

110—Major cardiovascular procedures with cardiac cath

111—Major cardiovascular procedures without cardiac cath

Travel and lodging for the patient and, if stated to be medically necessary by a referring physician, for one nonmedical attendant, will be reimbursed by WRAMC or NNMCM in accordance with the provisions of the Joint Federal Travel Regulation. All DoD beneficiaries who reside in the Multi-Regional STS Catchment Area for TRICARE Region 1 which includes participation by TRICARE Region 2 must be evaluated by WRAMC or NNMCM before receiving CHAMPUS cost sharing for procedures that fall under the above Diagnosis Related Groups. Evaluation in person is preferred, and travel and lodging expenses for the evaluation will be reimbursed as stated above. It is possible to conduct the evaluation telephonically if the patient is unable to travel to WRAMC or NNMCM. If the procedure cannot be performed at WRAMC or NNMCM, the facility will provide a medical necessity review in order to support issuance of a Nonavailability Statement.

The Region 1 Multi-Regional STS Catchment Area covering TRICARE Regions 1 and 2 is defined by zip code in the Defense Medical Information System STS Facilities Catchment Area Directory, dated December 1, 1995. The Catchment Area includes zip codes within TRICARE Regions 1 and 2 in the District of Columbia and the states of Delaware, Maryland, New Jersey, New York, North Carolina, Pennsylvania and Virginia that fall within a 200 mile radius of the midpoint of a line between WRAMC and NNMCM.

**EFFECTIVE DATE:** October 1, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Colonel Dennis Moritz, WRAMC, at (202) 782-6433, Captain Edward Zech, NNMCM, at (301) 295-2552, or Colonel Michael Dunn, OSD (Health Affairs), at (703) 695-6800.

**SUPPLEMENTARY INFORMATION:** In FR DOC 93-27050, appearing in the Federal Register on November 5, 1993 (Vol. 58, FR 58995-58964), the final rule on the STS Program was published. Included in the final rule was a provision that a notice of all military and civilian STS facilities be published in the Federal Register annually.

Dated: August 23, 1996.

L.M. Bynum,

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

[FR Doc. 96-21998 Filed 8-28-96; 8:45 am]

**BILLING CODE 5000-04-M**

## **U.S. Court of Appeals for the Armed Forces Code Committee Meeting**

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces the forthcoming public meeting of the Code Committee established by Article 146(a), Uniform Code of Military Justice, 10 U.S.C. 946(a), to be held at 10:00 a.m. on September 30, 1996 in the Court Conference Room, United States Court of Appeals for the Armed Forces, 450 E Street, Northwest, Washington, DC 20442-0001. The agenda for this meeting will include consideration of proposed changes to the Uniform Code of Military Justice and the Manual for Courts-Martial, United States, 1984, as well as other matters relating to the operation of the Uniform Code of Military Justice throughout the Armed Forces.

**DATE:** September 30, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Thomas F. Granahan, Clerk of Court, United States Court of Appeals for the Armed Forces, 450 E Street, Northwest, Washington, DC 20442-0001, telephone (202) 761-1448.

Dated: August 26, 1996.

L.M. Bynum,

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

[FR Doc. 96-22132 Filed 8-28-96; 8:45 am]

**BILLING CODE 5000-04-M**

## **Corps of Engineers**

### **Intent To Prepare a Draft Environmental Impact Statement (DEIS) for Long-Term Dredged Material Management at St. Joseph Harbor, MI**

**AGENCY:** U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice of intent to prepare a Draft Environmental Impact Statement (DEIS).

**SUMMARY:** The U.S. Army Corps of Engineers, Detroit District, is evaluating the environmental impacts of long-term dredged material management alternatives for St. Joseph Harbor, Michigan. The Federal navigation project includes 7,700 feet of channel with authorized depths from 18 to 21 feet. Sandy material dredged from the outer harbor is used for beach nourishment—a beneficial use that restores eroding beaches in the harbor vicinity. Beach nourishment continues to be an effective, beneficial long-term dredged material management tool for the outer harbor. The inner harbor dredged material, which is silty, traditionally has been placed at various

upland sites; however, these sites are either full or no longer available. Thus, a 20-year long-term dredged material management plan is being developed for the inner harbor. Alternatives under consideration include open-water placement, new upland placement sites, and beneficial use. The no Federal action alternative will also be considered.

