

Inspection of the Exhaust System AFT of the Slip Joints

(a) Remove all top and bottom engine cowlings, as well as the under-nacelle inspection panels (on aircraft so-equipped). Remove the nacelle-mounted induction air filter canister, slip-joint heat shields, turbocharger heat shields, and any other readily-removable components that facilitate a better view of the exhaust system aft of the slip joints.

(b) Visually inspect each elbow pipe that runs from the slip joint to the wye duct. Carefully inspect the hard-to-see areas where the manifold passes through the canted bulkhead, beneath the clamp-on heat shields, and around the flange and V-band clamp, where it joins the wye. Use a flashlight and mirror to inspect the areas that cannot be seen directly.

(1) Look for evidence of exhaust stains, bulges, cracks, or pinholes.

(2) Exhaust stains or evidence of heat-induced corrosion on any portion of the engine mount beams or canted bulkhead should be grounds for removing the elbow pipe for closer inspection.

(3) Inspect for cracks, bulges, pinholes, or corrosion on the elbow (manifold) pipe, and if any of this damage is found, replace the elbow pipe.

(c) Visually inspect each wye duct beneath the turbo charger for leakage, stains, cracks, or pinholes, and, if damaged, repair or replace. Carefully inspect the hard-to-see area between the duct and firewall.

(1) Carefully inspect the turbo-charger and waste-gate flanges and welded seams between the ducts and the firewall for evidence of exhaust stains on the wye or the firewall, bulges, cracks, or pinholes.

(2) If exhaust stains, bulges, cracks or pinholes are found, repair or replace the damaged part.

Pressure Test

(a) Pressurize the exhaust system with air regulated to 20 PSI or below.

(b) Apply this air pressure to the tailpipe. Fabricate shop fixtures as required to accomplish this.

(c) Seal off the waste-gate pipe.

(d) Check the tailpipe, elbow pipes and the wye duct for leaks by spraying leak check fluid (bubbling) on these parts and looking for the appearance of bubbles. Some air leakage is normal at the joints and flanges, but none should be seen anywhere else.

(e) Pay special attention to any weld repairs, and various hard-to-see areas described previously.

(f) If the tailpipes, elbow pipes, or the wye ducts fail the pressure test, repair or replace the distressed component.

Issued in Kansas City, Missouri, on June 25, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-16752 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-98-111]

RIN 2115-AE47

Drawbridge Operation Regulations; Debbies Creek, NJ

AGENCY: Coast Guard, DOT.

ACTION: Supplemental notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes a supplemental change to the regulations governing the operation of the Monmouth County highway bridge, at mile 0.4, across Debbies Creek, at Manasquan, New Jersey.

The new proposal would continue to provide the current opening schedule, except that from January 1 through March 31, from 4:30 p.m. to 8 a.m., a 4-hour advance notice would be required. At all other times the bridge will continue to provide openings on signal. This change is intended to relieve the bridge owner of the burden of having a bridge tender staff the bridge during periods when there are few or no requests for openings, while still providing for the reasonable needs of navigation. In addition, the Coast Guard proposes enumeration and rewording of the current regulation to ensure clarity and consistency.

DATES: Comments must reach the Coast Guard on or before September 7, 1999.

ADDRESSES: You may mail comments to the Commander (Aowb), Fifth Coast Guard District, Federal Building, 4th Floor, 431 Crawford Street, Portsmouth, Virginia 23704-5004, or they may be hand-delivered to the same address between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. The telephone number is (757) 398-6222. Comments and documents as indicated in this preamble will become part of this docket and will be available for inspection and copying at the above address.

FOR FURTHER INFORMATION CONTACT: Ann Deaton, Bridge Administrator, Fifth Coast Guard District, (757) 398-6222.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written views, comments, data, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD05-98-111) and the specific section of this document to

which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard will consider all comments received during the comment period. It may change this proposed rule in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the address listed under **ADDRESSES**. The request should include reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

Regulatory History

On January 22, 1999, the Coast Guard published a Notice of Proposed Rulemaking (NPRM) entitled "Drawbridge Operation Regulations; Debbies Creek, New Jersey" in the **Federal Register** (64 FR 3464). The Coast Guard received 10 letters commenting on the proposed rulemaking. No public hearing was requested and none was held.

Background and Purpose

The Monmouth County highway bridge is owned and operated by the Board of Chosen Freeholders of the County of Monmouth (BCFCM) in New Jersey. Title 33 Code of Federal Regulations (CFR), § 117.715 requires the bridge to open on signal, except that, from Memorial Day through Labor Day from 7 a.m. to 8 p.m., the draw need be opened only on the hour and the half hour if any vessels are waiting to pass.

