

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.

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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.

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.

SUPPLEMENTARY INFORMATION: None.

Luz D. Ortiz,

Army Federal Register Liaison Officer.

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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