

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