

directly via Internet. Background documents on the petition for rulemaking are also available, as practical, for downloading and viewing on the bulletin board.

If using a personal computer and modem, the NRC rulemaking subsystem on FedWorld can be accessed directly by dialing the toll free number (800) 303-9672. Communication software parameters should be set as follows: parity to none, data bits to 8, and stop bits to 1 (N,8,1). Using ANSI or VT-100 terminal emulation, the NRC rulemaking subsystem can then be accessed by selecting the "Rules Menu" option from the "NRC Main Menu." Users will find the "FedWorld Online User's Guides" particularly helpful. Many NRC subsystems and data bases also have a "Help/Information Center" option that is tailored to the particular subsystem.

The NRC subsystem on FedWorld can also be accessed by a direct dial phone number for the main FedWorld BBS, (703) 321-3339, or by using Telnet via Internet: fedworld.gov. If using (703) 321-3339 to contact FedWorld, the NRC subsystem will be accessed from the main FedWorld menu by selecting the "Regulatory, Government Administration and State Systems," then selecting "Regulatory Information Mall." At that point, a menu will be displayed that has an option "U.S. Nuclear Regulatory Commission" that will take you to the NRC Online main menu. The NRC Online area also can be accessed directly by typing "/go nrc" at a FedWorld command line. If you access NRC from FedWorld's main menu, you may return to FedWorld by selecting the "Return to FedWorld" option from the NRC Online Main Menu. However, if you access NRC at FedWorld by using NRC's toll-free number, you will have full access to all NRC systems, but you will not have access to the main FedWorld system.

If you contact FedWorld using Telnet, you will see the NRC area and menus, including the Rules Menu. Although you will be able to download documents and leave messages, you will not be able to write comments or upload files (comments). If you contact FedWorld using FTP, all files can be accessed and downloaded but uploads are not allowed; all you will see is a list of files without descriptions (normal Gopher look). An index file listing all files within a subdirectory, with descriptions, is available. There is a 15-minute time limit for FTP access.

Although FedWorld also can be accessed through the World Wide Web, like FTP that mode only provides access

for downloading files and does not display the NRC Rules Menu.

For more information on NRC bulletin boards call Mr. Arthur Davis, Systems Integration and Development Branch, NRC, Washington, DC 20555-0001, telephone (301) 415-5780; e-mail AXD3@nrc.gov.

Single copies of this petition for rulemaking may be obtained by written request or telefax ((301) 415-5144) from: Rules Review and Directives Branch, Division of Freedom of Information and Publications Services, Office of Administration, Mail Stop T6-D59, U.S. Nuclear Regulatory Commission, Washington DC 20555-0001. Certain documents related to this petition for rulemaking, including comments received, may be examined at the NRC Public Document Room, 2120 L Street NW. (Lower Level), Washington, DC. These same documents may also be viewed and downloaded electronically via the Electronic Bulletin Board established by NRC for this petition for rulemaking as indicated above.

Dated at Rockville, Maryland, this 2nd day of February 1996.

For the Nuclear Regulatory Commission.

John C. Hoyle

Secretary of the Commission.

[FR Doc. 96-2699 Filed 2-7-96; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-89-AD]

Airworthiness Directives; Beech Aircraft Corporation Model 58P and 58PA Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Beech Aircraft Corporation (Beech) Model 58P and 58PA airplanes. The proposed action would require inspecting for cracks and missing rivets in the cabin structure (longeron) adjacent to and aft of the second right hand cabin window, and repairing any cracked structure and installing rivets, if missing. The Federal Aviation Administration (FAA) has received reports of airplanes with cracks in the cabin structure. The airplanes are missing rivets that should have been installed in the cabin structure to secure

the frame, splice, and longeron together. The missing rivets, which could lead to cabin structure cracks, prompted the proposed AD action. The actions specified by the proposed AD are intended to prevent structural damage to the cabin caused by missing rivets, which if not corrected, could cause decompression injuries to passengers, structural damage to the fuselage, and loss of the airplane.

DATES: Comments must be received on or before April 12, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-89-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 Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: David Ostrodka, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4129, facsimile (316) 946-4407.

