

Personnel Management Directorate, 2461 Eisenhower Avenue, Alexandria, VA 22331-0451.

Individual should provide the full name, Social Security Number, date of separation and service component, if applicable, current address and telephone number, and signature.

**CONTESTING RECORD PROCEDURES:**

The Army's rule for accessing records, and for contesting contents and appealing initial agency determinations are contained in Army Regulation 340-21; 32 CFR part 505; or may be obtained from the system manager.

**RECORD SOURCE CATEGORIES:**

From the individual, official military personnel records; investigative/security dossiers; medical evaluations; Army records and reports.

**EXEMPTIONS CLAIMED FOR THE SYSTEM:**

None.

[FR Doc. 04-3769 Filed 2-20-04; 8:45 am]

**BILLING CODE 5001-06-M**

**DEPARTMENT OF DEFENSE**

**Department of the Army; Corps of Engineers**

**Availability of the Draft Environmental Impact Statement for the Pike County, KY (Levisa Fork Basin), Section 202 Project**

**AGENCY:** Department of the Army, Army Corps of Engineers, DoD.

**ACTION:** Extension of comment period.

**SUMMARY:** The Corps of Engineers is extending the comment period for the Draft Environmental Impact Statement (DEIS) for the Pike County, Kentucky (Levisa Fork Basin), section 202 project published in the **Federal Register**, February 6, 2004 (69 FR 5842). This extension will provide interested persons with additional time to prepare comments on the draft.

**DATES:** Consideration will be given only to comments that are received on or before April 5, 2004.

**ADDRESSES:** Send written comments and suggestions concerning this proposed project to S. Michael Worley, PM-PD, U.S. Army Corps of Engineers, Huntington District, 502 Eighth Street, Huntington, WV 25701-2070. Telephone: (304) 399-5636 or fax: (304) 399-5136. Requests for copies of the DEIS or to be placed on the mailing list should also be sent to this address. Submit electronic comments in ASCII, Microsoft Word, or Word Perfect file format to [Stephen.M.Worley@usace.army.mil](mailto:Stephen.M.Worley@usace.army.mil).

**FOR FURTHER INFORMATION CONTACT:** To obtain additional information about the proposed project, contact Mr. Mark D. Kessinger, phone: (304) 399-5083. Electronic mail:

[Mark.d.kessinger@usace.army.mil](mailto:Mark.d.kessinger@usace.army.mil).

**SUPPLEMENTARY INFORMATION:** None.

**Luz D. Ortiz,**

*Army Federal Register Liaison Officer.*

[FR Doc. 04-3827 Filed 2-20-04; 8:45 am]

**BILLING CODE 3710-GM-M**

**DEPARTMENT OF DEFENSE**

**Department of the Army; Corps of Engineers**

**Intent To Prepare a Draft Programmatic Environmental Impact Statement for the Upper Mississippi River—Illinois Waterway System Navigation Study**

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** A Draft Programmatic Environmental Impact Statement (DPEIS) will be prepared to address the restructured Upper Mississippi River—Illinois Waterway System Navigation Study. This is a modification of the notice of intent posted in the **Federal Register** on November 27, 1995 (60 FR 58339).

**FOR FURTHER INFORMATION CONTACT:**

Questions about the proposed action and Draft Environmental Impact Statement can be answered by Mr. Kenneth Barr by telephone (309) 794-5349, or by mail: Commander, U.S. Army Engineer District, Rock Island (ATTN: CEMVR-PM-A), Clock Tower Building, P.O. Box 2004, Rock Island, IL 61204-2004.

**SUPPLEMENTARY INFORMATION:** The restructured Upper Mississippi River—Illinois Waterway System Navigation Study (Navigation Study, study) is being conducted under the authority of section 216 of the Flood Control Act of 1970. The 9-Foot Channel Navigation Project, originally authorized in 1930, is being reviewed for changed physical, economic, and environmental conditions that may warrant structural or non-structural modifications to reduce congestion of commercial navigation traffic and to enhance ecosystem restoration.

