

**VI. Approval of the Office of the Secretary**

The Secretary of Energy has approved publication of this notice of proposed rulemaking.

**List of Subjects in 10 CFR Part 431**

Administrative practice and procedure, Confidential business information, Energy conservation, Imports, Intergovernmental relations, Small businesses.

Issued in Washington, DC, on December 23, 2016.

**David J. Friedman,**

*Acting Assistant Secretary Energy Efficiency and Renewable Energy.*

For the reasons set forth in the preamble, DOE proposes to amend part 431 of chapter II, subchapter D, of title 10 of the Code of Federal Regulations, as set forth below:

**PART 431—ENERGY EFFICIENCY PROGRAM FOR CERTAIN COMMERCIAL AND INDUSTRIAL EQUIPMENT**

■ 1. The authority citation for part 431 continues to read as follows:

**Authority:** 42 U.S.C. 6291–6317; 28 U.S.C. 2461 note.

■ 2. Section 431.462 is amended by adding the definition for “pool pump timer” in alphabetical order to read as follows:

**§ 431.462 Definitions.**

\* \* \* \* \*

*Pool pump timer* means a pool pump control that automatically turns off a dedicated-purpose pool pump after a run-time of no longer than 10 hours.

\* \* \* \* \*

■ 3. Section 431.465 is amended by adding paragraphs (e), (f), (g) and (h) to read as follows:

**§ 431.465 Pumps energy conservation standards and their compliance dates.**

\* \* \* \* \*

(e) For the purposes of paragraph (f) of this section, “WEF” means the weighted energy factor and “hhp” means the rated hydraulic horsepower, as determined in accordance with the test procedure in § 431.464(b) and applicable sampling plans in § 429.59 of this chapter.

(f) Each dedicated-purpose pool pump that is not a submersible pump and is manufactured starting on July 19, 2021 must have a WEF rating that is not less than the value calculated from the following table:

Equipment class		Minimum allowable WEF score [kgal/kWh]	Minimum allowable WEF score [kgal/kWh]
Dedicated-Purpose Pool Pump Variety	hhp Applicability		
		Self-priming pool filter pumps .....	0.711 hp ≤ hhp < 2.5 hp
Self-priming pool filter pumps .....	hhp < 0.711 hp .....	Single .....	
Non-self-priming pool filter pumps .....	hhp < 2.5 hp .....	Any .....	WEF = 4.60, for hhp ≤ 0.13 hp - 0.85 * ln (hhp) + 2.87, for hhp > 0.13 hp. WEF = 0.42
Pressure cleaner booster pumps .....	Any .....	Any .....	

(g) Each integral cartridge filter pool pump and integral sand filter pool pump that is manufactured starting on July 19, 2021 must be distributed in commerce with a pool pump timer that is either integral to the pump or a separate component that is shipped with the pump.

(h) For all dedicated-purpose pool pumps distributed in commerce with freeze protection controls, the pump must be shipped with freeze protection disabled or with the following default, user-adjustable settings:

(1) The default dry-bulb air temperature setting is no greater than 40 °F;

(2) The default run time setting shall be no greater than 1 hour (before the temperature is rechecked); and

(3) The default motor speed shall not be more than ½ of the maximum available speed.

[FR Doc. 2016–31665 Filed 1–17–17; 8:45 am]

**BILLING CODE 6450–01–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2010–0755; Directorate Identifier 2010–NE–12–AD]

**RIN 2120–AA64**

**Airworthiness Directives; Rolls-Royce plc Turbofan Engines**

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

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

**SUMMARY:** We propose to supersede airworthiness directive (AD) 2012–04–01 that applies to all Rolls-Royce plc (RR) RB211–Trent 800 model turbofan engines. AD 2012–04–01 requires removal from service of certain critical engine rotating parts based on reduced life limits. Since we issued AD 2012–04–01, RR has further revised the life limits of certain critical engine rotating parts. This proposed AD would make additional revisions to the life limits of certain critical engine rotating parts. We

are proposing this AD to correct the unsafe condition on these products.

**DATES:** We must receive comments on this proposed AD by March 6, 2017.

**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.

**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–2010–0755; 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 mandatory continuing airworthiness information, regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:**

Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@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-2010-0755; Directorate Identifier 2010-NE-12-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 because of 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**

On February 10, 2012, we issued AD 2012-04-01, Amendment 39-16956 (77 FR 10355, February 22, 2012), “AD 2012-04-01,” for all RR RB211-Trent 800 model turbofan engines. AD 2012-04-01 requires removal from service of certain critical engine rotating parts based on reduced life limits. AD 2012-04-01 resulted from RR reducing the life limits of certain critical engine rotating parts. We issued AD 2012-04-01 to prevent the failure of critical engine rotating parts, which could result in damage to the engine and damage to the airplane.

