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Include contact information each time you submit comments, data, documents, and other information to DOE. If you submit via mail or hand delivery/courier, please provide all items on a CD, if feasible, in which case it is not necessary to submit printed copies. No telefacsimiles (faxes) will be accepted.

Comments, data, and other information submitted to DOE electronically should be provided in PDF (preferred), Microsoft Word or Excel, WordPerfect, or text (ASCII) file format. Provide documents that are not secured, that are written in English, and that are free of any defects or viruses. Documents should not contain special characters or any form of encryption and, if possible, they should carry the electronic signature of the author.

Campaign form letters. Please submit campaign form letters by the originating organization in batches of between 50 to 500 form letters per PDF or as one form letter with a list of supporters' names compiled into one or more PDFs. This reduces comment processing and posting time.

Confidential Business Information. Pursuant to 10 CFR 1004.11, any person submitting information that he or she believes to be confidential and exempt by law from public disclosure should submit via email, postal mail, or hand delivery/courier two well-marked copies: one copy of the document marked "confidential" including all the information believed to be confidential, and one copy of the document marked "non-confidential" with the information believed to be confidential deleted. Submit these documents via email or on a CD, if feasible. DOE will make its own determination about the confidential status of the information and treat it according to its determination.

Factors of interest to DOE when evaluating requests to treat submitted information as confidential include: (1) A description of the items; (2) whether and why such items are customarily treated as confidential within the industry; (3) whether the information is generally known by or available from other sources; (4) whether the information has previously been made available to others without obligation

concerning its confidentiality; (5) an explanation of the competitive injury to the submitting person that would result from public disclosure; (6) when such information might lose its confidential character due to the passage of time; and (7) why disclosure of the information would be contrary to the public interest.

It is DOE's policy that all comments may be included in the public docket, without change and as received, including any personal information provided in the comments (except information deemed to be exempt from public disclosure).

E. Issues on Which DOE Seeks Comment

DOE welcomes comments on any aspect of this proposal, without restriction.

VII. 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 430

Administrative practice and procedure, Confidential business information, Energy conservation, Household appliances, Imports, Incorporation by reference, Intergovernmental relations, Small businesses.

Signed in Washington, DC, on: January 31, 2019.

Daniel R. Simmons,

Assistant Secretary, Energy Efficiency and Renewable Energy.

For the reasons set forth in the preamble, DOE proposes to amend part 430 of chapter II, subchapter D, of title 10 of the Code of Federal Regulations, as set forth below:

PART 430—ENERGY CONSERVATION PROGRAM FOR CONSUMER PRODUCTS

■ 1. The authority citation for part 430 continues to read as follows:

Authority: 42 U.S.C. 6291–6309; 28 U.S.C. 2461 note.

§ 430.2 [Amended]

■ 2. Section 430.2 is amended by:

■ a. Withdrawing the addition of the definitions of "Black light lamp," "Bug lamp," "Colored lamp," "General service light-emitting diode (LED) lamp," "General service organic lighting-emitting diode (OLED) lamp," "Infrared lamp," "Integrated lamp," "LED Downlight Retrofit Kit," "Left-hand thread lamp," "Light fixture," "Marine lamp," "Marine signal service lamp," "Mine service lamp," "Non-integrated lamp," "Other fluorescent

lamp," "Pin base lamp," "Plant light lamp," "Reflector lamp," "Showcase Lamp," "Sign service lamp," "Silver bowl lamp," "Specialty MR lamp," and "Traffic signal lamp" published January 19, 2017 (82 FR 7321).

■ b. Withdrawing the revision of the definition of "designed and marketed" published January 19, 2017 (82 FR 7321).

■ c. Withdrawing the revisions of the definitions of "general service incandescent lamp," and "general service lamp" published January 19, 2017 (82 FR 7321).

■ d. Withdrawing the removal of paragraph (27) of the definition of "general service lamp" published January 19, 2017 (82 FR 7333).

[FR Doc. 2019–01853 Filed 2–8–19; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2019–0045; Product Identifier 2018–CE–027–AD]

RIN 2120–AA64

Airworthiness Directives; Viking Air Limited 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 Viking Air Limited Models DHC–2 Mk. I and DHC–2 Mk. III airplanes. 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 cracks reported on the forward and aft float strut wire pull fittings. 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 28, 2019.