1. The initial reconnaissance studies concluded that there was sufficient evidence to suggest there was a Federal interest in conducting more detailed investigations relating to the issue of need and benefits of navigation improvements. Specific investigations

were recommended to define the base condition, analyze congestion problems, determine system benefits, and examine environmental impacts. The feasibility study was initiated in 1993 and narrowly focused on investigating a long-term solution to meet increased navigation demands and reduction of delays to commercial traffic caused by a congested system and associated environmental impacts. Study documentation for public review, other than supporting technical reports, was never completed.

2. The Chief of Engineers paused the study in 2001 and formed the Federal Principals Task Force to help define a new direction. The study was restarted in August 2001 under restructuring guidance formulated in consideration of comments received from the National Research Council (NRC) and from the Federal Principals Task Force. The pause allowed the Corps of Engineers to revise the project study plan to address the recommendations of the NRC review, as well as establish regional- and Washington-level interagency collaboration forums to help guide the future direction of the study. The restructured study will address the cumulative environmental effects of navigation and the needs for ecosystem restoration, providing a balanced consideration of fish and wildlife resources, along with navigation improvement planning. The feasibility study will ensure the waterway system continues to be a nationally treasured ecological resource as well as an efficient national transportation system by seeking ways to:

- Provide an efficient National Navigation System;
- Achieve an environmentally and economically sustainable system;
- Address ecosystem and floodplain management needs related to navigation;
- Operate and maintain the system to ensure economic, environmental, and social sustainability.

3. The feasibility study is evaluating both large- and small-scale measures that could be implemented to reduce commercial traffic delays and restore, protect, or preserve essential structures and functions of the natural ecosystem. Navigation improvement measures being evaluated include both structural and non-structural measures. Structural measures include extending the length of existing locks, constructing new locks and moorings (tie-off facilities that allow a waiting tow to wait closer to the lock chamber). Non-structural measures include scheduling and congestion fee systems for traffic management and switchboats (hired vessels permanently

stationed on both upstream and downstream sides of the lock to assist and speed up the lock process). The study is also evaluating ecosystem restoration measures that include island building, fish passage structures at locks and dams, floodplain restoration, water-level management, backwater restoration, side channel restoration, wing dam/dike alteration, island protection, shoreline protection, and increased topographic diversity of the floodplain. An adaptive management framework for integrated system management is also being evaluated. Combinations of these measures, along with the 'no action' alternative, are being evaluated to form an array of alternatives that would eventually result in a recommended dual-purpose plan.

An interim study report, whose contents include the restructuring philosophy of sustainability, brief problem assessments, preliminary scenario evaluation, descriptions of potential measures, and a discussion of implementation issues, was completed in July 2002 and provided a 'blueprint' for moving forward. Further economic and environmental data collection and evaluations have been completed since then.

4. Stakeholders voiced many issues and concerns during the scoping for the original study, conducted formally in 1994. The NRC and Federal Principles Task Force echoed many of the concerns in their reviews and statements. The emphasis in the restructured study on collaboration and a more comprehensive, holistic consideration of the multiple uses of the Upper Mississippi River system aims to address these issues and concerns. Existing coordination bodies, such as the environmental, economic, engineering, and "Governor's Liaison" committees have been influential throughout the study. Public involvement has included newsletter distribution to a mailing list of approximately 9,300 persons, a toll-free information phone line, and a Web site <http://www2.mvr.usace.army.mil/umr-iwwsns/>. Since the restructuring of the study, public meetings were held in March 2002 and October 2003.

5. A final study report and DPEIS are anticipated to be completed in April 2004.

Dated: February 2, 2004.