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-89-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-89-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The FAA has received reports of cracks in the fuselage on Beech airplane Models 58P and 58PA. Upon investigating the source of the cracks, FAA has learned that four rivets attaching the longeron to the frame and splice had been omitted during the manufacturing process in some of these airplanes. These four rivets are installed to secure the cabin structure to the airplane frame and splice. Without the rivets in place to reinforce the area around the cabin windows, cracking can occur in this area resulting in possible cabin decompression or structural failure of the fuselage.

Beech Service Bulletin (SB) No. 2630, Issued: November, 1995, specifies procedures for inspecting for cracks and repairing any cracks found in the longeron around certain cabin windows, and installing any rivets, if missing.

After examining the circumstances and reviewing all available information related to the reports described above, including the referenced service information, the FAA has determined that AD action should be taken to prevent structural damage to the cabin caused by missing rivets, which if not corrected, could cause decompression injuries to passengers, structural damage to the fuselage, and loss of the airplane.

Since an unsafe condition has been identified that is likely to exist or develop in other Beech 58P and 58PA airplanes of the same type design, the proposed AD would require inspecting the cabin window upper longeron (next to the upper aft splice) between the second and third right hand windows for cracks and missing rivets, repairing any cracks found, and installing rivets if missing. Accomplishment of the proposed action would be in accordance with Beech SB No. 2630, Issued: November, 1995.

The FAA estimates that 386 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 3 workhours to

accomplish the inspection and that the average labor rate is approximately \$60 an hour. In estimating the total cost impact of the proposed AD on U.S. operators, the FAA is only using the proposed inspection criteria (3 workhours). This estimate is based on the assumption that no affected airplane will have missing rivets or a cracked longeron.

Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$69,480 or \$180 per airplane.

If during the proposed inspection cracks are found and rivets are missing, the estimated costs for accomplishing the following proposed actions would be:

- 2 workhours to install rivets at an estimated cost of \$125 per airplane (\$120 for labor and \$5 for rivets) and,
- 8 workhours to repair any crack in the designated area at an estimated cost of \$675 per airplane (\$480 for labor and \$195 for parts).

Beech has informed FAA that parts have been distributed to equip approximately 19 airplanes. Assuming that each set of these parts is installed on an affected airplane, the estimated cost impact of the proposed AD on U.S. operators would be reduced by \$3,420 from \$59,480 to \$66,060.

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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Beech Aircraft Corporation: Docket No. 95-CE-89-AD.

Applicability: Models 58P and 58PA airplanes, having the following serial numbers, and certificated in any category:

TJ-2 through TJ-177
TJ-179
TJ-181 through TJ-212
TJ-214 through TJ-270
TJ-272 through TJ-283
TJ-285 through TJ-288
TJ-290 through TJ-313
TJ-315 through TJ-321
TJ-323, TJ-324
TJ-326 through TJ-368, and
TJ-370 through TJ-497

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 (c) 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 within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished:

To prevent structural damage to the cabin caused by missing rivets, which if not corrected, could cause decompression injuries to passengers, structural failure of the fuselage, and loss of the airplane, accomplish the following:

(a) Inspect cabin window upper longeron (next to the upper aft splice) between the second and third right hand cabin side windows for cracks and missing rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2630, Issued: November 1995.

(1) If cracks are found in the longeron, prior to further flight, repair the cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2630, Issued: November 1995.

(2) If rivets are found missing, prior to further flight, install the rivets in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2630, Issued: November 1995.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; 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.

Issued in Kansas City, Missouri, on February 2, 1996.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-2683 Filed 2-7-96; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF EDUCATION

34 CFR Part 646

RIN 1840-AC24

Student Support Services Program

AGENCY: Department of Education.

ACTION: Reopening of comment period.

SUMMARY: On December 17, 1995, the Department of Education published in the Federal Register a notice of proposed rulemaking (NPRM) for the Student Support Services program (60 FR 64108). The comment period for the NPRM ended on January 12, 1996.

