

issues in greater detail. For many of the issues, the paper sets forth approaches that the Department is considering and may propose in the notice of proposed rulemaking (NPR). In addition, the National Institute of Standards and Technology (NIST) has prepared a draft set of test procedures for transformers, and the Department is considering these as well in preparing the NPR. Copies of the issues paper and the NIST draft are available upon request.

The Department is particularly interested in receiving at the workshop comments and views of interested parties concerning (1) the above-listed issues, (2) the approaches the Department is considering for addressing these issues, (3) the NIST draft of test procedures, and (4) possible alternatives to the approaches the Department is considering and to the provisions in NIST's draft test procedures. The Department encourages those who wish to participate in the workshop to obtain the issue paper and the NIST draft, and to make presentations that address their contents. Workshop participants need not limit their statements to those topics, however. The Department is interested in receiving views concerning other issues that participants believe would affect the content of distribution transformer test procedures.

The meeting will be conducted in an informal, conference style. A court reporter will be present to record the minutes of the meeting. There shall be no discussion of proprietary information, costs or prices, market shares, or other commercial matters regulated by antitrust law. After the meeting and a period for written statements, the Department will consider the views presented in formulating a Notice of Proposed Rulemaking regarding energy efficiency test procedures for distribution transformers.

If you would like to participate in the workshop, to receive workshop materials, or to be added to the DOE mailing list to receive future notices and information regarding distribution transformers, please contact Ms. Brenda Edwards-Jones at (202) 586-2945.

Issued in Washington, DC, on January 14, 1998.

Dan W. Reicher,

Assistant Secretary for Energy Efficiency and Renewable Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-127-AD]

RIN 2120-AA64

Airworthiness Directives; Stemme GmbH & Co. KG Models S10 and S10-V Sailplanes

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 Stemme GmbH & Co. KG (Stemme) Models S10 and S10-V sailplanes. The proposed AD would require replacing the horizontal stabilizer rear fittings with parts of improved design. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by the proposed AD are intended to prevent structural failure of the horizontal stabilizer caused by cracked rear fittings, which could result in reduced sailplane controllability.

DATES: Comments must be received on or before February 23, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-127-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 Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Germany; telephone: 49.33.41.31.11.70; facsimile: 49.33.41.31.11.73. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; 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 interested persons. A report that summarizes 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 No. 97-CE-127-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-127-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, notified the FAA that an unsafe condition may exist on certain Stemme S10 and S10-V sailplanes. The LBA reports that operational loads are causing internal stress on the welds of the rear fitting of the horizontal stabilizer of the above-referenced sailplanes.

This condition, if not detected and corrected, could result in failure of the horizontal stabilizer with possible reduced sailplane controllability.

Relevant Service Information

Stemme has issued Service Bulletin No. A31-10-022, dated August 16, 1996, which specifies procedures for inspecting the horizontal stabilizer rear fittings for cracks and replacing any cracked fittings with parts of improved design obtained from Stemme; and also specifies revising the maintenance manual.

The LBA classified this service bulletin as mandatory and issued German AD 96-300, effective October 24, 1996, in order to assure the continued airworthiness of these sailplanes in Germany.

The FAA's Determination

This sailplane model is manufactured in Germany 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 LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Stemme Model S10 and S10-V sailplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require replacing the horizontal stabilizer rear fittings with parts of improved design. Accomplishment of the proposed installation would be in accordance with the service information previously referenced.

Differences Between the Service Bulletin, German AD, and This Proposed AD

Stemme Service Bulletin No. A31-10-022, dated August 16, 1996, and German AD No. 96-300, effective October 24, 1996, both require inspecting the horizontal stabilizer fittings for cracks and replacing the fittings if found cracked. Stemme Service Bulletin No. A31-10-022 specifies changing the maintenance manual to include repetitive inspections of these fittings.

The FAA's policy is to provide corrective action that will eliminate the need for repetitive inspections. The FAA has determined that long-term operational safety will be better assured by design changes that remove the source of the problem, rather than by repetitive inspections or other special procedures.

