

TABLE 1.—PREVIOUS/CONCURRENT REQUIREMENTS FOR MODEL A330 SERIES AIRPLANES—Continued

Airbus service bulletin	Revision level	Date	Main action	Additional source of service information
A330–27–3047 ...	01 .....	November 26, 1997 .....	Replace hydraulic motors on the THSA with new parts.	Lucas Aerospace Service Bulletin 47147–27–04.
A330–27–3050 ...	Original .....	November 15, 1996 .....	Replace mechanical input shaft for THSA with modified part.	Lucas Aerospace Service Bulletin 47147–27–05.
A330–55–3020 ...	01 .....	October 21, 1998 .....	Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable.	None.

TABLE 2.—PREVIOUS/CONCURRENT REQUIREMENTS FOR MODEL A340 SERIES AIRPLANES

Airbus service bulletin	Revision level	Date	Main action	Additional source of service information
A340–27–4059 ...	03 .....	December 5, 2001 .....	Replace THSA with a modified THSA .....	Lucas Aerospace Service Bulletin 47147–27–07.
A340–27–4007 ...	Original .....	April 7, 1994 .....	Replace hydraulic motors on the THSA with new parts.	Lucas Aerospace Service Bulletin 47147–27–01.
A340–27–4025 ...	Original .....	June 7, 1995 .....	Modify the control valve detent and the jamming protection device on the THSA.	Lucas Aerospace Service Bulletin 47147–27–02.
A340–27–4054 ...	01 .....	November 26, 1997 .....	Replace hydraulic motors on the THSA with new parts.	Lucas Aerospace Service Bulletin 47147–27–04.
A340–27–4057 ...	Original .....	November 15, 1996 .....	Replace mechanical input shaft for THSA with modified part.	Lucas Aerospace Service Bulletin 47147–27–05.
A340–55–4021 ...	01 .....	October 21, 1998 .....	Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable.	None.

**Note 7:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

#### Actions Accomplished Previously

(h) Actions accomplished before the effective date of this AD per previous revisions of the service information referenced in this AD are acceptable for corresponding actions required by this AD as specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD.

(1) Inspections and corrective actions accomplished per Airbus Service Bulletin A330–27–3088 (for Model A330 series airplanes) or A340–27–4093 (for Model A340–200 and –300 series airplanes), both Revision 01, both including Appendix 01, both dated October 19, 2001; as applicable; are acceptable for compliance with paragraph (c) of this AD.

(2) Inspections and corrective actions accomplished per Airbus Service Bulletin A330–27–3102, Revision 02, including Appendix 01; dated November 7, 2002 (for Model A330 series airplanes); or A340–27–4107, Revision 03, including Appendix 01,

dated December 4, 2002; as applicable; are acceptable for compliance with paragraph (e) of this AD.

(3) Modifications accomplished per Airbus Service Bulletin A330–27–3085 (for Model A330 series airplanes) or A340–27–4089 (for Model A340–313 series airplanes), both Revision 01, both dated January 23, 2002; as applicable; are acceptable for compliance with paragraph (f)(1) of this AD.

(4) Modifications accomplished per Airbus Service Bulletin A330–27–3093 (for Model A330 series airplanes), or A340–27–4099 (for Model A340–200 and –300 series airplanes), both dated June 27, 2002; as applicable; are acceptable for compliance with paragraph (f)(2) of this AD.

#### No Reporting Required

(i) Where Airbus Service Bulletins A330–27–3088, Revision 04, dated September 5, 2002; A340–27–4093, Revision 04, dated September 5, 2002; A330–27–3102, Revision 03, dated June 20, 2003; and A340–27–4107, Revision 04, dated June 20, 2003; describe procedures for completing a reporting sheet with inspection results, this AD does not require that action.

#### Alternative Methods of Compliance

(j) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

**Note 8:** The subject of this AD is addressed in French airworthiness directives 2002–414(B) R2 and 2002–415(B) R2, both dated October 30, 2002.

Issued in Renton, Washington, on March 25, 2004.

**Kevin M. Mullin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### 21 CFR Chapter I

[Docket No. 2004N–0115]

#### Prescription Drug Importation; Public Meeting and Establishment of Docket; Extension of Deadline for Speakers To Submit Requests for Presentations

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notice of public meeting and establishment of docket; extension of deadline to submit requests for presentations.

