determined that, in cases where certain known unsafe conditions exist, and where actions to detect and correct that unsafe condition can be readily accomplished, those actions must be required.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been included in this notice to clarify this long-standing requirement.

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 17 work hours per airplane to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would be provided by the manufacturer at no cost to the operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $10,200, or $1,020 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ''ADDRESSES.''

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Jetstream Aircraft Limited (Formerly, British Aerospace Commercial Aircraft Limited): Docket 94–NM–242–AD.

Applicability: Model ATP airplanes, constructor's numbers 2002 through 2056 inclusive, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent the inability to raise or lower the nose landing gear (NLG), or a possible collapse of the NLG, accomplish the following:

(a) Within 300 hours time-in-service or 90 days after the effective date of this AD, whichever occurs first: Perform an inspection to ensure that the components of the bracket attachment assembly of the retraction actuator of the NLG are secure, and to ensure that the inboard and outboard support brackets of the mounting holes of the bearing cap have correct hole and thread lengths, in accordance with paragraph 2.A. of the Accomplishment Instructions of Jetstream Service Bulletin ATP–53–30–10372A, dated November 3, 1994. If any discrepancy is found, prior to further flight, correct the discrepancy in accordance with the service bulletin.

(b) Within 3,000 landings, or 12 months after the effective date of this AD, whichever occurs first: Install revised tolerance bushings in the bearing cap/bracket attachment assemblies of the NLG retraction actuator, test the actuator for freedom of movement, and inspect for any discrepancy of the actuator, in accordance with paragraph 2.B. of the Accomplishment Instructions of Jetstream Service Bulletin ATP–53–30–10372A, dated November 3, 1994.

(1) If no discrepancy is found no further action is required by this AD.

(2) If any discrepancy is found, prior to further flight, correct the discrepancy in accordance with the service bulletin.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished. Issued in Renton, Washington, on June 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–14319 Filed 6–9–95; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 94–NM–173–AD]

Airworthiness Directives; Jetstream Model ATP Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain Jetstream Model ATP airplanes, that currently requires daily and/or pre-

flight cleaning and inspections to detect damaged main landing gear (MLG) wheel bearings and replacement of discrepant parts. That AD was prompted by reports of failure of the MLG wheel bearings. The actions specified by that AD are intended to prevent failure of the MLG wheel bearing, which could result in detachment of a MLG wheel from the airplane. This action would require an additional inspection, in lieu of the pre-flight inspection, for certain airplanes. This action would also require the accomplishment of a terminating modification that would eliminate the need for daily and pre-flight inspections.

DATES: Comments must be received by July 24, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–173–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; fax (206) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–NM–173–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–173–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On February 18, 1994, the FAA issued AD 94–05–03, amendment 39–8841 (59 FR 9400, February 28, 1994), applicable to certain Jetstream Model ATP airplanes, to require daily and/or pre-flight cleaning and detailed visual inspections to detect damage or discoloration of the main wheel hub caps and of the outer side of each inflation valve side hubs on the main landing gear (MLG) wheels. That amendment also requires replacement of the damaged or discolored MLG wheel assembly and bearings with a serviceable wheel assembly and bearings. That action was prompted by reports of failure of the MLG wheel bearings. The requirements of that AD are intended to prevent detachment of a MLG wheel from the airplane.

Since the issuance of that AD, Jetstream has issued Revision 3 of Service Bulletin ATP–32–48, dated July 15, 1994. The daily cleaning and detailed visual inspection, and pre-flight detailed visual inspection procedures described in this revision are essentially identical to those described in Revision 1 of the service bulletin (which was referenced in AD 94–05–03 as the appropriate source of service information). For certain airplanes Revision 3 of the service bulletin describes procedures for performing an additional intermediate detailed visual inspection, in lieu of the pre-flight inspection. This intermediate inspection would detect damage (including blistering or flaking of the paint) or heat discoloration of the wheel hub cap and the outer side of each inflation valve side hub on the MLG wheels.

Jetstream has also issued Service Bulletin ATP–32–51–35296A, dated May 12, 1994, which describes procedures for modification of the MLG. This modification involves drilling two additional locking holes in each axle. This modification will reduce the axial movement between the locking positions to provide a closer control of the wheel bearing preload.

Additionally, Jetstream issued Service Bulletin ATP–32–53–35294A (including Erratum No. 1), dated July 18, 1994, and Revision 2, dated January 13, 1995, which describe procedures for modification of certain wheels on the MLG. This modification involves removing the existing valve side half hub assembly of the wheel and installing a new valve side half hub assembly, which is capable of accepting a new outer bearing with higher load capability.

Accomplishment of these modifications described in Service Bulletins ATP–32–51–35296A and ATP–32–53–35294A would eliminate the need for the daily, pre-flight, and daily intermediate inspections, and would positively address the unsafe condition identified as detachment of a MLG wheel from the airplane.

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, has classified these service bulletins as mandatory in order to assure the continued airworthiness of these airplanes in the United Kingdom.

