

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 USC 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

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

Fokker: Docket 95–NM–70–AD.

*Applicability:* Model F27 Mark 050 series airplanes having serial numbers 20247 through 20292 inclusive, and 20294 through 20297 inclusive; and Model F28 Mark 0100 series airplanes having serial numbers 11390 through 11479 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 (b) of this AD 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 electrical arcing and subsequent loss of the associated electrical system, which could result in the potential for an electrical fire, accomplish the following:

(a) Within 12 months after the effective date of this AD, perform an inspection to verify if adequate clearance exists between the insulation screen and the two adjacent terminal bolts in accordance with Fokker Service Bulletin SBF100–20–001, dated January 15, 1994 (for Model F28 Mark 0100 series airplanes), or Fokker Service Bulletin SBF50–20–003, dated January 11, 1994 (for Model F27 Mark 050 series airplanes), as applicable.

(1) If adequate clearance is found, no further action is required by this AD.

(2) If inadequate clearance is found, prior to further flight, replace the circuit breaker terminal bolts with new bolts in accordance with the applicable service bulletin.

(b) 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.

(c) 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 November 21, 1995.

Darrell M. Pederson,

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

[FR Doc. 95–29012 Filed 11–27–95; 8:45 am]

**BILLING CODE 4910–13–U**

### **14 CFR Part 39**

[Docket No. 95–CE–10–AD]

### **Airworthiness Directives; Jetstream Aircraft Limited HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** This document proposes to supersede Airworthiness Directive (AD) 81–20–01, which currently requires repetitively inspecting the nose landing gear (NLG) actuator support structure and the front pressure bulkhead for cracks on Jetstream Aircraft Limited (JAL) HP137 Mk1 and Jetstream series 200 airplanes, and replacing any cracked part. The proposed action would: retain the repetitive inspections required by AD 81–20–01; require repetitively inspecting the NLG retraction jack upper mounting fitting and attachment hardware for security bolt failure and for bolts with improper torque levels on the HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes, and require replacing any failed security bolts and adjusting any bolt with an improper torque level; and require modifying the NLG retraction jack on all affected airplanes as terminating action for the repetitive inspections. The proposed action is prompted by reports of NLG jack mounting fitting failures on several of the affected airplanes, and by the Federal Aviation Administration's policy on aging commuter-class aircraft. The actions specified in the proposed AD are intended to prevent failure of the NLG caused by a cracked NLG actuator support structure or cracked front pressure bulkhead, which, if not detected and corrected, could lead to nose gear collapse and damage to the airplane.

**DATES:** Comments must be received on or before February 9, 1996.

**ADDRESSES:** Submit comments on the proposal in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–CE–10–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport,

Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508-2715; facsimile (322) 230-6899; or Mr. Sam Lovell, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

**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 should 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 that summarizes 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 No. 95-CE-10-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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-10-AD, Room

1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

The FAA has received several reports of loose or failed bolts that attach the nose landing gear (NLG) jack mounting fitting to the front pressure bulkhead on JAL HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes. In addition, JAL and the FAA have found similar failures during testing of fatigue test articles of this type design.

JAL has introduced Modification JM 5285, which consists of an attachment bracket of improved design for the NLG retraction jack. Procedures for accomplishing Modification JM 5285 are included within Jetstream Service Bulletin (SB) 53-JM 5285, which consists of the following pages and revision levels:

Pages	Revision level	Date
1 and 4 .....	Revision 2 ....	November 12, 1992.
2, 3, and 5 through 26.	Revision 1 ....	May 18, 1992.

In addition, JAL has issued Jetstream SB 53-A-JA870510, which specifies procedures for inspecting the NLG retraction jack upper mounting fitting security bolts. Jetstream SB 53-A-JA870510 incorporates the following pages and revision levels:

Pages	Revision level	Date
3, 5, 6, 8, 9, and 10.	Original issue	May 26, 1987.
1, 2, 4 and 7	Revision 1 ....	November 10, 1987.

The FAA has reviewed all available information related to the incidents described above including the referenced service bulletins and has determined that AD action should be taken to prevent failure of the NLG caused by a cracked NLG actuator support structure or cracked front pressure bulkhead, which, if not detected and corrected, could lead to nose gear collapse and damage to the airplane.

In addition, AD 81-20-01, Amendment 39-4223, currently requires the following on JAL HP137 Mk1 and Jetstream series 200 airplanes that do not have the front pressure bulkhead strengthened in the area of the NLG jack attachment fitting (Modification No. 5127): repetitively inspecting (using dye penetrant methods) the NLG actuator support structure and the front pressure bulkhead for cracks, and replacing or repairing any cracked NLG actuator support structure or cracked front

pressure bulkhead. The inspections required by AD 81-20-01 are accomplished in accordance with Jetstream SB No. 6/5, dated September 4, 1978.

