

Plan Update. The Public Hearing will be held from 4:00 PM to 8:00 PM on Tuesday, March 4, 1997, at the SEATAC airport auditorium. The purpose of the Hearing is to consider the social, economic, and environmental effects of the proposed Master Plan Development. The public will be afforded the opportunity to present oral testimony and/or written testimony pertinent to the intent of the hearing. Additional comments should be submitted no later than March 31, 1997, to Mr. Dennis Ossenkop, ANM-611, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, S.W., Renton, WA 98055-4056.

Any person desiring to review the Draft Supplemental Final Environmental Impact Statement may do so during normal business hours at the following locations:

Federal Aviation Administration,  
Airports District Office, Room 240,  
1601 Lind Avenue, S.W., Renton,  
Washington

Port of Seattle, Aviation Planning,  
Terminal Building, 3rd Floor, Room  
301, Sea-Tac Airport, Seattle,  
Washington

Port of Seattle, Second Floor Bid  
Counter, Pier 69, 2711 Alaskan Way,  
Seattle, Washington

Boulevard Park Library, 12015 Roseberg,  
South, Seattle, Washington

Burien Library, 14700-6th, S.W.,  
Burien, Washington

Des Moines Library, 21620-11th, South,  
Des Moines, Washington

Federal Way Library, 34200-1st, South,  
Federal Way, Washington

Foster Library, 4205 South 142nd,  
Tukwila, Washington

Seattle Library, 1000-4th Avenue,  
Seattle, Washington

Tacoma Public Library, 1102 Tacoma  
Avenue, South, Tacoma, Washington

University of Washington, Suzallo  
Library, Government Publications,  
Seattle, Washington

Valley View Library, 17850 Military  
Road, South, SeaTac, Washington

**CONTACT PERSON:** If you desire additional information related to this project, please contact: Mr. Dennis Ossenkop, ANM-611, Federal Aviation Administration, Airports District Office, 1601 Lind Avenue, S.W., Renton, Washington, 98055-4056.

Issued in Renton, Washington, on February 6, 1997.

Lowell H. Johnson,  
Manager, Airports Division, Federal Aviation  
Administration, Northwest Mountain Region,  
Renton, Washington.

[FR Doc. 97-3676 Filed 2-12-97; 8:45 am]

BILLING CODE 4910-13-M

### Aviation Rulemaking Advisory Committee Meeting on Airport Certification Issues

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss airport certification issues.

**DATES:** The meeting will be held on March 12, 1997, at 9:00 a.m. Arrange for oral presentations by March 3, 1997.

**ADDRESSES:** The meeting will be held at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW, Suite 1100, Washington, DC 20004.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Marisa Mullen, Federal Aviation Administration, Office of Rulemaking (ARM-205), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-7653; fax (202) 267-5075.

**SUPPLEMENTARY INFORMATION:** Pursuant to § 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to be held on March 12, 1997, at the Air Transport Association of America, 1301 Pennsylvania Avenue, NW, Suite 1100, Washington, DC 20004. The agenda will include:

- Committee administration.
- Concept brief from Friction Measurement and Signing Working Group.
- General discussion of working group brief.
- A discussion of future meeting dates, locations, activities, and plans.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by March 3, 1997, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on February 10, 1997.

Robert E. David,

Assistant Executive Director for Airport  
Certification Issues, Aviation Rulemaking  
Advisory Committee.

[FR Doc. 97-3669 Filed 2-12-97; 8:45 am]

BILLING CODE 4910-3-M

### Surface Transportation Board

[STB Finance Docket No. 33311]

#### Kansas City Southern Industries, Inc., KCS Transportation Company, and The Kansas City Southern Railway Company; Control; Gateway Western Railway Company and Gateway Eastern Railway Company

**AGENCY:** Surface Transportation Board.

**ACTION:** Acceptance of application.

**SUMMARY:** The ICC Termination Act of 1996, Public Law 104-88, 109 Stat. 803 (ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-25. On January 14, 1997, Kansas City Southern Industries, Inc. (KCSI), KCS Transportation Company (KCSTC), The Kansas City Southern Railway Company (KCSR), Gateway Western Railway Company (GWWR), and Gateway Eastern Railway Company (GWER) filed an application for KCSI to acquire control of GWWR and GWER. We accept the application for consideration. We further find that this is a "minor transaction" under 49 CFR 1180.2(c). Finally, we establish an expedited procedural schedule.

**DATES:** Written comments, including comments from the Secretary of Transportation and the Attorney General of the United States, must be filed with the Board no later than March 17, 1997. Applicants' reply statement is due on April 1, 1997. The Board expects to issue a final decision by May 1, 1997, with an effective date of May 5, 1997.

**ADDRESSES:** Send pleadings referring to STB Finance Docket No. 33311 to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, D.C. 20423; <sup>1</sup> (2) Docket Clerk, Office of Chief Counsel, Federal

<sup>1</sup> It is anticipated that the Board will move to its new offices in March 1997. The Board's address at the new offices will be: Surface Transportation Board, Mercury Building, 1925 K Street, N.W., Washington, DC 20423.