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,

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 Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; telephone: (North America) (800) 663-8444; fax: (250) 656-0673; email: technical.support@vikingair.com; internet: <http://www.vikingair.com/support/service-bulletins>. You may review this referenced service information at the FAA, Policy and Innovation Division, 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-2019-0045; or in person at Docket Operations 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 Docket Operations (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Aziz Ahmed, Aerospace Engineer, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 287-7329; fax: (516) 794-5531; email: aziz.ahmed@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-2019-0045; Product Identifier 2018-CE-027-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

Transport Canada, which is the aviation authority for Canada, has issued AD Number CF-2018-10, dated April 18, 2018 (referred to after this as “the MCAI”), to correct an unsafe condition for certain Viking Air Limited Models DHC-2 Mk. I and DHC-2 Mk. III airplanes. The MCAI states:

Cracks have been reported on the Forward and Aft float strut wire pull fittings on DHC-2 Mk. I aeroplanes equipped with the 5600 lb gross weight increase kit installed in accordance with STC SA92-63 or SA00299NY and on DHC-2 Mk. III aeroplanes equipped with the 6000 lb gross weight increase kit installed in accordance with STC SA91-18 or SA945NE. An investigation found that the forward and aft wire pull fittings (P/N VALTBS1245-1/-2 and P/N VALTBS1244-1, respectively) are prone to stress corrosion cracking at low cycles/hours.

Failure of these wire pull fittings will reduce the strength of the float undercarriage below the required structural capability and could result in a failure of the undercarriage causing the aeroplane to tip over and be submerged.

Therefore this AD requires that the forward and aft wire pull fittings be replaced with P/N VALTBS1245-3/-4 and P/N VALTBS1244-3/-4 (LH/RH) fittings respectively. These fittings are geometrically similar to the legacy fittings and are made of a different aluminum alloy that is less susceptible to stress corrosion cracking.

In addition to replacing the fittings, it is necessary to implement a recurring visual inspection of the fittings to assure continuing airworthiness.

You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0045.

Record of Ex Parte Communication

In preparation of AD actions such as notices of proposed rulemaking and immediately adopted final rules, it is the practice of the FAA to obtain technical information and information on the operational and economic impact from design approval holders and aircraft operators. We discussed certain aspects of this AD by email with Viking. A copy of these email contacts can be found in the rulemaking docket. For information on locating the docket, see “Examining the AD Docket.”

Related Service Information Under 1 CFR Part 51

Viking has issued Service Bulletin (SB) Number V2/003, Revision NC, dated November 28, 2012, for Model DCH-2 Mk. I airplanes, and SB Number V2/002, Revision A, dated September 12, 2011, for Model DCH-2 Mk. III airplanes. For the applicable airplanes, the service information describes procedures for replacing the forward and aft float strut wire pull fittings and specifies implementing repetitive visual inspections of the fittings. 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 NPRM.

FAA’s Determination and Requirements of the Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

The MCAI requires returning cracked fittings to Viking, and this proposed AD would not. The MCAI also prohibits installation of an affected wire pull fitting on any airplane, and this proposed AD would not.

Costs of Compliance

We estimate that this proposed AD will affect 136 products of U.S. registry. We also estimate replacing the fittings would take about 12 work-hours at an average labor rate of \$85 per work-hour, and required parts would cost about \$2,741. Based on these figures, we estimate a cost of \$3,761 per airplane and \$511,496 for the U.S. operator fleet.

Inspecting the fittings would take about .5 work-hour for an estimated cost of \$42.50 per airplane and \$5,780 for the U.S. fleet, per inspection cycle.

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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

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 AD:

Viking Air Limited: Docket No. FAA–2019–0045; Product Identifier 2018–CE–027–AD.

(a) Comments Due Date

We must receive comments by March 28, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to following Viking Air Limited airplanes, certificated in any category:

(1) Model DHC–2 Mk. I airplanes altered by Supplemental Type Certificate (STC) SA92–63 or SA00299NY with a float strut wire pull fitting part number (P/N) VALTBS1245–1, P/N VALTBS1245–2, or P/N VALTBS1244–1; and

(2) Model DHC–2 Mk. III airplanes altered by STC SA91–18 or SA945NE with a float strut wire pull fitting P/N VALTBS1245–1, P/N VALTBS1245–2, or P/N VALTBS1244–1.

