

lines in each engine strut, per the Accomplishment Instructions of Boeing SB 747-24A2242, Revision 1, dated August 14, 2003. Before further flight, perform related investigative actions and corrective actions per the Accomplishment Instructions of the SB. Accomplishment of these actions terminates the inspection requirements of paragraph (a) of this AD.

Terminating Requirements for Paragraph (b) of This AD

(d) Within 48 months after the effective date of this AD, replace the wiring and hydraulic tubing support bracket per the Accomplishment Instructions of Boeing ASB 747-24A2243, dated October 31, 2002. Accomplishment of these actions terminates the inspection requirements of paragraph (b) of this AD.

Alternative Methods of Compliance (AMOC)

(e) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

Incorporation by Reference

(f) The actions shall be done in accordance with Boeing Service Bulletin 747-24A2240, Revision 1, dated February 20, 2003; Boeing Service Bulletin 747-24A2242, Revision 1, dated August 14, 2003; Boeing Alert Service Bulletin 747-24A2243, dated October 31, 2002; and Boeing Alert Service Bulletin 747-24A2247, dated July 10, 2003, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(g) This amendment becomes effective on June 17, 2004.

Issued in Renton, Washington, on May 18, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11957 Filed 6-1-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[CGD01-04-047]

Drawbridge Operation Regulations: Long Island, New York Inland Waterway From East Rockaway Inlet to Shinnecock Canal, NY

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation; request for comments.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Long Beach Bridge, at mile 4.7, across Reynolds Channel New York. This temporary deviation will test a change to the drawbridge operation regulations to determine whether a permanent change is needed. Under this temporary deviation the Long Beach Bridge need not open for vessel traffic from 10 p.m. to midnight on July 3, 2004.

DATES: This temporary deviation is effective from July 3, 2004, through July 11, 2004. Comments must reach the Coast Guard on or before September 4, 2004.

ADDRESSES: You may mail comments to Commander (obr), First Coast Guard District Bridge Branch at one South Street, Battery Park Building, New York, NY 10004, or deliver them to the same address between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (212) 668-7165. The First Coast Guard District, Bridge Branch, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the First Coast Guard District, Bridge Branch, 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Joe Arca, Project Officer, First Coast Guard District, at (212) 668-7069.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments or related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD01-04-047),

indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know if they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. Comments must be received by September 4, 2004.

Background and Purpose

The Long Beach Bridge has a vertical clearance of 20 feet at mean high water and 24 feet at mean low water. The existing regulations are listed at 33 CFR 117.799(g).

On April 27, 2004, the Town of Hempstead, Department of Public Works requested that the Long Beach Bridge opening schedule be temporarily changed to test an alternate operation schedule to allow the bridge to remain closed to facilitate vehicular traffic and public safety during the annual Salute to Veterans and Fireworks Display at Town Park on Lookout Point, New York.

Under this temporary deviation the Long Beach Bridge need not open for vessel traffic from 10 p.m. to midnight on July 3, 2004, with an alternate weather date of July 11, 2004, should the public event be postponed due to inclement weather on July 3, 2004.

This deviation from the operating regulations is authorized under 33 CFR 117.43, to test an alternate operating schedule.

Dated: May 21, 2004.

John L. Grenier,

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

[FR Doc. 04-12407 Filed 6-1-04; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[CGD01-03-115]

RIN 1625-AA09

Drawbridge Operation Regulations: Mystic River, CT

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard has changed the drawbridge operation regulations that govern the U.S. 1 Bridge, mile 2.8, across the Mystic River at Mystic,

Connecticut. This final rule changes the time the U.S. 1 Bridge opens between May 1 and October 31, from a quarter past the hour to twenty minutes before the hour. This action is expected to allow vessel traffic to transit with fewer delays through the two bridges in Mystic, Connecticut.

DATES: This rule is effective July 2, 2004.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket (CGD01-03-115) and are available for inspection or copying at the First Coast Guard District, Bridge Branch Office, 408 Atlantic Avenue, Boston, Massachusetts 02110, between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The First Coast Guard Bridge Branch maintains the public docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: Mr. John McDonald, Project Officer, First Coast Guard District, (617) 223-8364.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On March 1, 2004, we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulations; Mystic River, Connecticut, in the *Federal Register* (69 FR 9562). No public hearing was requested and none was held.

Background and Purpose

The U.S. 1 Bridge has a vertical clearance of 4 feet at mean high water and 7 feet at mean low water in the closed position. The existing regulations, listed at 33 CFR § 117.211(b), require the bridge to open on signal with a maximum delay of up to twenty minutes; except that, from May 1 through October 31, from 7:15 a.m. to 7:15 p.m., the draw need only open once an hour, at quarter past the hour. From November 1 through April 30, from 8 p.m. to 4 a.m., the draw shall open on signal after a six-hour advance notice is given.

The Coast Guard received a complaint in the spring of 2003, from a mariner, stating that the Mystic River U.S. 1 Bridge was not opening as required by the existing operation regulations at the designated 12:15 p.m. opening period.

