

of encryption. No facsimiles will be accepted. Comments submitted in response to this notice will become a matter of public record and will be made publicly available.

#### *B. Issues on Which DOE Seeks Information*

For this RFI, DOE requests comments, information, and recommendations on the following topics for the purpose of determining if DOE should revise its NOPR analysis:

1. DOE seeks comment on the product designs and technologies used by manufacturers to meet the CEC standards, as well as other changes made to the products since DOE's initial NOPR analysis.

2. DOE seeks comment on the product costs incurred by manufactures to meet the CEC standards, including those related to engineering, design, manufacturing and product labeling.

3. DOE seeks information on the impact of the CEC standards on manufacturer's supply chain. Specifically, DOE seeks information on whether manufacturers will continue to manufacture products that do not meet the CEC standards for sale outside California, while selling a separate product of similar utility and function compliant with CEC standards for sale in California

4. DOE requests information on whether there are any types of products that have been discontinued from sale in California due to the CEC standards. DOE is specifically interested in whether these discontinued products offer consumer utility not offered by products compliant with the CEC standards.

5. Finally, DOE seeks information from manufacturers on the potential costs and burdens of complying with a battery charger labeling requirement.

DOE is also interested in comments on other relevant issues that participants believe would affect the proposed standards for battery chargers. DOE invites all interested parties to submit in writing by May 28, 2013, comments and information on matters addressed in this notice and on other matters relevant to DOE's consideration of the battery charger and external power supply rulemaking.

After the close of the comment period, DOE will review the public comments and determine if any changes to the proposed standards for the battery charger and external power supply rulemaking are necessary and warranted.

DOE considers public participation to be a very important part of the process for developing rulemakings. DOE

actively encourages the participation and interaction of the public during the comment period in each stage of the rulemaking process. Interactions with and between members of the public provide a balanced discussion of the issues and assist DOE in the rulemaking process. Anyone who wishes to be added to the DOE mailing list to receive future notices and information about this rulemaking should contact Ms. Brenda Edwards at (202) 586-2945, or via email at [Brenda.Edwards@ee.doe.gov](mailto:Brenda.Edwards@ee.doe.gov).

Issued in Washington, DC, on March 19, 2013.

**Kathleen B. Hogan,**

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

[FR Doc. 2013-06745 Filed 3-25-13; 8:45 am]

**BILLING CODE 6450-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2013-0130; Directorate Identifier 2013-NE-07-AD]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Hartzell Propeller, Inc. Propellers**

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

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for Hartzell Propeller, Inc. propeller models HC-(1, D)2(X, V, MV)20-7, HC-(1, D)2(X, V, MV)20-8 and HC-(1, D)3(X, V, MV)20-8. This proposed AD was prompted by failures of the propeller hydraulic bladder diaphragm and resulting engine oil leak. This proposed AD would require replacement of the propeller hydraulic bladder diaphragm. We are proposing this AD to prevent propeller hydraulic bladder diaphragm rupture, loss of engine oil, damage to the engine, and loss of the airplane.

**DATES:** We must receive comments on this proposed AD by May 28, 2013.

**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 Hartzell Propeller, Inc., 1 Propeller Place, Piqua, OH 45356; phone: 937-778-4200; email: [techsupport@hartzellprop.com](mailto:techsupport@hartzellprop.com). You may view this service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

#### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; 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 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:**

Mark Grace, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Propulsion Branch, 2300 E. Devon Avenue, Des Plaines, IL 60018; phone: 847-294-7377; fax: 847-294-7834; email: [mark.grace@faa.gov](mailto:mark.grace@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2013-0130; Directorate Identifier 2013-NE-07-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**

We received a report of Hartzell propeller failures of the variable pitch

propeller hydraulic bladder diaphragm, part number (P/N) B-119-2, without tab, resulting in engine oil leakage. The variable pitch propeller control mechanism uses engine oil as a hydraulic fluid. Failure of this bladder diaphragm results in engine oil loss with oil covering the airplane windshield and may lead to uncommanded loss of engine power. This condition, if not corrected, could result in loss of engine oil, damage to the engine, and loss of the airplane.

#### Relevant Service Information

We reviewed Hartzell Alert Service Bulletin (ASB) HC-ASB-61-338, Revision 1, dated December 18, 2012. The ASB lists the propeller hub models that are affected and describes procedures for replacement of propeller hydraulic bladder diaphragm with a new propeller hydraulic bladder diaphragm, P/N B-119-2, with tab.

Hartzell Propeller has redesigned bladder diaphragm, P/N B-119-2, to include a tab containing the bladder diaphragm batch/lot number. The tab with batch/lot number is visible after installation. The old design bladder diaphragm, P/N B-119-2 has no such tab.

#### 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 removing the old propeller hydraulic bladder diaphragm and replacing it with the redesigned part.

#### Differences Between the Proposed AD and the Service Information

Hartzell ASB HC-ASB-61-338, Revision 1, dated December 18, 2012, recommends replacement of all affected bladder diaphragms within 10 flight hours. This proposed AD would require replacement of affected bladder diaphragms within 12 months of the effective date of the AD. FAA risk analysis determined the 12 month period for compliance is acceptable.