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 94–05–03 to continue to require daily cleaning and daily/pre-flight detailed visual inspections to detect damage (including blistering or flaking of the paint) or discoloration of the wheel hub caps and of the outer side of the inflation valve side hubs on the MLG wheels. The proposed AD would

also require an additional daily intermediate detailed visual inspection, in lieu of the pre-flight inspection, for certain airplanes. This intermediate inspection would detect damage or heat discoloration of the wheel hub cap and the outer side of each inflation valve side hub on the MLG wheel. Additionally, the proposed AD would require modification of the MLG, which would constitute terminating action for the daily, pre-flight, daily intermediate inspection requirements. The actions would be required to be accomplished in accordance with the service bulletins described previously. If any damage or discoloration is found, the replacement of the existing MLG wheel assembly and bearings with a serviceable wheel assembly and bearings would be required to be accomplished in accordance with a method approved by the FAA.

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD.

The inspections that were previously required by AD 94–05–03, and would be retained in this proposed AD, take approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD on U.S. operators is estimated to be $1,200, or $120 per airplane, per inspection cycle.

The inspections that would be added by this proposed AD would take approximately 2 work hours per airplane to accomplish , at an average labor rate of $60 per work hour. Based on these figures, the total cost impact of the inspections proposed by this AD on U.S. operators is estimated to be $1,200, or $120 per airplane, per inspection cycle.

It would take approximately 11 work hours per airplane to accomplish the proposed modifications at an average labor rate of $60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the modification proposed by this AD on U.S. operators is estimated to be $6,600, or $660 per airplane.

The total cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8841 (59 FR 9400, February 28, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Jetstream Aircraft Limited (Formerly British Aerospace Commercial Aircraft Limited): Docket 94–NM–173–AD. Supersedes AD 94–05–03, Amendment 39–8841.

Applicability: Model ATP airplanes, constructor numbers 2001 through 2063 inclusive, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent detachment of a main landing gear (MLG) wheel from the airplane, accomplish the following:

(a) For airplanes on which Jetstream Modification 35296A (reference Jetstream Service Bulletin ATP–32–51–35296A) has not been installed: Accomplish paragraphs (a)(1) and (a)(2) of this AD.

(1) Within 24 hours after March 15, 1994 (the effective date of AD 94–05–03, amendment 39–8841), perform a cleaning and a detailed visual inspection to detect damage (including blistering or flaking of the paint) or discoloration of the wheel hub caps and of the outer side of the inflation valve side hubs on the MLG wheels, in accordance with paragraph 2.(2) of the Accomplishment Instructions of Jetstream Service Bulletin ATP–32–48, Revision 1, dated January 28, 1994; or in accordance with paragraph 2.A.(2) of the Accomplishment Instructions of Jetstream Service Bulletin ATP–32–48, Revision 3, dated July 15, 1994. Thereafter, prior to the first flight of each day, repeat this cleaning and inspection. The cleaning and inspection must be performed by appropriately certificated maintenance personnel as specified in section 43.3 of the Federal Aviation Regulations (14 CFR 43.3). If any damage or discoloration is found during any inspection required by this paragraph, prior to further flight, replace the existing MLG wheel assembly and bearings with a serviceable wheel assembly and bearings, in accordance with the airplane maintenance manual.

(2) Following accomplishment of the initial inspection required by paragraph (a)(1) of this AD, prior to each flight, with the exception of the first flight of each day, perform a pre-flight detailed visual inspection to detect damage (including blistering or flaking of the paint) or heat discoloration of the wheel hub cap and the outer side of each inflation valve side hub on the MLG wheels, in accordance with paragraph 2.A.(3) of the Accomplishment Instructions of Jetstream Service Bulletin ATP–32–48, Revision 1, dated January 28, 1994; or in accordance with paragraph 2.A.(3) of the Accomplishment Instruction of Jetstream Service Bulletin ATP–32–48, Revision 3, dated July 15, 1994. The pre-flight inspections must be performed by appropriately certificated maintenance personnel, as specified in section 43.3. If any damage or discoloration is found during any inspection required by this paragraph, prior to further flight, replace the existing MLG wheel assembly and bearings with a

serviceable wheel assembly and bearings, in accordance with the airplane maintenance manual.

(b) For airplanes on which Jetstream Modification 35296A (reference Jetstream Service Bulletin ATP–32–51–35296A) has been installed: Accomplish paragraphs (b)(1) and (b)(2) of this AD.

(1) Within 24 hours after the last inspection performed in accordance with paragraph (a)(1) of this AD, perform a cleaning and a detailed visual inspection to detect damage (including blistering or flaking of the paint) or discoloration of the wheel hub caps and of the outer side of the inflation valve side hubs on the MLG wheels, in accordance with paragraph 2.Part B.(2) of the Accomplishment Instructions of Jetstream Service Bulletin ATP–32–48, Revision 3, dated July 15, 1994. Thereafter, prior to the first flight of each day, repeat this cleaning and inspection. The cleaning and inspection must be performed by appropriately certificated maintenance personnel as specified in section 43.3 of the Federal Aviation Regulations (14 CFR 43.3). If any damage or discoloration is found during any inspection required by this paragraph, prior to further flight, replace the existing MLG wheel assembly and bearings with a serviceable wheel assembly and bearings, in accordance with the airplane maintenance manual.