The Coast Guard convened a meeting attended by the bridge owner, Connecticut Department of Transportation, the Mystic Connecticut Chamber of Commerce, and several commercial marine operators. It was discovered at that meeting that the bridge owner was not opening the U.S.

1 Bridge at 12:15 p.m. because they believed that the operation regulations had been changed in 1992. However, the Coast Guard only authorized a 90-day test deviation in 1992, to help determine if the elimination of the 12:15 p.m. opening was a reasonable proposal.

The Mystic Connecticut Chamber of Commerce then told the Coast Guard at the 2003 meeting that they believed that opening the U.S. 1 Bridge during the noontime period each day would cause severe vehicular traffic delays in downtown Mystic. The Coast Guard decided to conduct another temporary deviation for 90 days to determine if opening the U.S. 1 Bridge during the noontime period would adversely affect vehicular traffic. That 90-day temporary deviation, published at (68 FR 41716), was in effect from July 18, 2003, through October 15, 2003.

Additionally, the Mystic Connecticut Chamber of Commerce Marine Affairs Committee requested that the U.S. 1 Bridge opening times during the 2003 temporary test deviation be moved from a quarter past each hour to twenty minutes before each hour to help ease marine traffic congestion. The railroad bridge, downstream of the U.S. 1 Bridge, is more frequently closed to marine traffic during the first half of each hour as a result of the rail traffic schedule. By moving the opening times of the U.S. 1 Bridge to 20 minutes before each hour, vessel traffic transiting the U.S. 1 Bridge would be less likely to conflict with railroad traffic at the next bridge, thus helping relieve marine traffic congestion.

After the 2003 test deviation concluded we reviewed the vehicular traffic counts, bridge opening logs, and all the on-scene observations taken by Coast Guard personnel. We determined, after review of all the above data, that the noontime bridge openings did not adversely affect vehicular traffic. However, shifting the U.S. 1 Bridge opening periods from a quarter past each hour to twenty minutes before each hour did produce less delays to vessel traffic transiting the two bridges in Mystic because the railroad bridge was used more often during the first half of each hour for the passage of rail than during the second half of each hour.

As a result of all the above information the Coast Guard determined that the U.S. 1 Bridge opening schedule should be changed to require the U.S. 1 Bridge to open on signal at twenty minutes before each hour, instead of at a quarter past each hour during the summer months.

This rule would also eliminate the provision in the regulations at § 117.211 (b) that permits openings at the U.S. 1

Bridge to be delayed up to 20 minutes after a request is given. There is no present justification to delay marine traffic for up to twenty minutes.

Also, the provision in the existing regulations at 33 CFR 117.211(a)(3), that requires the draw to open immediately for public vessels of the United States, State and local vessels used for public safety, and vessels in emergency situations, will be eliminated from the regulations because it is now listed at 33 CFR 117.31, subpart (A), General Requirements.

Discussion of Comments and Changes

We received thirteen comment letters in response to the proposed rulemaking. Eight comment letters were in favor of the proposed rule change and four comment letters opposed the rulemaking. We also received a no objection comment letter.

The eight comment letters in favor of the proposed rule change stated that opening the U.S. 1 Bridge at twenty minutes before each hour allowed vessel traffic to transit up and downstream with less delays and did not adversely impact vehicular traffic in any way.

One comment letter in opposition to changing the bridge opening times from 15 minutes past each hour to twenty minutes before each hour stated that changing the opening time could cause confusion and result in traffic delays because mariners and motorists have become accustomed to the quarter past the hour bridge opening time over the years.

The second comment letter in opposition stated that the cost to implement the rule change was wasteful and that any change to the opening times would cause public confusion and disruption.

The third comment letter in opposition stated the basis for shifting the U.S. 1 Bridge opening times to the second half of each hour because most train traffic crossed the railroad bridge during the first half of each hour was risky since the trains were rarely on time.

The fourth comment letter in opposition stated that people who needed to cross the bridge to go to work on the hour would be required to depart their homes earlier to compensate for bridge openings at twenty minutes before the hour. No factual data was submitted to support any of the four negative comment letters.

Factual data was used by the Coast Guard to justify changing the U.S. 1 Bridge openings to twenty minutes before each hour instead of a quarter past each hour. The Coast Guard examined the 2003 bridge opening

records from the nearby railroad bridge downstream from the U.S. 1 Bridge. According to those bridge opening records, the downstream railroad bridge received rail traffic more often during the first half of each hour than during the second half of each hour. Therefore, moving the U.S. 1 Bridge openings to the second half of each hour would allow vessel traffic to transit through both bridges with fewer delays. Additionally, other data collected indicates utilizing this schedule will not result in an adverse affect on vehicular traffic in downtown Mystic. As a result of all the above information no changes have been made to this final rule.

Regulatory Evaluation

This rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3), of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not “significant” under the regulatory policies and procedures of the Department of Homeland Security (DHS). This conclusion is based on the fact that the U.S. 1 Bridge will continue to open once each hour at twenty before the hour instead of a quarter past each hour.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we considered whether this rule would have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b), that this rule will not have a significant economic impact on a substantial number of small entities.

This conclusion is based on the fact that the U.S. 1 Bridge will continue to open once each hour at twenty minutes before the hour instead of a quarter past each hour.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104–121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247).