#### Costs of Compliance

We estimate that this proposed AD would affect about 400 propellers installed on airplanes of U.S. registry. We also estimate that it would take about 4 hours per propeller to replace the bladder diaphragm. The average labor rate is \$85 per hour. We estimate parts costs at \$53 per engine. Based on

these figures, we estimate the cost of the proposed AD on U.S. operators to be \$157,200. Our cost estimate is exclusive of possible warranty coverage.

#### 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 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 adding the following new airworthiness directive (AD):

**Hartzell Propeller, Inc.:** Docket No. FAA-2013-0130; Directorate Identifier 2013-NE07-AD.

#### (a) Comments Due Date

We must receive comments by May 28, 2013.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Hartzell Propeller, Inc. propeller models HC-(1, D)2(X, V, MV)20-7, HC-(1, D)2(X, V, MV)20-8 and HC-(1, D)3(X, V, MV)20-8 with a propeller hydraulic bladder diaphragm, part number (P/N) B-119-2, without tab, installed.

#### (d) Unsafe Condition

This AD was prompted by failures of the propeller hydraulic bladder diaphragm and resulting engine oil leak. We are issuing this AD to prevent propeller hydraulic bladder diaphragm rupture, loss of engine oil, damage to the engine, and loss of the airplane.

#### (e) Compliance

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

#### (f) Bladder Diaphragm Replacement

(1) Within 12 months after the effective date of this AD, remove from service the propeller hydraulic bladder diaphragm, P/N B-119-2, without tab.

(2) Install a redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab. The bladder diaphragm, eligible for installation, is identified by a tab with a batch/lot number. The tab is visible after installation and confirms the installation of the proper redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab, in the Hartzell propeller assembly.

#### (g) Installation Prohibition

After the effective date of this AD, do not install into any engine any hydraulic bladder diaphragm, P/N B-119-2, that is without tab.

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

The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (i) Related Information

(1) For more information about this AD, contact Mark Grace, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018;

phone: 847-294-7377; fax: 847-294-7384; email: [mark.grace@faa.gov](mailto:mark.grace@faa.gov).

(2) For service information identified in this AD, contact Hartzell Propeller Inc., 1 Propeller Place, Piqua, OH 45356-2634; phone: 937-778-4379; fax: 937-778-4391; email: [techsupport@hartzellprop.com](mailto:techsupport@hartzellprop.com). You may view this service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on March 19, 2013.

**Colleen M. D'Alessandro,**

*Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2013-06843 Filed 3-25-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2013-0209; Directorate Identifier 2012-NM-127-AD]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier, Inc. Airplanes

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

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

**SUMMARY:** We propose to supersede an existing airworthiness directive (AD) that applies to certain Bombardier, Inc. Model DHC-8-100, -200, and -300 series airplanes. The existing AD currently requires replacing certain parking brake accumulators. Since we issued that AD, we have determined that it is necessary to protect the hydraulic system and airplane structure from possible damage by any faulty screw cap or end cap of any accumulator. This proposed AD would require installing restraint devices around the parking brake accumulator end caps. We are proposing this AD to prevent failure of the parking brake accumulator screw cap or end cap resulting in loss of the number 2 hydraulic system and damage to airplane structures, which could adversely affect the controllability of the airplane.

**DATES:** Send comments on or before April 25, 2013.

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

For service information identified in this proposed AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email [thd.qseries@aero.bombardier.com](mailto:thd.qseries@aero.bombardier.com); Internet <http://www.bombardier.com>. You may review copies of the 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>; or in person at the Docket Operations office 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:

Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue Suite 410, Westbury, New York 11590; telephone (516) 228-7318; fax (516) 794-5531.

#### 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-2013-0209; Directorate Identifier 2012-NM-127-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

On June 28, 2012, we issued AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012). That AD required actions intended to address an unsafe condition on certain Model DHC-8-100, -200, and -300 series airplanes.

Since we issued AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012), we have determined that it is necessary to protect the hydraulic system and airplane structure from possible damage by any faulty screw cap or end cap of any accumulator. Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian Airworthiness Directive CF-2011-29R1, dated May 24, 2012 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Seven cases of on-ground hydraulic accumulator screw cap or end cap failure have been experienced on CL-600-2B19 (CRJ) aeroplanes, resulting in loss of the associated hydraulic system and high-energy impact damage to adjacent systems and structure. To date, the lowest number of flight cycles accumulated at the time of failure has been 6991.

Although there have been no failures to date on any DHC-8 aeroplanes, similar accumulators to those installed on the CL-600-2B19, Part Numbers (P/N) 0860162001 and 0860162002 (Parking Brake Accumulator), are installed on the aeroplanes listed in the Applicability section of this [TCCA] directive.

A detailed analysis of the systems and structure in the potential line of trajectory of a failed screw cap/end cap for the accumulator has been conducted. It has identified that the worst-case scenarios would be the loss of number 2 hydraulic system, and damage to aeroplane structures.

This [original TCCA] directive [which corresponds to FAA AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012)] gives instructions to determine the part number and serial number of the existing parking brake accumulator, and where applicable, replace the accumulator.

Revision 1 of this [TCCA] AD mandates the installation of restraint devices around [all] the parking brake accumulator end caps to hold them in place in the event of an end cap failure.

Uncontained failure of the parking brake accumulator screw caps and/or end caps could result in loss of the number 2 hydraulic system, and damage to airplane structures, and could adversely