(2) Following accomplishment of the initial inspection required by paragraph (b)(1) of this AD, once a day, perform an additional intermediate detailed visual inspection to detect damage (including blistering or flaking of the paint) or heat discoloration of the wheel hub cap and the outer side of each inflation valve side hub on the MLG wheels, in accordance with paragraph 2.Part B.(3) of the Accomplishment Instructions of Jetstream Service Bulletin ATP–32–48, Revision 3, dated July 15, 1994. The once-a-day inspections must be performed by appropriately certificated maintenance personnel, as specified in 14 CFR 43.3. If any damage or discoloration is found during any inspection required by this paragraph, prior to further flight, replace the existing MLG wheel assembly and bearings with a serviceable wheel assembly and bearings, in accordance with the airplane maintenance manual.

(c) Within 10 months after the effective date of this AD, modify the MLG, in accordance with Jetstream Service Bulletin ATP–32–51–35296A (including Erratum No. 1), dated May 12, 1994; and Jetstream Service Bulletin ATP–32–53–35294A, dated July 18, 1994, or Revision 2, dated January 13, 1995. Accomplishment of these modifications constitutes terminating action for the daily and pre-flight inspection requirements of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished. Issued in Renton, Washington, on June 6, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–14316 Filed 6–9–95; 8:45 am]

BILLING CODE 4910–13–U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

[AD-FRL–5217–4]

RIN 2060–AD–56

National Emission Standards for Hazardous Air Pollutants for Butyl Rubber Production, Epichlorohydrin Elastomers Production, Ethylene-Propylene Elastomers Production, Hypalon™ Production, Neoprene Production, Nitrile Butadiene Rubber Production, Polybutadiene Rubber Production, Polysulfide Rubber Production, and Styrene-Butadiene Rubber and Latex Production (Group 1 Polymers and Resins)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule and notice of public hearing.

SUMMARY: The proposed rule would reduce emissions of hazardous air pollutants (HAP) from existing and new facilities that manufacture one or more of the following elastomers: Butyl rubber (BR), epichlorohydrin elastomers (EPI), ethylene-propylene elastomers (EPR), hypalon® (HYP), neoprene (NEO), nitrile butadiene rubber (NBR), polybutadiene rubber (PBR), polysulfide rubber (PSR), and styrene-butadiene rubber and latex (SBR). The EPA is in the process of developing standards for a wide range of types of polymers and resin production facilities. The materials covered by this proposed rule are elastomers used to make a variety of synthetic rubber products including tires, hoses, belts, footwear, adhesives, caulks, wire insulation, seals, floor tiles, and latexes. In the production of elastomers, a variety of HAP are used as monomers or process solvents. The HAP emitted by the facilities covered by this proposed rule include n-hexane, styrene, 1,3-butadiene, acrylonitrile, methyl chloride, hydrogen chloride, carbon tetrachloride, chloroprene, and toluene. Some of these pollutants are considered to be probable human carcinogens when inhaled and all can cause toxic effects following exposure. The proposed rule is estimated to reduce emissions of these pollutants by over 6,500 Mg/yr. The emission reductions achieved by these standards, when combined with the emission reductions achieved by other similar standards, will achieve the primary goal of the Clean Air Act, which is to ''enhance the quality of the Nation's air resources so as to promote the public health and welfare and the productive capacity of its population.''

The proposed rule implements section 112(d) of the Clean Air Act Amendments of 1990 (1990 Amendments), which requires the Administrator to regulate emissions of HAP listed in section 112(b) of the 1990 Amendments. The intent of this rule is to protect the public by requiring the maximum degree of reduction in emissions of HAP from new and existing major sources, taking into consideration the cost of achieving such emission reduction, and any nonair quality, health and environmental impacts, and energy requirements.

DATES: *Comments.* Comments must be received on or before August 11, 1995.

Public Hearing. If anyone contacts the EPA requesting to speak at a public hearing by July 3, 1995, a public hearing will be held on July 12, 1995 beginning at 10 a.m. Persons interested in attending the hearing should call Ms. Marguerite Thweatt at (919) 541–5607 to verify that a hearing will be held.

Request to Speak at Hearing. Persons wishing to present oral testimony must contact the EPA by June 27, 1995 by contacting Ms. Marguerite Thweatt, Organic Chemicals Group, (MD–13), U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711, telephone number (919) 541–5607.

ADDRESSES: *Comments.* Comments should be submitted (in duplicate, if possible) to: Air Docket Section (LE–131), Attention: Docket No. A–92–44, U.S. Environmental Protection Agency, 401 M Street SW., Washington, DC 20460. The EPA requests that a separate copy also be sent to the contact person listed below. The public hearing, if required, will be held at the EPA's Office of Administration Auditorium, Research Triangle Park, North Carolina.

The docket is located at the above address in room M–1500, Waterside Mall (ground floor), and may be