

(iii) Section 115, concerning truncation of the social security number in a consumer report;

(iv) Section 151(a)(1), concerning the summary of rights of identity theft victims;

(v) Section 152, concerning blocking of information resulting from identity theft;

(vi) Section 153, concerning the coordination of identity theft complaint investigations;

(vii) Section 154, concerning the prevention of repollution of consumer reports;

(viii) Section 155, concerning notice by debt collectors with respect to fraudulent information;

(ix) Section 211(c), concerning a summary of rights of consumers;

(x) Section 212(a)–(d), concerning the disclosure of credit scores;

(xi) Section 213(c), concerning enhanced disclosure of the means available to opt out of prescreened lists;

(xii) Section 217(a), concerning the duty to provide notice to a consumer;

(xiii) Section 311(a), concerning the risk-based pricing notice;

(xiv) Section 312(a)–(c), concerning procedures to enhance the accuracy and integrity of information furnished to consumer reporting agencies;

(xv) Section 314, concerning improved disclosure of the results of reinvestigation;

(xvi) Section 315, concerning reconciling addresses;

(xvii) Section 316, concerning notice of dispute through reseller; and

(xviii) Section 317, concerning the duty to conduct a reasonable reinvestigation.

By order of the Board of Governors of the Federal Reserve System, February 5, 2004.

**Jennifer J. Johnson,**  
*Secretary of the Board.*

Dated: February 5, 2004.

By Direction of the Commission.

**Donald S. Clark,**  
*Secretary.*

[FR Doc. 04–2913 Filed 2–10–04; 8:45 am]

**BILLING CODES 6210–01; 6750–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 1, 91, 121, 125, and 135

[Docket No. FAA–2003–14449; Amendment Nos. 1–52; 91–281; 121–303; 125–45; 135–93]

**RIN 2120–AH78**

#### Enhanced Flight Vision Systems; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects the preamble of the final rule on Enhanced Flight Vision Systems published in the **Federal Register** of Friday, January 9, 2004 (69 FR 1620). The correction removes an incomplete sentence that was inadvertently included.

**DATES:** The regulation is effective February 9, 2004.

**FOR FURTHER INFORMATION CONTACT:** Les Smith, (202) 385–4586.

**SUPPLEMENTARY INFORMATION:** On January 9, 2004, the FAA published a final rule amending its regulations for landing under instrument flight rules (69 FR 1620; Jan. 9, 2004). The rule allows aircraft to operate below certain specified altitudes during instrument approach procedures, even when the airport environment is not visible using natural vision, if the pilot uses certain FAA-certified enhanced flight vision systems. The preamble of the final rule contained an incomplete sentence that was inadvertently included. This correction removes that sentence in its entirety.

In FR Doc. 04–427 published on January 9, 2004, on page 1634, in the third column, in the fourth line from the top of the page, remove the partial sentence that reads “Other technology solutions for conducting low visibility approach and landing operations, such as SVS, would require a different operational.”

Issued in Washington, DC on February 5, 2004.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 04–2890 Filed 2–10–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 21, 61, 91, 119, 125, 135, and 142

[Docket No. FAA–2001–10047; Amdt. Nos. 21–84, 61–109, 91–280, 119–7, 125–44, 135–91, 142–5]

**RIN 2120–AH06**

#### Regulation of Fractional Aircraft Ownership Programs and On-Demand Operations; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the amendment numbers in the final rule published in the **Federal Register** on September 17, 2003. That action updated and revised the regulations governing operations of aircraft in fractional ownership programs.

**EFFECTIVE DATE:** This correction is effective on February 11, 2004.

**FOR FURTHER INFORMATION CONTACT:** Katherine Hakala Perfetti, telephone (202) 267–3760.

#### Correction

■ In final rule FR Doc. 03–23021, published on September 17, 2003 (68 FR 54520), make the following corrections:  
■ 1. On page 54520, in column 1 in the heading section, beginning on line five, correct “Amdt. Nos. 21–84, 61–109, 91–274, 119–7, 125–44, 135–82, 142–5” to read “Amdt. Nos. 21–84, 61–109, 91–280, 119–7, 125–44, 135–91, 142–5”.