AD 81-20-01 has been identified as one that should be superseded under the FAA's aging commuter-class airplane policy. The FAA has determined that reliance on critical repetitive inspections on aging commuter-class airplanes carries an unnecessary safety risk when a design change exists that could eliminate or, in certain instances, reduce the number of those critical inspections. In determining what inspections are critical, the FAA considers (1) the safety consequences if the known problem is not detected during the inspection; (2) the probability of the problem not being detected during the inspection; (3) whether the inspection area is difficult to access; and (4) the possibility of damage to an adjacent structure as a result of the problem.

Based on these factors, the FAA established this aging commuter-class aircraft policy to require the incorporation of a known design change when it could eliminate or, in certain instances, reduce the number of critical repetitive inspections.

The FAA is combining this policy with the incidents presented in this discussion to establish the basis for the proposed AD action.

Since an unsafe condition has been identified that is likely to exist or develop in other JAL HP137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes of the same type design that do not have Modification JM 5285 incorporated, the proposed AD would supersede AD 81-20-01 with a new AD that would:

- retain the requirement contained in AD 81-20-01 of repetitively inspecting (using dye penetrant methods) the NLG actuator support structure and the front pressure bulkhead for cracks on JAL HP137 Mk1 and Jetstream series 200 airplanes without Modification 5127 incorporated, and replacing or repairing any cracked NLG actuator support structure or cracked front pressure bulkhead. Accomplishment of these proposed inspections would continue to be accomplished in accordance with Jetstream SB No. 6/5, dated September 4, 1978.
- require repetitively inspecting the NLG retraction jack upper mounting fitting and attachment hardware for security bolt failure and bolts with improper torque levels on the HP137 Mk1, Jetstream series 200, and

Jetstream Model 3101 airplanes, and replacing any failed security bolts and adjusting any bolt with an improper torque level. Accomplishment of these proposed inspections would be in accordance with Jetstream SB 53-A-JA870510.

—require modifying the NLG retraction jack on the HP137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes as terminating action for all the repetitive inspections, including the inspections referenced in the Model 3201 maintenance manual.

Accomplishment of this proposed modification would be in accordance with Jetstream SB 53-JM 5285.

The FAA estimates that 170 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 41 workhours to accomplish the proposed modification, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,600 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$690,200 or \$4,060 per airplane. This figure only takes into account the cost of the proposed inspection-terminating modification and does not take into account the cost of the proposed repetitive inspections. The FAA has no way of determining the number of repetitive inspections each HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplane would incur.

This figure is also based on the assumption that none of the affected airplane operators have accomplished the proposed modification. This action would eliminate the repetitive inspections required by AD 81-20-01. The FAA has no way of determining the operation levels of each individual operator of the affected airplanes, and subsequently cannot determine the repetitive inspection costs that would be eliminated by the proposed action. The FAA estimates these costs to be substantial over the long term.

In addition, JAL has informed the FAA that parts have been distributed to owners/operators that would equip approximately 39 of the affected airplanes. Assuming that these parts have been installed on the affected airplanes, the cost impact of the proposed modification upon the public would be reduced \$158,340 from \$690,200 to \$531,860.

The intent of the FAA's aging commuter airplane program is to ensure safe operation of commuter-class airplanes that are in commercial service without adversely impacting private

operators. Of the approximately 170 airplanes in the U.S. registry that would be affected by the proposed AD, the FAA has determined that approximately 95 percent are operated in scheduled passenger service by 14 different operators.

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 action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 has been placed 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. 106(g), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 81-20-01, Amendment 39-4223, and adding a new AD to read as follows:

Jetstream Aircraft Limited: Docket No. 95-CE-10-AD. Supersedes AD 81-20-01, Amendment 39-4223.

*Applicability:* The following airplanes, certificated in any category, that do not have Modification JM 5285 incorporated:

- HP137 Mk1 airplanes, all serial numbers;
- Jetstream Series 200 airplanes, all serial numbers;
- Jetstream Model 3101 airplanes, all serial numbers; and
- Jetstream Model 3201 airplanes, serial numbers 601 through 840.

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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of the nose landing gear (NLG) caused by a cracked NLG actuator support structure or cracked front pressure bulkhead, which, if not detected and corrected, could lead to nose gear collapse and damage to the airplane, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow:

(a) For HP137 Mk1 and Jetstream series 200 airplanes that do not have the front pressure bulkhead strengthened in the area of the NLG jack attachment fitting (Modification 5127), upon accumulating 1,600 landings or within the next 200 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 200 landings until the modification required by paragraph (c) of this AD is incorporated, inspect (using dye penetrant methods) the nose landing gear actuator support structure, part number (P/N) 137139C-13 and P/N 137139C-25, and the membrane of the front pressure bulkhead for cracks. Accomplish the inspection in accordance with British Aerospace (BAe) Service Bulletin (SB) No. 6/5, dated September 4, 1978.

(1) Prior to further flight after any of the inspections required by paragraph (a) of this AD, replace any cracked P/N 137139C-13 NLG actuator support structure.

(2) Prior to further flight after any of the inspections required by paragraph (a) of this AD, repair in accordance with the maintenance manual any P/N 137139C-25 NLG actuator support structure where cracking is found that extends more than half the full length of the fold line.

