

Department will make a number of presentations, invite discussion on the rulemaking process as it applies to certain fluorescent lamp ballasts, and solicit comments, data, and information from participants and other stakeholders. DOE will also invite comment on DOE's preliminary determination regarding the scope of coverage for the fluorescent lamp ballast standard. DOE is considering expanding the scope of coverage to include additional fluorescent lamp ballasts that would be analyzed in the energy conservation standards rulemaking.

The Department encourages those who wish to participate in the public meeting to obtain the Framework Document and to be prepared to discuss its contents. A copy of the draft Framework Document is available at: [http://www.eere.energy.gov/buildings/appliance\\_standards/residential/fluorescent\\_lamp\\_ballasts.html](http://www.eere.energy.gov/buildings/appliance_standards/residential/fluorescent_lamp_ballasts.html).

Public meeting participants need not limit their comments to the issues identified in the Framework Document. The Department is also interested in receiving views concerning other relevant issues that participants believe would affect energy conservation standards for these products, applicable test procedures, or the preliminary determination on the scope of coverage for fluorescent lamp ballasts. Furthermore, the Department welcomes all interested parties, whether or not they participate in the public meeting, to submit in writing by March 7, 2008, comments and information on matters addressed in the Framework Document and on other matters relevant to consideration of standards for fluorescent lamps ballasts.

The public meeting will be conducted in an informal, facilitated, conference style. There shall be no discussion of proprietary information, costs or prices, market shares, or other commercial matters regulated by U.S. antitrust laws. A court reporter will record the proceedings of the public meeting, after which a transcript will be made available for purchase from the court reporter.

After the public meeting and the close of the comment period on the Framework Document, DOE will begin collecting data, conducting the analyses as discussed in the Framework Document and at the public meeting, and reviewing the comments received.

DOE considers public participation to be a very important part of the process for setting energy conservation standards. DOE actively encourages the participation and interaction of the public during the comment period in each stage of the rulemaking process.

Beginning with the Framework Document, and during each subsequent public meeting and comment period, interactions with and between members of the public provide a balanced discussion of the issues to assist DOE with the standards rulemaking process. Accordingly, anyone who would like to participate in the public meeting, receive meeting materials, or be added to the DOE mailing list to receive future notices and information regarding this rulemaking on fluorescent lamp ballasts, should contact Ms. Brenda Edwards at (202) 586-2945, or via e-mail at: [Brenda.Edwards@ee.doe.gov](mailto:Brenda.Edwards@ee.doe.gov).

Issued in Washington, DC, on January 14, 2008.

**John F. Mizroch,**

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

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**BILLING CODE 6450-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 21

#### **Existence of Proposed Airworthiness Design Standards for Acceptance Under the Primary Category Rule; Cubcrafters, Inc., Model PC18-160**

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

**ACTION:** Request for comments.

**SUMMARY:** This notice announces the existence of and requests comments on proposed airworthiness design standards for acceptance of the Cubcrafters, Inc., Model PC18-160 airplane under the regulations for designation of applicable regulations for primary category aircraft.

**DATES:** Comments must be received on or before February 21, 2008.

**ADDRESSES:** Send all comments to the Federal Aviation Administration (FAA), Standards Office, Small Airplane Directorate (ACE-110), Aircraft Certification Service, 901 Locust Street, Room 301, Kansas City, MO 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Leslie B. Taylor, Aerospace Engineer, Standards Office (ACE-111), Small Airplane Directorate, Aircraft Certification Service, FAA; telephone number (816) 329-4134, fax number (816) 329-4090, e-mail at [leslie.b.taylor@faa.gov](mailto:leslie.b.taylor@faa.gov).

**SUPPLEMENTARY INFORMATION:** Any person may obtain a copy of this information by contacting the person

named above under **FOR FURTHER INFORMATION CONTACT**.