**FOR FURTHER INFORMATION CONTACT:**

Questions about the proposed action and DEIS can be directed to Mr. Les E. Weigum, Chief, Environmental Analysis Branch; Engineering & Planning Division; U.S. Army Engineer District, Detroit; P.O. Box 1027; Detroit, Michigan 48231-1027. Telephone 313-226-6752.

**SUPPLEMENTARY INFORMATION:** St. Joseph Harbor lies along the southeast shore of Lake Michigan, about 60 miles east-northeast from Chicago, Illinois. The harbor is formed by the lower reaches of the St. Joseph River, which flows between the cities of St. Joseph, Michigan, on the south, and Benton Harbor, Michigan, on the north. The cities of St. Joseph and Benton Harbor have several deep-draft facilities at the harbor. The harbor has several commercial wharves handling coal, building materials, petroleum products, and miscellaneous commodities. St. Joseph Harbor is also used by a variety of recreational craft, including several charter fishing boats.

The Federal navigation project at St. Joseph, including operation and maintenance activities, is authorized by the River and Harbor Act of March 3, 1875, and subsequent acts. The project includes a channel, with an authorized depth of 21 feet, extending 6,900 feet up the St. Joseph River from Lake Michigan to the mouth of the Paw Paw River, and varying in width from 265 feet at the channel entrance to 110 feet at the Paw Paw River. The channel extends an additional 800 feet up the Benton Harbor Canal to Riverview Drive, with an authorized depth of 18 feet and a width of 80 feet. Two 18-foot deep turning basins lie on either side of the channel near the mouth of the Paw Paw River.

Dredged material management for St. Joseph Harbor historically has consisted of two strategies: The outer harbor material, which is primarily sand, is used to nourish adjacent eroding beaches; whereas the inner harbor material, which contains silt, has been placed at various upland sites for final storage or beneficial use. Maintenance dredging of the outer harbor, which includes the entrance canal from Lake Michigan through the breakwaters and

revetments to approximately the Coast Guard station (about 2,800 feet), is projected to require management of 350,000 cubic yards of dredged material over the next 20 years. This material would continue to be beneficially used for nourishment of eroding beaches in the harbor vicinity.

The inner harbor material, which is silty, is dewatered at an interim site (Whirlpool site) and later trucked to various upland sites for final storage or beneficial use. Previously used upland sites are either full or no longer available. Maintenance dredging of the inner harbor is projected to require management of 300,000 cubic yards of dredged material over the next 20 years. Therefore, the U.S. Army Corps of Engineers, Detroit District, is evaluating the environmental impacts of new long-term dredged material management alternatives for dredged material from the inner harbor. The environmental evaluation will be coordinated with the development of a 20-year Dredged Material Management Plan for the harbor.

Two specific dredged material management alternatives have been identified: Placement at an upland site at the Southwest Michigan Regional Airport in Benton Harbor, Michigan, and placement at a previously used (1970s and early 1980s) open-water site. Beneficial use applications will also be explored. The no Federal action alternative will be considered and will serve as a baseline from which to measure the impacts of the action alternatives. The final 20-year management plan may consist of a combination of alternatives and beneficial use applications.

The upland site lies between the airport and the Paw Paw River, extending about 3,000 feet along an embankment at the western runway end. The site extends from the top of the bank, about 550 feet toward the river, with a change in elevation of over 30 feet. The site includes trees, shrubs, and open grassy areas. Below the site is a marshy area that borders the Paw Paw River. Dredged material placement would avoid the marsh areas, if possible. Dredged material placement at the airport site may include beneficial use by providing fill to build-up the area beyond the end of the runway, which would accommodate the development of a runway safety area.