**SUMMARY:** The Food and Drug Administration (FDA) is extending to April 6, 2004, the deadline for speakers to submit requests for presentations and a summary of the presentation at the April 14, 2004, public meeting on prescription drug importation. This public meeting was announced in the

**Federal Register** of March 18, 2004 (69 FR 12810).

**DATES:** Written requests for presentations and summaries of the presentations must be submitted by April 6, 2004.

**ADDRESSES:** Submit a request for presentations and a summary of your presentation to Karen Strambler, Office of Policy, Office of the Commissioner, Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-827-3360, e-mail: [Karen.Strambler@fda.gov](mailto:Karen.Strambler@fda.gov).

**SUPPLEMENTARY INFORMATION:** In the **Federal Register** of March 18, 2004 (69 FR 12810), FDA published a notice of public meeting and establishment of docket announcing that it established a docket to receive information and comments on certain issues related to the importation of prescription drugs. FDA also announced a public meeting to enable interested individuals, organizations, and other stakeholders to present information to the Task Force for consideration in the study on importation mandated by the Medicare Prescription Drug, Improvement and Modernization Act of 2003. Speakers were asked to submit requests for presentations along with a short summary of their presentation by close of business on March 30, 2004. FDA is extending that deadline to April 6, 2004.

All other information and requirements of the March 18, 2004, **Federal Register** notice remain the same.

Dated: March 31, 2004.

**Jeffrey Shuren,**

*Assistant Commissioner for Policy.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[CGD01-04-021]

RIN 1625-AA09

#### Drawbridge Operation Regulations; Harlem River, NY

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to temporarily change the drawbridge operating regulations governing the operation of the Triborough (125th Street) Bridge, mile 1.3, across the Harlem River at New York City, New

York. This proposed rule would allow the bridge owner to require a forty-eight hour notice for bridge openings from June 1, 2004 through January 31, 2005. This action is necessary to facilitate structural rehabilitation at the bridge.

**DATES:** Comments and related material must reach the Coast Guard on or before May 5, 2004.

**ADDRESSES:** You may mail comments and related material to Commander (obr), First Coast Guard District Bridge Branch, One South Street, Battery Park Building, New York, New York, 10004, or deliver them to the same address between 7 a.m. and 3 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, (212) 668-7165.

#### **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 (CGD01-04-021), 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. We may change this proposed rule in view of them.

##### **Public Meeting**

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to the First Coast Guard District, Bridge Branch, at the address under **ADDRESSES** explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

##### **Background**

The Triborough (125th Street) Bridge has a vertical clearance of 54 feet at mean high water and 59 feet at mean low water in the closed position.

The existing drawbridge operation regulations listed at 33 CFR § 117.789(d) require the bridge to open on signal from 10 a.m. to 5 p.m. after at least a four-hour notice is given.

The owner of the bridge, the Triborough Bridge and Tunnel Authority (TBTA), requested a temporary change to the drawbridge operation regulations to allow the bridge owner to require a forty-eight hour notice for bridge openings from June 1, 2004 through January 31, 2005, to facilitate structural rehabilitation at the bridge.

The owner of the Triborough (125th Street) Bridge has not received any requests to open the bridge for the past three years.

The bridge owner plans to replace the structural steel deck system at the bridge between June 1, 2004 and January 31, 2005. Temporary concrete roadway barriers will be used to redirect vehicular traffic over the bridge to facilitate lane closures required to structurally rehabilitate sections of the bridge roadway steel decking.

Under the existing drawbridge operation regulations, which require a four-hour advance notice, unscheduled bridge opening requests would be impossible to grant because the time necessary to safely remove construction equipment, concrete barriers, and construction workers from the lift span would be considerably longer than four hours.

The Coast Guard believes the requested forty-eight hour advance notice requirement is reasonable based upon the lack of bridge opening requests over the past three years and the fact that the bridge will continue to open on signal provided a forty-eight hour notice is given.

It is expected that this rule, by requiring a forty-eight hour notice for bridge openings, will provide adequate notification to the contractor to facilitate the safe removal of equipment and personnel from the bridge in order to provide any requested bridge openings.

A shortened comment period of 30 days is necessary to allow this rule to become effective in time for the start of the necessary construction at the bridge on June 1, 2004.

The Coast Guard believes this shortened comment period is reasonable because the bridge repairs are necessary repairs that must be performed without delay in order to assure the continued