Issued in Washington, DC, on January 30, 2004.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

[FR Doc. 04–2873 Filed 2–10–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 21, 91, 121, 125, and 129

[Docket No. FAA–1999–6411; Amendment Nos. 21–83, 91–277, 121–295, 125–40, 129–35; Special Federal Aviation Regulation No. 88]

**RIN 2120–AG62**

#### Extension of Compliance Times for Fuel Tank System Safety Assessments, Correction; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the correction of the final rule published in the **Federal Register** on June 25, 2003. The first correction changed assigned amendment numbers. This action makes further corrections to assigned amendment numbers.

**EFFECTIVE DATE:** This correction is effective on February 11, 2004.

**FOR FURTHER INFORMATION CONTACT:** Mike Dosert, telephone (425) 227-2132.

#### Correction

■ In correction to the final rule FR Doc. 03-16001, published on June 25, 2003 (68 FR 37735), make the following corrections:

■ 1. On page 37735, at the bottom of column 2, in the heading section, beginning on line 4, correct "Amendment. Nos. 21-83, 91-272, 121-285, 125-40, 129-35; Special Federal Aviation Regulation No. 88" to read "Amendment. Nos. 21-83, 91-277, 121-295, 125-40, 129-35; Special Federal Aviation Regulation No. 88".

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

[FR Doc. 04-2878 Filed 2-10-04; 8:45 am]

**BILLING CODE** 4910-13-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Parts 25, 91, 121, 125, and 135

[Docket No. FAA-2000-7909; Amdt. Nos. 25-110, 91-279, 121-301, 125-43, 135-90]

**RIN 2120-AG91**

##### Improved Flammability Standards for Thermal/Acoustic Insulation Materials Used in Transport Category Airplanes; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the amendment numbers in the final rule published in the **Federal Register** on July 31, 2003. That rule adopted upgraded flammability standards for thermal and acoustic insulation materials used in transport category airplanes.

**EFFECTIVE DATE:** This correction is effective on February 11, 2004.

**FOR FURTHER INFORMATION CONTACT:** Jeff Gardlin, (425) 227-2136.

#### Correction

■ In the final rule FR Doc. 03-18612 published on July 31, 2003, (68 FR 45046), make the following corrections:

■ 1. On page 45046, in column 1, in the heading section, beginning on line 4 correct "Amdt. Nos. 25-110, 91-275, 121-289, 125-43, 135-85" to read "Amdt. Nos. 25-110, 91-279, 121-301, 125-43, 135-90".

Issued in Washington, DC, on January 30, 2004.

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

[FR Doc. 04-2875 Filed 2-10-04; 8:45 am]

**BILLING CODE** 4910-13-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. 2002-NM-213-AD; Amendment 39-13465; AD 2004-03-21]

**RIN 2120-AA64**

##### Airworthiness Directives; McDonnell Douglas Model 717-200 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model 717-200 airplanes, that requires inspection of the inboard ends of the outer skin panels of the horizontal stabilizer at Station Xh=±7.234 for material defects, and corrective action, if necessary. This action is necessary to detect material defects in the inboard ends of the outer skin panels of the horizontal stabilizer, which could lead to cracks and an associated loss of strength in the attachments, and consequent reduced structural integrity of the horizontal stabilizer. This action is intended to address the identified unsafe condition.

**DATES:** Effective March 17, 2004.

The incorporation by reference of a certain publication listed in the regulations is approved by the Director of the Federal Register as of March 17, 2004.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the Federal Aviation

Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5238; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model 717-200 airplanes was published in the **Federal Register** on September 18, 2003 (68 FR 54690). That action proposed to require inspection of the inboard ends of the outer skin panels of the horizontal stabilizer at Station Xh=±7.234 for material defects, and corrective action, if necessary.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

#### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

There are approximately 56 airplanes of the affected design in the worldwide fleet. The FAA estimates that 41 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$10,660, or \$260 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include