The BCFCM has initially requested a change in the regulation by requiring a 24-hour advance notice for bridge openings from January 1 through March 31. Bridge logs from 1989 through 1997 revealed a total of 496 bridge openings in the months of January, February and March. During this period, bridge tenders received an average of approximately 18 bridge-opening requests per month. Considering the minimal number of openings identified by the bridge logs, the Coast Guard believed that the initial proposal would more fairly balance the competing needs of vehicular and vessel traffic. However, the Coast Guard received 10 comments objecting to this proposal. Additionally, after further discussions with BCFCM, the Coast Guard has determined that

since vessel use between January 1 and March 31 is primarily during the daylight hours, an alternative proposal should be considered. The Coast Guard also believes that enumeration and rewording would clarify the current regulation.

Discussion of Comments and Changes

The Coast Guard received 10 comments on the NPRM in opposition to a 24-hour advance notice for vessel openings from January 1 to March 31. Eight of the comments opposed the imposition of any changes to the current regulation as unreasonable and unfair. The remaining two comments suggested an advance notice for vessel openings be conducted from January 1 to March 31, between the hours of 4 p.m. to 8 a.m. All commenters generally indicated that a 24-hour advance notice would be an inconvenience and excessive due to the unpredictable weather conditions. The Coast Guard considered these comments and responded by suggesting that a supplemental alternative proposal be further analyzed and reissued as soon as possible.

Further review of the bridge logs from 1995 through 1997 revealed a total of 61 bridge openings for vessels from January 1 to March 31, from 4:30 p.m. to 8 a.m. During the same hours, bridge logs from 1989 to 1997 showed a total of 104 vessel openings. In view of these statistics, the Coast Guard is proposing a supplemental change to the regulation by reducing the advance notice call from 24 to 4 hours and requiring the 4-hour notice to be established from January 1 to March 31 between the hours of 4:30 p.m. and 8 a.m. Considering the minimal number of openings identified by the bridge logs, the Coast Guard believes that the supplemental changes will more fairly balance the competing needs of vehicular and vessel traffic.

Discussion of Proposal

On January 22, 1999, the Coast Guard issued a Notice of Proposed Rulemaking to amend 33 CFR 117.715 by inserting a provision to require a 24-hour advance notice for bridge openings from January 1 through March 31.

Upon receiving opposition to this proposal and after further discussions with BCFCM, the Coast Guard now proposes to amend 33 CFR 117.715 by inserting a new provision requiring a 4-hour advance notice for bridge openings from January 1 through March 31, between the hours of 4:30 p.m. to 8 a.m. Additionally, to ensure clarity and consistency of the operating regulations, the text of the current 33 CFR 117.715 would be enumerated and reworded.

Regulatory Evaluation

This supplemental proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has been reviewed by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979).

The Coast Guard expects the economic impact of this supplemental proposed change to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

The Coast Guard reached this conclusion based on the fact that the supplemental proposed change will not prevent mariners from transiting the bridge, but merely require mariners to plan their transits and to contact the bridge tender to provide the 4 hour advance notice.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the U.S. Coast Guard considered whether this supplemental proposed rule, if adopted, will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this supplemental proposed rule, if adopted, will not have a significant economic impact on a substantial number of small entities. If, however, you think that your business or organization may be impacted, please submit a comment (see ADDRESSES) explaining why you think it qualifies and in what way and to what degree this supplemental proposed rule will economically affect it.

Unfunded Mandates

Under section 201 of the Unfunded Mandates Reform Act (UMRA) (2 U.S.C. 1531), the Coast Guard assessed the effects of this supplemental proposed rule on State, local, and tribal governments, in the aggregate, and the private sector. The Coast Guard determined that this regulatory action requires no written statement under section 202 of the UMRA (2 U.S.C. 1532) because it will not result in the expenditure of \$100,000,000 in any one year by State, local, or tribal

governments, in the aggregate, or the private sector.

Collection of Information

This supplemental proposed rule does not provide for a collection of information under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this supplemental proposed rule under the principles and criteria contained in Executive Order 12612 and has determined that this supplemental proposed rule does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this supplemental proposal and concluded that under figure 2-1, paragraph (32)(e) of the Commandant Instruction M16475.1C, this supplemental proposed rule is categorically excluded from further environmental documentation based on the fact that this is a promulgation of an operating regulation for a drawbridge. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons discussed in the preamble, the Coast Guard proposed to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); Section 117.255 also issued under the authority of Pub. L. 102-4587, 106 Stat. 5039.

2. Section 117.715 is revised to read as follows:

§ 117.715 Debbies Creek.

The draw of the Monmouth County highway bridge, mile 0.4 at Manasquan, shall open on signal, except as follows:

(a) From January 1 through March 31, from 4:30 p.m. to 8 a.m., the draw need open only if at least four-hours advance notice is given.

(b) From Memorial Day through Labor Day from 7 a.m. to 8 p.m., the draw need open only on the hour and half hour if any vessels are waiting to pass.

(c) The owners of the bridge shall provide and keep in good legible

condition two board gages painted white with black figures not less than eight inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gages shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

Dated: June 18, 1999.

Thomas E. Bernard,

Captain, U.S. Coast Guard, Fifth Coast Guard District, Acting District Commander.