**Actions Since AD 2012-04-01 Was Issued**

Since we issued AD 2012-04-01, RR has reduced the life limit of two affected

critical engine rotating parts and extended the life of an additional critical engine rotating part. Also since we issued AD 2012-04-01, the European Aviation Safety Agency (EASA) has issued AD 2016-0223, dated November 8, 2016, which imposes new life limits on certain critical engine rotating parts.

**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 the same type design.

**Proposed AD Requirements**

This proposed AD would require replacement of certain critical engine rotating parts at a newer, lower life limit. This proposed AD would also extend the life limit for an additional critical engine rotating part.

**Costs of Compliance**

We estimate that this proposed AD affects 16 engines installed on airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replacement of critical engine rotating parts .....	0 work-hours × \$85 per hour = \$0.	\$45,000 (pro-rated cost of parts).	\$45,000	\$720,000

**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),
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, 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 removing airworthiness directive (AD) 2012-04-01, Amendment 39-16956 (77 FR 10355, February 22, 2012), and adding the following new AD:

**Rolls-Royce plc:** Docket No. FAA-2010-0755; Directorate Identifier 2010-NE-12-AD.

**(a) Comments Due Date**

We must receive comments by March 6, 2017.

**(b) Affected ADs**

This AD supersedes AD 2012–04–01, Amendment 39–16956 (77 FR 10355, February 22, 2012).

**(c) Applicability**

This AD applies to all Rolls-Royce plc (RR) RR RB211–Trent 875–17, 877–17, 884–17,

884B–17, 892–17, 892B–17, and 895–17 turbofan engines.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

**(e) Unsafe Condition**

This AD was prompted by RR revising the life limits of certain critical engine rotating parts. We are issuing this AD to prevent the failure of critical engine rotating parts,

damage to the engine, and damage to the airplane.

**(f) Compliance**

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

(1) After the effective date of this AD, remove from service the parts listed in Table 1 to paragraph (f) of this AD before exceeding the new life limit indicated:

TABLE 1 TO PARAGRAPH (f)—REDUCED PART LIVES

Part nomenclature	Part No.	Life in standard duty cycles	Life in cycles using the HEAVY profile
Intermediate Pressure (IP) Compressor Rotor Shaft .....	FK24100	12,500	11,500
IP Compressor Rotor Shaft .....	FK24496	8,860	8,180
High-Pressure Compressor (HPC) Stage 1 to 4 Rotor Discs Shaft .....	FK24009	4,560	4,460
HPC Stage 1 to 4 Rotor Discs Shaft .....	FK26167	5,580	5,280
HPC Stage 1 to 4 Rotor Discs Shaft .....	FK32580	5,580	5,280
HPC Stage 1 to 4 Rotor Discs Shaft .....	FW11590	8,550	6,850
HPC Stage 1 to 4 Rotor Discs Shaft .....	FW61622	8,550	6,850
HPC Stage 5 and 6 Discs and Cone .....	FK25230	5,000	5,000
HPC Stage 5 and 6 Discs and Cone .....	FK27899	5,000	5,000
IP Turbine Rotor Disc .....	FK21117	11,610	10,400
IP Turbine Rotor Disc .....	FK33083	0	0

(2) Reserved.

**(g) Installation Prohibition**

After the effective date of this AD, do not install any IP turbine discs, P/N FK33083, into any engine.

**(h) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

**(i) Related Information**

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7754; fax: 781–238–7199; email: [robert.green@faa.gov](mailto:robert.green@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency, AD 2016–0223, dated November 8, 2016, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA–2010–0755.

Issued in Burlington, Massachusetts, on January 11, 2017.

**Colleen M. D'Alessandro,**

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2017–00890 Filed 1–17–17; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2017–0019; Directorate Identifier 2016–CE–038–AD]

**RIN 2120–AA64**

**Airworthiness Directives; GROB Aircraft AG Gliders**

**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 GROB Aircraft AG Models GROB G 109 and GROB G 109B gliders. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as broken pivots of the tail wheel mounting bracket resulting from corrosion and damage due to wear. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**DATES:** We must receive comments on this proposed AD by March 6, 2017.

**ADDRESSES:** You may send comments 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 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact GROB Aircraft AG, Product Support, Lettenbachstrasse 9, D–86874 Tussenhausen-Mattsies, Germany, telephone: + 49 (0) 8268–998–105; fax: + 49 (0) 8268–998–200; email: [productsupport@grob-aircraft.com](mailto:productsupport@grob-aircraft.com); Internet: [grob-aircraft.com](http://grob-aircraft.com). You may review this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

**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–2017–0019; or in person at the Docket Management Facility between 9 a.m.