Because replacing the horizontal stabilizer rear fittings with parts of improved design on the affected sailplanes eliminates the need for

repetitive inspections, the proposed AD differs from the service bulletin and German AD in that it would mandate replacement of the horizontal stabilizer rear fittings.

Cost Impact

The FAA estimates that 9 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 3 workhours per sailplane to accomplish the proposed replacement, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$200 per sailplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$3,420.

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 action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 has been placed 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 a new airworthiness directive (AD) to read as follows:

Stemme GmbH & Co. KG: Docket No. 97-CE-127-AD.

Applicability: The following sailplane models and serial numbers, certificated in any category:

Models	Serial Nos.
S10	10-03 through 10-63.
S10V	14-002 through 14-026 and transformed S10V airplanes with serial numbers of 14-012M through 14-063M.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (c) 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 within the next 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent structural failure of the horizontal stabilizer caused by cracked rear fittings, which could result in reduced sailplane controllability, accomplish the following:

(a) Replace the horizontal stabilizer rear fittings with improved design fittings in accordance with the instructions in Stemme Service Bulletin No. A31-10-022, dated August 16, 1996.

(b) 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 sailplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to Stemme Service Bulletin No. A31-10-022 dated August 16, 1996, should be directed to Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin, Germany;

telephone: 49.33.41.31.11.70; facsimile: 49.33.41.31.11.73. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 3: The subject of this AD is addressed in German AD 96-300, dated October 24, 1996.

Issued in Kansas City, Missouri, on January 12, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-1298 Filed 1-20-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-47-AD]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. Model TPE331 Series Turboprop Engines

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 AlliedSignal Inc. Model TPE331 series turboprop engines. This proposal would require removal of suspect fuel manifold assemblies and replacement with serviceable assemblies. This proposal is prompted by an FAA investigation into Hoses Unlimited's repairs of TPE331 fuel manifolds, which were not approved by the FAA. The actions specified by the proposed AD are intended to prevent fuel leakage at the fuel manifold fittings, resulting in fuel spraying on hot turbine components, which could result in an engine fire.

DATES: Comments must be received by March 23, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-47-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments also may be submitted to the Rules Docket by using the following Internet address: "9-ad-engineprop@faa.dot.gov". All comments must contain the Docket No. in the subject line of the comment. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m.,

Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Joseph Costa, Aerospace Engineer, Federal Aviation Administration, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, CA 90712-4137; Telephone (562) 627-5246, Fax (562) 627-5210.

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 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-ANE-47-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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-28-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

This proposed airworthiness directive (AD) is applicable to AlliedSignal Inc. Model TPE331-8, -10, -11 and -12 series turboprop engines with fuel manifold, Part Number (P/N) 3102469-1 or -2, repaired by Hoses Unlimited, Inc. prior to November 11, 1995. Following an FAA investigation into

Hoses Unlimited's repairs of TPE331 fuel manifolds, which was not approved by the agency, the FAA determined that the repair processes were not consistent and some manifolds were repaired using procedures not approved and substantiated by the FAA. The FAA discovered that Hoses Unlimited crimped fittings of unfamiliar configuration with unsubstantiated force causing excessive deformation of the fitting and Teflon tube. Excessive crimping of the tetrafluorethelene hose onto the fitting's nipple causes reduced fatigue resistance of the internal Teflon tube. Reduced fatigue resistance may lead to premature and unexpected failure of the fuel hose. Although there have been no reported incidents of fuel leakage from fuel manifolds repaired by Hoses Unlimited, this condition, if not corrected, could result in fuel leakage of the fuel manifold, resulting in fuel spraying on hot turbine components, which could result in an engine fire.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require removal of suspect fuel manifold assemblies and replacement with serviceable assemblies.

There are approximately 70 engines of the affected design in the worldwide fleet. The FAA estimates that 50 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour.

Required parts would cost approximately \$1,800 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$105,000.

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