DEPARTMENT OF ENERGY

10 CFR Parts 429 and 431

[Docket No. EERE–2013–BT–TP–0055]

RIN 1905–AD50

Energy Conservation Program: Test Procedure for Pumps; Correction

AGENCY: Office of Energy Efficiency and Renewable Energy, Department of Energy.

ACTION: Notice of proposed rulemaking and public meeting; correction.

SUMMARY: On April 1, 2015, the U.S. Department of Energy (DOE) published in the **Federal Register** a notice of proposed rulemaking and public meeting for Energy Conservation Program: Test Procedure for Pumps. This document corrects terms in four equations.

DATES: April 24, 2015.

FOR FURTHER INFORMATION CONTACT: Ashley Armstrong, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Building Technologies Office, EE–5B, 1000 Independence Avenue SW., Washington, DC 20585–0121. Telephone: (202) 586–6590. Email: *ashley.armstrong@ee.doe.gov*.

Corrections

In the **Federal Register** published on April 1, 2015, in FR Doc. 2015–06945, make the following corrections:

1. On page 17604: Equation (6) is corrected by removing ''13.46'' and adding in its place ''17.80''. The corrected equation reads as follows:

$$\eta_{pump,STD} = -0.85 * \ln(Q_{100\%})^2 - 0.38 * \ln(Ns) * \ln(Q_{100\%}) - 11.48 * \ln(Ns)^2 + 17.80$$

$$* \ln(Q_{100\%}) + 179.80 * \ln(Ns) - (C - 555.6)$$

Appendix A to Subpart Y of Part 431— Uniform Test Method for the Measurement of Energy Consumption of Pumps. [Corrected]

2. On page 17645: The equation in section II.B.1.1.1 is corrected by removing ''13.46'' and adding in its place ''17.80''. The corrected equation reads as follows:

$\eta_{pump,STD} = -0.85 * \ln(Q_{100\%})^2 - 0.38 * \ln(N_S) * \ln(Q_{100\%}) - 11.48 * \ln(N_S)^2 + 17.80 * \ln(Q_{100\%}) + 179.80 * \ln(N_S) - (C - 555.6)$

3. On page 17646: The equation in section III.D.1.2.1 is corrected by removing ''MotorH'' and adding in its place ''MotorHP''. The corrected equation reads as follows:

$$L_{full,default} = \frac{MotorHP}{\left[\eta_{motor,full}/100\right]} - MotorHP$$

4. On page 17648: The equation in section V.D.1.2.1 is corrected by removing ''MotorHPMotorH'' and adding in its place ''MotorHP''. The corrected equation reads as follows:

$$L_{full,default} = \frac{MotorHP}{\left[\eta_{motor,full}/100\right]} - MotorHP$$

Issued in Washington, DC, on April 20, 2015.

Kathleen B. Hogan,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2015–0831; Directorate Identifier 2014–NM–061–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Airbus Model A318, A319, A320, and A321 series airplanes. This proposed AD was prompted by a report of a rupture of a main landing gear (MLG) sliding tube axle. This proposed AD would require an inspection to identify the part number and serial number of the MLG sliding tubes installed on the airplane; and an inspection of the axle on certain MLG sliding tubes for burned areas, and replacement of the sliding tube if necessary. We are proposing this AD to detect and correct cracks in the axle and (partial) detachment of the axle and wheel from the sliding tube, which could result in failure of an MLG.