(d) Subject

Air Transport Association of America (ATA) Code 53: Fuselage.

(e) Reason

This AD was prompted by 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 cracks reported on the forward and aft float strut wire pull fittings. We are issuing this AD to prevent failure of the wire pull fittings that could reduce the strength of the float undercarriage below the required structural capability, resulting in a failure of the undercarriage causing the airplane to tip over and submerge.

(f) Actions and Compliance

Unless already done, do the following actions.

(1) Within 90 days after the effective date of this AD:

(i) Replace each forward wire pull fitting P/N VALTBS1245–1 and P/N VALTBS1245–2 with P/N VALTBS1245–3 Left Hand (LH) or P/N VALTBS1245–4 Right Hand (RH) by following the Accomplishment Instructions, section A, steps 1 through 8, of Viking Service Bulletin No. V2/003, Revision NC, dated November 28, 2012 (SB No. V2/003), or Viking Service Bulletin No. V2/002, Revision A, dated September 12, 2011 (SB No. V2/002), as applicable to your model airplane.

(ii) Within 110 hours time-in-service (TIS) after the replacement of the forward wire pull

fittings and thereafter at intervals not to exceed 110 hours TIS, visually inspect each forward wire pull fitting for corrosion and cracks. If any corrosion or cracking is found during any of the required inspections, before further flight, replace the fitting with fitting P/N VALTBS1245–3 (LH) or P/N VALTBS1245–4 (RH).

(2) Within 180 days after the effective date of this AD:

(i) Replace each aft wire pull fitting P/N VALTBS1244–1 with P/N VALTBS1244–3 (LH) or P/N VALTBS1244–4 (RH) by following the Accomplishment Instructions, section B, steps 1 through 8, of SB No. V2/003 or SB No. V2/002, as applicable to your model airplane.

(ii) Within 110 hours TIS after the replacement of the aft wire pull fittings and thereafter at intervals not to exceed 110 hours TIS, visually inspect each aft wire pull fitting for corrosion and cracks. If any corrosion or cracking is found during any of the required inspections, before further flight, replace the fitting with fitting P/N VALTBS1244–3 (LH) or P/N VALTBS1244–4 (RH).

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Small Airplane Standards Branch, 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: Aziz Ahmed, Aerospace Engineer, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 287–7329; fax: (516) 794–5531; email: 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.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain corrective actions from a manufacturer, the action must instead be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada; or Viking Air Limited’s Transport Canada Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Related Information

Refer to MCAI Transport Canada AD Number CF–2018–10, dated April 18, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2019–0045. For service information related to this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; telephone: (North America) (800) 663–8444; fax: (250) 656–0673; email: technical.support@vikingair.com; internet: <http://www.vikingair.com/support/service-bulletins>. You may review this referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on January 31, 2019.

Melvin J. Johnson,

Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.

[FR Doc. 2019-01635 Filed 2-8-19; 8:45 am]

BILLING CODE 4910-13-P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Chapter II

[Docket No. CPSC-2019-0001]

Possible Improvements to SaferProducts.gov; Request for Information and Notice of Public Hearing

AGENCY: U.S. Consumer Product Safety Commission.

ACTION: Request for written comments and notice of public hearing.

SUMMARY: The U.S. Consumer Product Safety Commission (CPSC) will hold a public hearing to receive information from interested parties about possible changes to CPSC's Publicly Available Consumer Product Safety Information Database, www.SaferProducts.gov, to improve the website's usefulness and ease of use. CPSC also requests written comments.

DATES: The public hearing will begin at 10 a.m. Eastern Standard Time (EST) on March 6, 2019. The Division of the Secretariat must receive requests to make oral presentations, along with the written text of oral presentations, no later than 5 p.m., on February 20, 2019. CPSC will accept written comments through April 3, 2019.

ADDRESSES: The public hearing will be in the Hearing Room, on the 4th Floor of the Bethesda Towers Building, 4330 East-West Highway, Bethesda, MD 20814. You may submit a request to make an oral presentation, along with the written text of the oral presentation, to the Division of the Secretariat, with the caption, "Improvements to SaferProducts.gov," by email to cpsc-os@cpsc.gov, or by mail to the Division of the Secretariat, U.S. Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814.