The open-water site is an area, approximately 1/2-mile by 1/2-mile, located on the bottom of Lake Michigan, about 1 1/4 miles due west from the north pier light. The site has sufficient water depth (approximately 50 feet) to prevent significant disturbance of the dredged

material by wind and storm induced wave action in the lake. Dredged material would be transported directly from the dredging operation to the open water site by floating plant (such as a barge or a bottom dumping dredge), hydraulic pipeline, or other similar methods. The suitability of the dredged material for open-water placement will be determined in accordance with the Great Lakes Dredged Material Testing and Evaluation Manual (U.S. Environmental Protection Agency and U.S. Army Corps of Engineers 1994), which presents testing and evaluation guidance for proposed discharges of dredged material into the waters of the United States within the Great Lakes Basin.

Significant issues to be analyzed include potential impacts on wetlands, water quality, fish and wildlife habitat, and cultural resources. Social impacts, including impacts upon recreation, aesthetics, and the local economy, will also be considered.

The proposed dredged material management plan alternatives will be reviewed for compliance with the Fish and Wildlife Act of 1956; the Fish and Wildlife Coordination Act of 1958; the National Historic Preservation Act of 1966; the National Environmental Policy Act (NEPA) of 1969; the Clean Air Act of 1970; the Coastal Zone Management Act of 1972; the Endangered Species Act of 1973; the Water Resources Development Act of 1976; the Clean Water Act of 1977; Executive Order 11593, Protection and Enhancement of the Cultural Environment, May 1971; Executive Order 11988, Flood Plain Management, May 1977; Executive Order 11990, Wetland Protection, May 1977; and Corps of Engineers, Dept. of the Army, 33 CFR Part 230, Environmental Quality: Policy and Procedure for Implementing NEPA.

The proposed dredged material management plan will be coordinated with the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, the Michigan Department of Environmental Quality, the Michigan Department of Natural Resources, Michigan State Historic Preservation Office, and local and regional Indian tribes.

All Federal, State, and local agencies, Indian tribes, and other private organizations and parties are invited to participate in the proposed project review. Questions, concerns, and comments may be directed to the address given above. It is anticipated that the Draft Environmental Impact Statement would be made available in February 1998 for a 45-day public

review period. During the public review period, the Corps of Engineers and the local project sponsor would hold a public meeting in the St. Joseph Harbor vicinity.

Dated: August 16, 1996.

Thomas C. Haid,  
Lieutenant Colonel, U.S. Army, District Engineer.

[FR Doc. 96-22079 Filed 8-28-96; 8:45 am]

BILLING CODE 3710-GA-M

## DEPARTMENT OF EDUCATION

### Advisory Council on Education Statistics; Partially Closed Meeting

**AGENCY:** Advisory Council on Education Statistics, ED.

**ACTION:** Notice of Partially Closed Meeting.

**SUMMARY:** This notice sets forth the schedule and proposed agenda of a forthcoming meeting of the Advisory Council on Education Statistics (ACES). Notice of this meeting is required under Section 10(a)(2) of the Federal Advisory Committee Act. This document is intended to notify the general public of their opportunity to attend the open portions of the meeting.

**DATES:** September 11-13, 1996.

**TIMES:** September 11—Full Council, 1:00 p.m.-5:30 p.m. (open); September 12—Management Committee, 8:30 a.m.-5:00 p.m. (closed from 1:00 p.m.-5:00 p.m.); Statistics Committee, 8:30 a.m.-5:00 p.m., (open); Strategy/Policy Committee, 8:30 a.m.-5:00 p.m., (open); September 13—Full Council, 8:30 a.m.-9:30 a.m. (closed) and 9:30 a.m.-1:00 p.m. (open).

**LOCATION:** 80 F Street, NW., Room 100, Washington, DC 20208-7575. The Committee meetings will take place in the following locations: Management-Room 326a; Strategy/Policy-Room 326b; Statistics-Room 322.

**FOR FURTHER INFORMATION CONTACT:** Barbara Marenus, National Center for Education Statistics, 555 New Jersey Ave, NW., Room 400j, Washington, DC 20208-5530. Telephone: (202) 219-1828.

**SUPPLEMENTARY INFORMATION:** The Advisory Council on Education Statistics (ACES) is established under Section 406(c)(1) of the Education Amendments of 1974, Pub. L. 93-380. The Council is established to review general policies for the operation of the National Center for Education Statistics (NCES) in the Office of Educational Research and Improvement and is responsible for advising on standards to insure that statistics and analyses disseminated by NCES are of high