[FR Doc. 99-17055 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Care Financing Administration

42 CFR Parts 409, 410, 411, 412, 413, 419, 489, 498, and 1003

[HCFA-1005-4N]

RIN 0938-A156

Medicare Program; Prospective Payment System for Hospital Outpatient Services; Extension of Comment Period

AGENCY: Health Care Financing Administration (HCFA), HHS.

ACTION: Notice of extension of comment period for proposed rule.

SUMMARY: This notice extends the comment period for the fourth time on a proposed rule published in the **Federal Register** on September 8, 1998, (63 FR 47552). In that rule, as required by sections 4521, 4522, and 4523 of the Balanced Budget Act of 1997, we proposed to eliminate the formula-driven overpayment for certain outpatient hospital services, extend reductions in payment for costs of hospital outpatient services, and establish in regulations a prospective payment system for hospital outpatient services (and for Medicare Part B services furnished to inpatients who have no Part A coverage.)

DATES: The comment period is extended to 5 p.m. on July 30, 1999.

ADDRESSES: Mail written comments (one original and three copies) to the following address: Health Care Financing Administration, Department of Health and Human Services, Attention: HCFA-1005-P, P.O. Box 26688, Baltimore, MD 21207-0488.

If you prefer, you may deliver your written comments (one original and three copies) to one of the following addresses: Room 443-G, Hubert H.

Humphrey Building, 200 Independence Avenue, SW., Washington, DC 20201, or Room C5-09-26, Central Building, 7500 Security Boulevard, Baltimore, MD 21244-1850.

Because of staffing and resource limitations, we cannot accept comments by facsimile (FAX) transmission. In commenting, please refer to file code HCFA-1005-P. Comments received timely will be available for public inspection as they are received, generally beginning approximately 3 weeks after publication of a document, in Room 443-G of the Department's offices at 200 Independence Avenue, SW., Washington, DC, on Monday through Friday of each week from 8:30 a.m. to 5 p.m. (phone: (202) 690-7890).

For comments that relate to information collection requirements, mail a copy of comments to:

Health Care Financing Administration.

Office of Information Services,
Standards And Security Group,
Division of HCFA Enterprise
Standards, Room N2-14-26, 7500
Security Boulevard, Baltimore, MD
21244-1850. Attn: John Burke HCFA-1005-P

and,

Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10235, New Executive Office Building, Washington, DC 20503, Attn: Allison Herron Eydt, HCFA Desk Officer.

FOR FURTHER INFORMATION CONTACT:

Janet Wellham, (410) 786-4510.

SUPPLEMENTARY INFORMATION: On September 8, 1998, we issued a proposed rule in the **Federal Register** (63 FR 47552) that would do the following:

- Eliminate the formula-driven overpayment for certain hospital outpatient services.
- Extend reductions in payment for costs of hospital outpatient services.
- Establish in regulations a prospective payment system for hospital outpatient services, for partial hospitalization services furnished by community mental health centers, and for certain Medicare Part B services furnished to inpatients who have no Part A coverage.
- Propose new requirements for provider departments and provider-based entities.
- Implement section 9343(c) of the Omnibus Budget Reconciliation Act of 1986, which prohibits Medicare payment for nonphysician services furnished to a hospital outpatient by a provider or supplier other than a hospital unless the services are furnished under an arrangement with the hospital.

• Authorize the Department of Health and Human Services' Office of Inspector General to impose a civil money penalty against any individual or entity who knowingly presents a bill for nonphysician or other bundled services not provided directly or under such an arrangement.

The comment period for the proposed rule initially closed on November 9, 1998. Because of the scope of the proposed rule, hospitals and numerous professional associations requested more time to analyze the potential consequences of the rule. Therefore, we published a notice on November 13, 1998, (63 FR 63429), which extended the comment period until January 8, 1999. Because of further requests from hospitals and professional associations, we published another notice on January 12, 1999, (64 FR 1784) extending the comment period to March 9, 1999. Due to additional requests for more time to analyze the potential consequences of the proposed rule on March 12, 1999, (64 FR 12277) we again extended the comment period until June 30, 1999.

On June 30, 1999 we published a correction notice (64 FR 35258) in the **Federal Register** that corrects a number of technical and typographical errors contained in the September 8, 1998 proposed rule. The correction notice is entitled "Medicare Program; Prospective Payment System for Hospital Outpatient Services; Correction Notice." Due to the publication of the correction notice and our wish to provide potential commenters adequate time to analyze the potential consequences of the proposed rule, we are again extending the comment period to July 30, 1999.

Numerous hospital industry groups, in preparing to comment on the proposed rule, had asked for extensive information on the databases used to develop the proposed prospective payment system for hospital outpatient services. These requests included detailed programming specifications and analysis of individual proposed rates, including underlying data. Because the correction notice reflecting these corrected data was not published until June 30, 1999 and because these data will engender additional analysis by interested parties, we believe that further extending the current comment period is appropriate.

Published elsewhere in this issue of the **Federal Register** is a notice extending the comment period for the proposed rule published in the June 12, 1998, **Federal Register** in which we propose to rebase Medicare payment rates and update the list of approved procedures for ambulatory surgical centers (ASCs) (63 FR 32290). We are