

interested parties may submit further comments on the proceedings and any aspect of the rulemaking.

The webinar will be conducted in an informal, conference style. DOE will present a general overview of the topics addressed in the October 2022 NOPR, allow time for prepared general statements by participants, and encourage all interested parties to share their views on issues affecting the NOPR. Each participant will be allowed to make a general statement (within time limits determined by DOE), before the discussion of specific topics. DOE will permit, as time allows, other participants to comment briefly on any general statements.

At the end of all prepared statements on a topic, DOE will permit participants to clarify their statements briefly. Participants should be prepared to answer questions by DOE and by other participants concerning these issues. DOE representatives may also ask questions of participants concerning other matters relevant to the NOPR. The official conducting the webinar will accept additional comments or questions from those attending, as time permits. The presiding official will announce any further procedural rules or modification of the above procedures that may be needed for the proper conduct of the webinar.

A transcript of the webinar will be included in the docket, which can be viewed as described in the *Docket* section at the beginning of this document. In addition, any person may buy a copy of the transcript from the transcribing reporter. DOE invites public participation in this process through participation in the submission of written comments and information. After the closing of the comment period, DOE will consider all timely-submitted comments and additional information obtained from interested parties, as well as information obtained through further analyses.

Approval of the Office of the Secretary

The Secretary of Energy has approved publication of this notification of rescheduled public meeting.

Signing Authority

This document of the Department of Energy was signed on October 25, 2022, by Francisco Alejandro Moreno, Acting Assistant Secretary for Energy Efficiency and Renewable Energy, pursuant to delegated authority from the Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal

Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on October 26, 2022.

Treena V. Garrett,

Federal Register Liaison Officer, U.S. Department of Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[FAA Rules Docket No. 95-CE-35-AD]

RIN 2120-AA64

Airworthiness Directives; Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft Inc. and Piper Aircraft Corporation) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing a notice of proposed rulemaking (NPRM) and supplemental notice of proposed rulemaking (SNPRM) that proposed to supersede Airworthiness Directive (AD) 92-13-04 for certain Piper Aircraft Corporation (now Piper Aircraft, Inc.) (Piper) Model PA-23-150 (type certificated as PA-23) and PA-23-160 airplanes. AD 92-13-04 requires preflight water draining procedures for the fuel tanks on the affected airplanes. In June 2022, the FAA calculated the quantitative risk using current methods, which were not available at the time the NPRM and SNPRM were issued. The short- and long-term risk assessment calculations establish that an AD for the additional actions and the additional airplane models that were proposed to be added in the NPRM and SNPRM is not warranted. Accordingly, the NPRM and SNPRM are withdrawn.

DATES: As of October 31, 2022, the proposed rules, which published in the **Federal Register** on September 19, 1995 (60 FR 48433), and February 12, 1998 (63 FR 7085), are withdrawn.

FOR FURTHER INFORMATION CONTACT: Ron Segall, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701

Columbia Avenue, College Park, GA 30337; phone: (404) 474-5541; email: ronald.segall@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued an NPRM that proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to supersede AD 92-13-04, Amendment 39-8274 (57 FR 24938; June 12, 1992) (AD 92-13-04), which applies to certain serial-numbered Piper Model PA-23-150 (type certificated as PA-23) and PA-23-160 airplanes. The NPRM published in the **Federal Register** on September 19, 1995 (60 FR 48433). The FAA subsequently issued an SNPRM, which published in the **Federal Register** on February 12, 1998 (63 FR 7085).

The NPRM proposed to:

- Add certain Model PA-23, PA-23-235, and PA-23-250 airplanes to the applicability;
- Retain the preflight draining procedures required by AD 92-13-04 to require incorporating pilots' operating handbook (POH) revisions for Piper Model PA-23-150 and PA-23-160 airplanes that are not equipped with a dual fuel drain kit, part number (P/N) 765-363 (unless already accomplished). The POH revisions are included in Piper Service Bulletin (SB) No. 827A, dated November 4, 1988 (Piper SB No. 827A);
- Require installation of external fuel ramp assemblies on all the affected airplanes in accordance with Floats and Fuel Cells Engineering Specification 2810-002, Revision A, dated March 21, 1995; and
- Delay the compliance for airplanes with Piper Fuel Tank Wedge Kit, P/N 599-367, incorporated in accordance with Piper SB 932A, dated August 30, 1990, until a new fuel tank is installed.

The SNPRM proposed minor changes to the NPRM and was issued as an SNPRM based on the amount of time between the NPRM and the SNPRM.

Actions Since the SNPRM Was Issued

In June 2022, the FAA calculated the quantitative risk of a failure using the current method of assessing risk. This method used, along with the breadth of data that the FAA current has, was not available in 1995/1998 and is the quantitative standard the FAA's continued operational safety community uses to currently assess risk. The FAA risk assessment estimated the future risk of water-in-the-fuel within a one-year period (short-term) and over the next 20 years (long-term) for all Piper PA-23 airplanes, from the first year of operation (1955) to present day (2022). All probable or contributable reported

incidents attributed to water-in-the-fuel that were reported were considered. The short- and long-term risk assessment calculations establish that an AD for the additional actions and the additional airplane models that were proposed to be added in the NPRM and SNPRM is not warranted. Accordingly, the NPRM and SNPRM are to be withdrawn.

The FAA will continue to monitor this situation and take appropriate action as required.

Withdrawal of the NPRM and SNPRM constitutes only such action and does not preclude the agency from issuing future rulemaking on this issue, nor does it commit the agency to any course of action in the future.

Regulatory Findings

Since this action only withdraws an NPRM and SNPRM, it is neither a proposed AD nor a final rule and therefore, not covered under Executive Order 12866 or the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, which published in the **Federal Register** on September 19, 1995 (60 FR 48433), and the supplemental notice of proposed rulemaking, which published in the **Federal Register** on February 12, 1998 (63 FR 7085), are withdrawn.

Issued on October 20, 2022.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2022–1311; Project Identifier MCAI–2022–00624–E]

RIN 2120–AA64

Airworthiness Directives; Safran Helicopter Engines, S.A. (Type Certificate Previously Held by Turbomeca, S.A.) Turboshaft Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2021–08–02, which applies to all Safran Helicopter Engines, S.A. (Safran) Arriel 2D and Arriel 2E model turboshaft engines. AD 2021–08–02 requires replacing certain critical parts before reaching their published in-service life limits, performing scheduled maintenance tasks before reaching their published periodicity, and performing unscheduled maintenance tasks when the engine meets certain conditions. Since the FAA issued AD 2021–08–02, Safran has revised the airworthiness limitation section (ALS) of the existing maintenance and overhaul manuals, introducing new and more restrictive instructions and maintenance tasks. This proposed AD would require revisions to the ALS of the operator's existing approved aircraft maintenance program (AMP), as applicable, as specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference (IBR). The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by December 15, 2022.

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 [regulations.gov](https://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.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2022–1311; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For material identified in this NPRM, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADS@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT:

Kevin Clark, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7088; email: kevin.m.clark@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include “Docket No. FAA–2022–1311; Project Identifier MCAI–2022–00624–E” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact we receive about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Kevin Clark, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803. Any commentary that the FAA