(3) Prior to further flight after any of the inspections required by paragraph (a) of this AD, repair in accordance with the maintenance manual any front pressure

bulkhead membrane that has a crack with a length of six inches or more.

(4) If a crack less than 6 inches in length is found in the front pressure bulkhead membrane during any of the inspections required by paragraph (a) of this AD, prior to further flight, accomplish one of the following:

(i) Repair the front pressure bulkhead membrane in accordance with the applicable maintenance manual.

(ii) Fabricate a placard with the words "Pressurization Inoperative" in 1/8-inch letters, and install this placard in the airplane cabin within the pilot's clear view. Deactivate the cabin pressurization system by securing the safety valve assembly to the open position. This system is located on the front pressure bulkhead.

(iii) Install an improved design attachment bracket for the NLG retraction jack (Modification JM 5285) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 53-JM 5285, which incorporates the following pages and revision levels:

Pages	Revision level	Date
1 and 4 .....	Revision 2 ....	November 12, 1992.
2, 3, and 5 through 26.	Revision 1 ....	May 18, 1992.

The repetitive inspections required by this AD are no longer required after incorporating Modification JM 5285.

(b) For all HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes, upon accumulating 3,500 landings or within the next 200 landings after the effective date of this AD, whichever occurs later, accomplish the following:

(1) Inspect the NLG retraction jack upper mounting fitting and attaching hardware for correct installation, security bolt failure, and bolts with improper torque levels in accordance with Part A and B of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 53-A-JA870510, which incorporates the following pages and revision levels:

Pages	Revision level	Date
3, 5, 6, 8, 9, and 10.	Original Issue	May 26, 1987.
1, 2, 4 and 7	Revision 1 ....	November 10, 1987.

Prior to further flight, replace any failed security bolt and adjust any bolt with an improper torque level in accordance with Jetstream SB 53-A-JA870510.

(2) Reinspect the NLG retraction jack upper mounting fitting and attaching hardware for security bolt failure and bolts with improper torque levels in accordance with Part A of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 53-A-JA870510 at intervals not to exceed 1,600 landings until the modification required by paragraph (c) of this AD is incorporated. Prior to further flight, replace any failed security bolt and adjust any bolt with an improper torque level

in accordance with Jetstream SB 53-A-JA870510.

(3) Reinspect the NLG retraction jack upper mounting fitting security nuts for correct installation in accordance with Part B of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 53-A-JA870510 at intervals not to exceed 200 landings until the modification required by paragraph (c) of this AD is incorporated. If correct installation is not evident, prior to further flight, accomplish the reinspection specified in paragraph (b)(2) of this AD.

(c) For all applicable HP137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes, upon accumulating 25,000 landings or within the next 2,000 landings after the effective date of this AD, whichever occurs later, install an improved design attachment bracket for the NLG retraction jack (Modification JM 5285) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 53-JM 5285, which incorporates the following pages and revision levels:

Pages	Revision level	Date
1 and 4 .....	Revision 2 ....	November 12, 1992.
2, 3, and 5 through 26.	Revision 1 ....	May 18, 1992.

(1) Incorporating Modification JM 5285 on Jetstream HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes terminates the repetitive inspection requirement of this AD.

(2) Incorporating Modification JM 5285 on Jetstream Model 3201 airplanes eliminates the need for the repetitive inspections specified in the applicable maintenance manual.

(3) Modification JM 5285 may be accomplished at any time prior to accumulating 25,000 landings, at which time it must be incorporated.

(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.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office, Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Office.

Note 4: Alternative methods of compliance approved in accordance with AD 81-20-01 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment supersedes AD 81-20-01, Amendment 39-4223.

Issued in Kansas City, Missouri, on November 20, 1995.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-29050 Filed 11-27-95; 8:45 am]

BILLING CODE 4910-13-U

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 63**

[AD-FRL-5336-1]

**Hazardous Air Pollutant List; Proposed Modification**

**AGENCY:** U.S. Environmental Protection Agency (EPA).

**ACTION:** Proposed rule; notice of hearing and extension of comment period.

**SUMMARY:** EPA will hold a hearing in Columbia, South Carolina on December 7, 1995 concerning the proposed rule to amend the list of hazardous air pollutants (HAPs) in Clean Air Act section 112(b)(1) by removing the compound caprolactam (CAS No. 105-60-2), which was published in the Federal Register on September 18, 1995 (60 FR 48081). At the request of a commenter, EPA had agreed to an extension of the initial comment period concerning the proposed rule to delist caprolactam. This notice provides documentation of that comment period extension. In addition, EPA will keep the public docket open until January 8, 1996, to permit submission of supplementary or rebuttal information concerning the matters presented at the hearing to be held on December 7, 1995.

**DATES:** All written and electronic comments concerning the proposed rule to remove caprolactam from the HAP list, as published on September 18, 1995, must be received by EPA no later than December 5, 1995. The hearing will be held on December 7, 1995 at 6 P.M. EST at Irmo Elementary School auditorium, 7401 Gibbes Street, Irmo, South Carolina. All written or electronic submissions of supplementary or rebuttal information concerning the