You may submit written comments, identified by Docket No. CPSC-2019-0001, using the methods described below. CPSC encourages you to submit comments electronically, rather than in hard copy.

Electronic Submissions: Submit electronic comments to the Federal eRulemaking Portal at:

www.regulations.gov. Follow the instructions for submitting comments provided on the website. CPSC does not accept written comments submitted by email.

Written Submissions: Submit written comments by mail, hand delivery, or courier to: Division of the Secretariat, U.S. Consumer Product Safety Commission, Room 820, 4330 East-West Highway, Bethesda, MD 20814; telephone (301) 504-7923.

Instructions: All submissions must include the agency name and docket number for this notice. CPSC may post all comments, without change, including any personal identifiers, contact information, or other personal information provided, to: <http://www.regulations.gov>. Do not submit confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If furnished at all, such information should be submitted by mail, hand delivery, or courier.

Docket: For access to the docket to read background documents or comments, go to: www.regulations.gov, and insert the docket number, CPSC-2019-0001, into the "Search" box, and follow the prompts.

FOR FURTHER INFORMATION CONTACT: Ian Elkin, Project Manager, Directorate for Epidemiology, U.S. Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814; telephone: (301) 504-7078; email: IELkin@cpsc.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The Consumer Product Safety Improvement Act of 2008 (CPSIA; Pub. L. 110-314, 122 Stat. 3016) requires the Commission to establish and maintain a database on the safety of consumer products, and other products or substances the Commission regulates, that is publicly available, searchable, and accessible through CPSC's website. 15 U.S.C. 2055a(a)(1). The CPSIA includes specific content, procedural, and search requirements for the database. *Id.* 2055a(b), (c). In 2010, the Commission issued regulations regarding the database in 16 CFR part 1102, and in 2011, Congress added additional requirements to the database provisions. 75 FR 76832 (Dec. 9, 2010) (adopting 16 CFR part 1102); Sec. 7, Public Law 112-28, 125 Stat. 273 (amending 15 U.S.C. 2055a(c)).

To comply with these requirements, CPSC created the website www.SaferProducts.gov. The website allows consumers and others to submit

reports of harm relating to the use of consumer products, and other products or substances the Commission regulates; allows businesses to comment on such reports; and allows users to search the database for product recalls and reports of harm that are published on www.SaferProducts.gov.

II. Request for Information

CPSC is considering improvements to www.SaferProducts.gov to make the website easier to understand, navigate, and interact with, as well as more useful for submitting and obtaining desired information. CPSC seeks stakeholders' recommendations and intends to use the information it receives to determine how to update and upgrade the website. CPSC is particularly interested in information about how the website could be more user-friendly, and possible modifications to make the searching, reporting, and commenting tools more useful. CPSC requests comments and suggestions to improve the usability of the website. In particular, CPSC seeks comments on the following topics:

1. How can the overall design of [SaferProducts.gov](http://www.SaferProducts.gov) be improved?
2. Have you attempted to visit [SaferProducts.gov](http://www.SaferProducts.gov) using a mobile device? What suggestions would you have to make that experience better?
3. Please describe any problems you encountered when using [SaferProducts.gov](http://www.SaferProducts.gov). Please be as specific as possible.
4. How can the process of reporting on [SaferProducts.gov](http://www.SaferProducts.gov) be improved?
5. How can the instructions for submitting a report be improved?
6. Business users: How can the processes of registering, accessing, and responding to reports of products or other substances the Commission regulates on [SaferProducts.gov](http://www.SaferProducts.gov) be improved?
7. How can searching for recalls and reports on the website be improved?
8. What other information would be useful to publish or provide with the recall and incident report data?
9. Have you encountered any difficulty attempting to upload photos or videos with a report you may have submitted? Please describe what happened.
10. If CPSC were to create a data visualization tool (a tool to help people understand data by placing it in a visual context) to help consumers and businesses better understand the data captured through [SaferProducts.gov](http://www.SaferProducts.gov), would that kind of tool be useful to you?
11. Currently, submitters of information to the website must check a box to consent to CPSC publishing