**Duane P. Gapinski,**

*Colonel, EN, Commanding.*

[FR Doc. 04-3826 Filed 2-20-04; 8:45 am]

BILLING CODE 3710-HV-M

## DEPARTMENT OF DEFENSE

### Department of the Navy

#### Privacy Act of 1974; System of Records

**AGENCY:** Department of the Navy, DoD.

**ACTION:** Notice to amend a system for records.

**SUMMARY:** The Department of the Navy is amending a system of records notice in its existing inventory of records systems subject to the Privacy Act of 1974, (5 U.S.C. 552a), as amended.

**DATES:** This proposed action will be effective without further notice on March 24, 2004, unless comments are received which result in a contrary determination.

**ADDRESSES:** Send comments to Department of the Navy, PA/FOIA Policy Branch, Chief of Naval Operations, N09B10, 2000 Navy Pentagon, Washington, DC 20350-2000.

**FOR FURTHER INFORMATION CONTACT:** Mrs. Doris Lama at (202) 685-6545 or DSN 325-6546.

**SUPPLEMENTARY INFORMATION:** The Department of the Navy systems of records notices subject to the Privacy Act of 1974, (5 U.S.C. 552a), as amended, have been published in the **Federal Register** and are available from the address above.

The specific changes to the records system being amended are set forth below followed by the notices, as amended, published in their entirety. The proposed amendments are not within the purview of subsection (r) of the Privacy Act of 1974, (5 U.S.C. 552a), as amended, which requires the submission of a new or altered system report.

Dated: February 13, 2004.

**L.M. Bynum,**

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

#### N03760-1

##### SYSTEM NAME:

Naval Flight Record Subsystem (NAVFLIRS) (February 8, 2000, 65 FR 6184).

##### CHANGES:

##### SYSTEM IDENTIFIER:

Replace entry with 'NM03760 1.-1  
\* \* \* \* \*

##### AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

Delete entry and replace with '10 U.S.C. 5013, Secretary of the Navy; 10 U.S.C. 5041, Headquarters, Marine Corps; and E.O. 9397 (SSN).'

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##### RECORD SOURCE CATEGORIES:

Delete entry and replace with 'Aircraft reporting custodian; Navy and Marine Corps pilots and enlisted aircrew members; and Individual Flight Activity Reporting System (IFARS) database.'

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#### NM03760-1

##### SYSTEM NAME:

Naval Flight Record Subsystem (NAVFLIRS).

##### SYSTEM LOCATION:

Primary database is maintained at the Naval Air Systems Command (Code AIR 3.6.2.3), 47056 Mcleod Road, Building 447, Patuxent River, MD 20670-21626.

Secondary database is maintained at the Naval Safety Center, 375 A Street, Norfolk, VA 23511-4399. Local databases are maintained at Navy and Marine Corps aviation activities.

##### CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

All aeronautically designated commissioned Navy and Marine Corps Officers and enlisted members assigned as aircrew members in the operation of an aircraft in accordance with the direction of competent authority.

##### CATEGORIES OF RECORDS IN THE SYSTEM:

Reports of each flight submitted to the custodian of the aircraft. Records contain personal identification (name, rank, Social Security Number), and specific technical data related to the flight of naval aircraft.

##### AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

10 U.S.C. 5013, Secretary of the Navy; 10 U.S.C. 5041, Headquarters, Marine Corps; and E.O. 9397 (SSN).

##### PURPOSE(S):

Naval Flight Record Subsystem consolidates the collection of naval flight data into a single, locally controlled collection and correction system, and implements a standard data collection source document (the Naval Flight Record OPNAV 3710/4) throughout the Navy and Marine Corps. It further establishes a single control database containing all naval flight data.

##### ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

In addition to those disclosures generally permitted under 5 U.S.C. 552a(b) of the Privacy Act, these records or information contained therein may specifically be disclosed outside the DoD as a routine use pursuant to 5 U.S.C. 552a(b)(3) as follows:

The DoD 'Blanket Routine Uses' that appear at the beginning of the Navy's