#### **Comments Invited**

We invite interested parties to submit comments on the proposed airworthiness standards to the address specified above. Commenters must identify the Model PC18-160 and submit comments to the address specified above. The FAA will consider all communications received on or before the closing date before issuing the final acceptance. The proposed airworthiness design standards and comments received may be inspected at the FAA, Small Airplane Directorate, Aircraft Certification Service, Standards Office (ACE-110), 901 Locust Street, Room 301, Kansas City, MO 64106, between the hours of 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

#### **Background**

The "primary" category for aircraft was created specifically for the simple, low performance personal aircraft. Section 21.17(f) provides a means for applicants to propose airworthiness standards for their particular primary category aircraft. The FAA procedure establishing appropriate airworthiness standards includes reviewing and possibly revising the applicant's proposal, publication of the submittal in the **Federal Register** for public review and comment, and addressing the comments. After all necessary revisions, the standards are published as approved FAA airworthiness standards.

Accordingly, the applicant, Cubcrafters, Inc., has submitted a request to the FAA to include the following:

#### *Airframe and Systems*

*ASTM F2245-07, "Standard Specification for Design and Performance of a Light Sport Airplane," modified as follows:*

1. Federal Aviation Regulations 23 Loads Report and Test Proposal to be reviewed and approved by ACO. Specifically, Section 5 of ASTM F2245-07 is replaced by Federal Aviation Regulations part 23, §§ 23.301 through 23.561 (latest amendments through Amendment 23-55) as applicable to this airplane.

2. All major structural components will be tested as per the approved Test Proposal (this eliminates "analysis" allowed by ASTM).

3. Paragraph 4.2.1 of ASTM F2245-07 is replaced by Federal Aviation Regulations part 23, § 23.25(b) except that the empty weight referred to in Federal Aviation Regulations part 23, § 23.25(b)(1) is replaced by the

maximum empty weight defined in Paragraph 3.1.2 of ASTM F2245–07.

#### Engine

The engine may not have its own type certificate; in such case it will be included in the airplane type certificate using the following as a proposed certification basis:

1. *ASTM F2339–06, “Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft,” modified as follows:* Engine parts and assemblies will be manufactured under the purview of a production certificate held by the applicant. Section 7 of ASTM F2339–06 does not apply.

2. Optionally, the applicant may elect to use a type certificated engine up to 180 horsepower.

#### Propeller

A type certificated propeller will be used.

#### Proposed Airworthiness Standards for Acceptance Under the Primary Category Rule

The FAA is requiring use of the part 23 rules in addition to the Light Sport Airplane Consensus Standards. The applicant has agreed to this position; therefore, the certification basis for the Cubcrafters, Inc., Model PC18–160 will be the Primary Category Rule (part 21, § 21.24) with Amendment 23–57 for 14 CFR, part 23, §§ 23.853(a); 23.863; 23.1303(a), (b), and (c); 23.1311(a)(1) through (a)(4), and (b); 23.1321; 23.1322; 23.1329 and 23.1359 and:

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2. Optionally, the applicant may elect to use a type certificated engine up to 180 horsepower.

#### Propeller

A type certificated propeller will be used.

In addition to the applicable airworthiness regulations, the PC18–160 must comply with the fuel vent and exhaust emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36; and the FAA must issue a finding of regulatory adequacy pursuant to section 611 of Public Law 92–574, the “Noise Control Act of 1972.”

Issued in Kansas City, Missouri on January 11, 2008.

John Colomy,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E8–852 Filed 1–18–08; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2008–0048; Directorate Identifier 2007–NM–276–AD]

RIN 2120–AA64

#### Airworthiness Directives; Airbus Model A310 and A300–600 Series Airplanes

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

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above that would supersede an existing AD. 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:

Based on some recent in-service findings for fluid ingress and/or inner skin disbond damage on rudders, AIRBUS decided to introduce some further structural inspections to specific rudder areas. This type of damage could result in reduced structural integrity of the rudder.

\* \* \* \* \*

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by February 21, 2008.

**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 W12–40, 1200 New Jersey Avenue, SE., Washington, DC, 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>; 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:** Tom Stafford, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1622; fax (425) 227–1149.

#### 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–2008–0048; Directorate Identifier 2007–NM–276–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory,