stated that we were considering separate rulemaking to require the procedures and compliance time specified in UTC Aerospace Systems Service Bulletin 300723–28–03 (V–1577), dated October 10, 2014, for airplanes modified by STC ST00092BO. We now have determined that further rulemaking is indeed necessary, and this proposed AD follows from that determination.

##### **Related Service Information Under 1 CFR Part 51**

UTC Aerospace Systems has issued Service Bulletin 300723–28–03 (V–1577), Revision 01, dated July 20, 2015. The service information describes procedures for an inspection for damage of the outer tank of the overflow sensor harness, repair, and modification of the sensor harness. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section of this AD.

##### **FAA’s Determination**

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

##### **Proposed AD Requirements**

This proposed AD would require accomplishing the actions specified in the service information described previously.

##### **Costs of Compliance**

We estimate that this proposed AD affects 65 airplanes of U.S. registry.

We also estimate that it would take about 3 work-hours per product to comply with the inspections required by this proposed AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of this inspection proposed by this AD on U.S. operators to be \$16,575, or \$255 per product.

We estimate that it takes about 11 work-hours per product to comply with the modification requirements of this AD. The average labor rate is \$85 per work-hour. Required parts cost about \$100 per product. Based on these figures, we estimate the cost of this modification on U.S. operators to be \$67,275, or \$1,035 per product.

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this proposed AD.

##### **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 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 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);
3. Will not affect intrastate aviation in Alaska; and

4. 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.

#### 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 airworthiness directive (AD):

**Airbus:** Docket No. FAA–2015–4204; Directorate Identifier 2015–NM–001–AD.

#### (a) Comments Due Date

We must receive comments by December 7, 2015.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to the Airbus airplanes specified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD; certificated in any category; modified by Simmonds Precision Products, Inc., supplemental type certificate (STC) ST00092BO ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/r gstc.nsf/0/D41C5AE8E46B4901862v574900069E004?OpenDocument&Highlight=st00092bo](http://rgl.faa.gov/Regulatory_and_Guidance_Library/r gstc.nsf/0/D41C5AE8E46B4901862v574900069E004?OpenDocument&Highlight=st00092bo)).

(1) Model A300 B4–601, B4–603, B4–620, and B4–622 airplanes.

(2) Model A300 B4–605R and B4–622R airplanes.

(3) Model A300 F4–605R and F4–622R airplanes.

(4) Model A300 C4–605R Variant F airplanes.

#### (d) Subject

Air Transport Association (ATA) of America Code 28, Fuel.

#### (e) Reason

This AD was prompted by a report of chafing found on the overflow sensor harness of the surge tank, and subsequent contact between the electrical wiring and fuel tank structure. We are issuing this AD to prevent chafing of the harness and subsequent contact between the electrical wiring and fuel tank structure, which could result in electrical arcing and a fuel tank explosion.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) One-Time Inspection and Repair

Within 12 months after the effective date of this AD: Do the actions required by paragraphs (g)(1), (g)(2), and (g)(3) of this AD, in accordance with the Accomplishment Instructions of UTC Aerospace Systems Service Bulletin 300723–28–03 (V–1577), Revision 01, dated July 20, 2015.

(1) Perform a one-time general visual inspection for damage of the outer tank sensor harness, and if any damage is found on the expando sleeving, before further flight, do a detailed inspection of the underlying wires for exposed conductor wires. If any exposed conductor wire is found, before further flight, replace the outer wing harness assembly.

(2) Install new brackets and re-route the surge tank overflow sensor harness.

(3) Modify the harness protection.

#### (h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using UTC Aerospace Systems Service Bulletin 300723–28–03 (V–1577), dated October 10, 2014. This service information is not incorporated by reference in this AD.

#### (i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office (ACO) ANE–150, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (j) Related Information

(1) For more information about this AD, contact Marc Ronell, Aerospace Engineer, Boston ACO, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7776; fax: 781–238–7170; email: [marc.ronell@faa.gov](mailto:marc.ronell@faa.gov).

(2) For service information identified in this AD, contact Simmonds Precision Products, Inc., A UTC Aerospace Company, 100 Panton Road, Vergennes, Vermont 05491; phone 802–877–2911; fax 802–877–4444; Internet <http://www.utcaerospace systems.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on October 15, 2015.

**Jeffrey E. Duven,**

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

[FR Doc. 2015–26691 Filed 10–22–15; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2015–3713; Directorate Identifier 2015–NE–23–AD]

RIN 2120–AA64

#### Airworthiness Directives; Engine Alliance Turbofan Engines

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Engine Alliance (EA) GP7270 turbofan engines. This proposed AD was prompted by reports of the installation of non-conforming honeycomb seals in the high-pressure compressor (HPC) adjacent to the HPC rotor stage 2 to 5 spool and stage 7 to 9 spool. This proposed AD would require removal and replacement of the affected HPC rotor stage 2 to 5 and stage 7 to 9 spools. We are proposing this AD to prevent failure of the HPC rotor stage 2 to 5 and stage 7 to 9 spools, which could lead to uncontained engine failure and damage to the airplane.

**DATES:** We must receive comments on this proposed AD by December 22, 2015.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **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:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Engine Alliance, 400 Main St., East Hartford, CT 06108, M/S 169–10, phone: 800–565–0140; email: [help24@pw.utc.com](mailto:help24@pw.utc.com);