The Department has received requests from the National, regional and State associations for the program and potential grantees for an extension of the comment period on the NPRM. A longer comment period would give these interested parties an opportunity for dialogue with program staff regarding technical clarification and substantive inquiries prior to submitting comments. The Department believes

this approach would improve the quality of information available for rulemaking, so the Secretary is reopening the comment period.

DATES: Comments must be received on or before February 22, 1996.

ADDRESSES: All comments concerning this notice or the notice of proposed rulemaking should be addressed to Steven G. Pappas, U.S. Department of Education, 600 Independence Avenue, S.W., Suite 600D, Portals Building, Washington, D.C. 20202-5249. Comments may also be sent through the Internet to TRIO@ed.gov.

FOR FURTHER INFORMATION CONTACT: Virginia A. Mason, Division of Student Services, U.S. Department of Education, 600 Independence Avenue, S.W., The Portals Building, Suite 600D, Washington, D.C. 20202-5249. Telephone (202) 708-4804. Individuals who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8 a.m. and 8 p.m., Eastern time, Monday through Friday.

Dated: January 24, 1996.

David A. Longanecker,
Assistant Secretary for Postsecondary Education.

[FR Doc. 96-2713 Filed 2-7-96; 8:45 am]

BILLING CODE 4000-01-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 268, 271, and 302

[FRL-5418-8]

Hazardous Waste Management System; Identification and Listing of Hazardous Waste: Petroleum Refining Process Wastes; Corrections

AGENCY: Environmental Protection Agency.

ACTION: Notice of proposed rulemaking; correction.

SUMMARY: The Environmental Protection Agency (EPA) is today issuing a technical correction of the proposed rule published on November 20, 1995 (60 FR 57747). EPA is issuing this technical correction to address the incorrect proposed treatment standard for a proposed newly identified hazard waste containing the constituent dibenz(a,h)anthracene, to restate correctly the self-implementing provision of the prohibition on land disposal of newly listed and identified wastes, and to make other typographical corrections.

FOR FURTHER INFORMATION CONTACT: For general information contact the RCRA/Superfund Hotline, toll free, at (800)424-9346, or at (703)920-9810. For technical information concerning this notice, contact Mr. Maximo Diaz, Office of Solid Waste (5304), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460, (202) 260-4786.

SUPPLEMENTARY INFORMATION: On November 20, 1995, the EPA proposed the hazardous listing determination of a number of wastes from the petroleum refining industry. As part of that action, the Agency proposed treatment standards for the proposed newly identified hazardous wastes. For the K170 wastestream, the Agency inadvertently stated the treatment standard for the constituent dibenz(a,h)anthracene as .0055 mg/L. The correct concentration of 0.055 mg/L should have appeared in Table V-1 (page 57787) and in the regulatory text at § 268.40 (page 57797), and is being corrected to so read.

Under RCRA section 3004(g)(4)(C), additional land disposal prohibitions for wastes identified under RCRA section 3001 shall take place by the date six months after the date of such identification or listing. In accordance with section 3004(g)(4)(C), the effective date of additional land disposal restrictions on the proposed newly identified wastes should have indicated six months after the effective date of the final rule in § 271.1(j) Table 2—Self-Implementing Provisions of the Solid Waste Amendments of 1984 on page 57799. This table is being corrected to so read.

Minor typesetting errors appeared on pages 57789 and 57800. On page 57789, the central tendency risks for CSO sediment/solids should have been expressed as 3×10^{-6} , not 3×10^{-9} . On page 57800, the final RQ in Pounds(Kg) for the entry K172 is corrected to read 100(45.4) not "B100(45.4)."

Dated: January 29, 1996.

Timothy Fields, Jr.,

Deputy Assistant Administrator, Office of Solid Waste and Emergency Response.

Accordingly, the publication on November 20, 1995 of proposed regulations, which were the subject of FR Doc. 95-27693, is corrected as follows:

PART 268—LAND DISPOSAL RESTRICTIONS [CORRECTED]

§ 268.40 [Corrected]

1. On page 57797 in § 268.40 the Table of Treatment Standards, the proposed wastewater concentration for