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and

does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Indian Tribal Governments

This final rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a “significant energy action” under that order because it is not a “significant regulatory action” under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. It has not been designated by the Administrator of the Office of Information and Regulatory Affairs as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 *note*) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (*e.g.*, specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies. This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this final rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section

2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2–1, paragraph (32)(e), of the Instruction, from further environmental documentation. It has been determined that this final rule does not significantly impact the environment.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

■ For the reasons set out in the preamble, the Coast Guard amends 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; Department of Homeland Security Delegation No. 0170.1; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

■ 2. In § 117.211, revise paragraphs (a)(3), (b) introductory text and (b)(1) to read as follows:

§ 117.211 Mystic River.

(a) * * *

(3) Commercial vessels shall be passed immediately at any time; however, the opening may be delayed up to eight minutes to allow trains, which have entered the drawbridge block and are scheduled to cross the bridge without stopping, to clear the block.

* * * * *

(b) The draw of the U.S. 1 Bridge, mile 2.8, at Mystic, shall open on signal except:

(1) From May 1 through October 31, from 7:40 a.m. to 6:40 p.m., the draw need only open hourly at twenty minutes before the hour.

* * * * *

Dated: May 21, 2004.

John L. Grenier,

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

[FR Doc. 04–12408 Filed 6–1–04; 8:45 am]

BILLING CODE 4910–15–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 63

National Emission Standards for Hazardous Air Pollutants for Source Categories

CFR Correction

In Title 40 of the Code of Federal Regulations, Part 63 (§§ 63.1200–

63.1439), revised as of July 1, 2003, § 63.1331 is corrected by adding paragraph (a)(6) introductory text to read as follows:

§ 63.1331 Equipment leak provisions.

* * * * *

(a) * * *

(6) For pumps, valves, connectors, and agitators in heavy liquid service; pressure relief devices in light liquid or heavy liquid service; and instrumentation systems; owners or operators of affected sources producing PET shall comply with the requirements of paragraphs (a)(6)(i) and (ii) of this section instead of with the requirements of § 63.139. Owners or operators of PET affected sources shall comply with all other provisions of subpart H of this part for pumps, valves, connectors, and agitators in heavy liquid service; pressure relief devices in light liquid or heavy liquid service; and instrumentation systems, except as specified in paragraphs (a)(6)(iii) through (v) of this section.

* * * * *

[FR Doc. 04–55509 Filed 6–1–04; 8:45 am]

BILLING CODE 1505–01–D

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 141

[OW–2003–0067; FRL–7668–9]

RIN 2040–AE62

National Primary Drinking Water Regulations: Analytical Method for Uranium

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency is taking direct final action to approve the use of three additional analytical methods for compliance determinations of uranium in drinking water. These methods use an inductively coupled plasma mass spectrometry (ICP–MS) technology that has gained wide acceptance in the analytical community. EPA believes that ICP–MS analytical methods could be more cost-effective, less labor-intensive or more sensitive than some of the technologies previously approved in the December 2000 Radionuclides rule. (65 FR 76708) This rule does not withdraw approval of any previously approved monitoring methods for uranium.

EPA is publishing this rule without prior proposal because we view this as noncontroversial and anticipate no

adverse comment. However, in the “Proposed Rules” section of today’s **Federal Register** publication, we are publishing a separate document that will serve as the proposal to National Primary Drinking Water Regulations: Analytical Method for Uranium if adverse comments are filed.

Through this action, EPA only requests comment on whether approval of the ICP–MS methods published by EPA, American Society of Testing and Materials International (ASTM), and the Standard Methods Committee (EPA 200.8, ASTM D5673–03, and SM 3125), is appropriate for compliance determinations of uranium in drinking water. Readers should please note that EPA is not requesting comment on any other use of these three ICP–MS methods, use of any other ICP–MS method, or any issue associated with the uranium standard or its implementation, and EPA will not respond to any comments other than those concerning the approval of these specific methods (as cited) for compliance determinations of uranium in drinking water.

DATES: This rule is effective on August 31, 2004, without further notice, unless EPA receives adverse comment by July 2, 2004. If we receive such comment, we will publish a timely withdrawal in the **Federal Register** informing the public that this rule will not take effect. The incorporation by reference of certain publications listed in this rule is approved by the Director of the Federal Register as of August 31, 2004.

ADDRESSES: Submit your comments, identified by Docket ID No. OW–2003–0067, by one of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- Agency Web site: <http://www.epa.gov/edocket>. EDOCKET, EPA’s electronic public docket and comment system, is EPA’s preferred method for receiving comments. Follow the on-line instructions for submitting comments.

- E-mail: OW-Docket@epa.gov.
- Mail: OW Docket, Environmental Protection Agency, Mailcode: 4101T, 1200 Pennsylvania Ave., NW., Washington, DC 20460. Please include a total of 4 copies.

- Hand Delivery: OW Docket, EPA Docket Center, EPA/DC, EPA West, Room B102, 1301 Constitution Avenue, NW., Washington, DC. Such deliveries are only accepted during the Docket’s normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to Docket ID No. OW–2003–0067. EPA’s