Railroad Administration, Room 5101, 400 Seventh Street, S.W. Washington, D.C. 20590; (3) Attorney General of the United States, Washington, D.C. 20530; (4) William C. Sippel, Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601; and (5) William A. Mullins, 1300 I Street, N.W., Suite 500 East, Washington, D.C. 20005.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:**

Applicants seek approval under 49 U.S.C. 11323-25 for KCSI to acquire control of GWWR and GWER. On December 12, 1996, KCSI's wholly owned noncarrier subsidiary, KCSTC, acquired the stock of GWWR and GWER and placed the shares into an independent voting trust. Upon approval of this application, the voting trust will be dissolved, and the shares will be transferred to KCSTC. Applicants indicate that, after the transaction is effected, KCSI will control KCSR, GWWR, and GWER. GWWR and GWER will be marketed as part of the KCSR rail system, and their operations will be coordinated with those of KCSR. However, applicants indicate that GWWR and GWER will remain separate legal entities and will not be merged into KCSR.

Applicants allege that this is a "minor transaction" as defined in 49 CFR part 1180, the regulations that implemented former 49 U.S.C. 11343-45. The ICCTA revised those statutory provisions and reenacted them as 49 U.S.C. 11323-25. The transaction here specifically is subject to 49 U.S.C. 11324(d) because it does not involve the merger or control of two Class I railroads. Section 204(a) of the ICCTA provides that all ICC rules in effect on the date the enactment of the ICCTA "shall continue in effect according to their terms until modified, terminated, superceded, set aside, or revoked in accordance with law by the Board \* \* \* or operation of law." While the standards and procedures of former sections 11343-45 and current sections 11323-25 are substantially similar insofar as minor transactions are concerned, the procedures of current section 11325(d), which applies if the transaction is a minor transaction, differ slightly from those at 49 CFR 1180.4 and shall govern. Otherwise, the use of the regulations at 49 CFR part 1180 for this proceeding appears proper.

Under 49 U.S.C. 11324(d), in proceedings not involving the merger or control of at least two Class I railroads, the Board must approve a transaction unless it finds that: (1) The transaction

will result in a "substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States;" and (2) "the anticompetitive effects of the transaction outweigh the public interest in meeting significant transportation needs."

KCSR is a Class I railroad that operates more than 4,000 route miles in the Midwest and Southern States. GWWR is a Class II railroad which owns and operates 461 miles of rail line between Kansas City, KS, and East St. Louis, IL. GWWR also has haulage rights over the Southern Pacific Transportation Inc. line between Springfield and Chicago, IL. GWER, which is wholly owned by GWWR, is a Class III railroad that owns and operates 17 miles of rail line between East Alton and East St. Louis, IL. The transaction here will extend KCSR's rail system into Chicago and East St. Louis.

Applicants argue that the transaction will have no anticompetitive effects because it would be an end-to-end acquisition, not a parallel acquisition. According to applicants, the transaction will enhance competition and provide shippers with increased service and routing options.

Applicants assert that the transaction will further the public interest in meeting significant transportation needs. They contend that the combined KCSI system will provide shippers with better equipment utilization, improved car supply resulting from access to the larger car fleet of the combined system, new opportunities for single-line service, improved plant maintenance and other operating efficiencies. Applicants further assert that the transaction will strengthen KCSI's combined system and improve its financial and operating performance.

Applicants anticipate that no existing non-exempt KCSR, GWWR or GWER employees will be adversely affected by the proposed transaction. According to applicants, all of GWWR's non-management employees and maintenance-of-way employees are represented by national unions and are covered under existing collective bargaining agreements, which will remain in force. They further state that there are no plans to transfer work currently performed by GWWR or GWER employees to KCSR locations. GWWR and GWER management employees and GWER exempt personnel are not covered by collective bargaining agreements. Applicants assert that the "applicable level of labor protection for the control transaction proposed herein is that set forth in *New York Dock Ry.*-

*Control-Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979)."

Under 49 CFR part 1180, the Board must determine whether a proposed transaction is major, significant, or minor. We find that the transaction is minor under 49 CFR 1180.2(c), because it has no regional or national transportation significance. Because the application substantially complies with the applicable regulations governing minor transactions, we are accepting it for consideration.

Our finding that this transaction is minor under 49 CFR 1180.2(c) also satisfies the criteria for application of current 49 U.S.C. 11325(a)(3) and 11325(d).

By petition filed January 14, 1997, applicants request an expedited procedural schedule for processing the application. Due to the limited, end-to-end nature of the proposed transaction, it is not likely to involve complex issues. Thus, we will adopt the suggested expedited schedule, which is reflected in the **DATES** section above. But we reserve the right to modify this schedule if unforeseen issues arise.

The application and exhibits are available for inspection in the Public Docket Room at the Offices of the Surface Transportation Board in Washington, DC. In addition, they may be obtained upon request from applicants' representatives named above.

Interested persons, including government entities, may participate in this proceeding by submitting written comments. Any person who timely files comments will be considered a party of record if the person so requests. No petition for leave to intervene need be filed.

Consistent with 49 CFR 1180.4(d)(1)(iii), written comments must contain:

- (a) The docket number and title of the proceeding;
- (b) The name, address, and telephone number of the commenting party and its representative upon whom service shall be made;
- (c) The commenting party's position, i.e., whether it supports or opposes the proposed transaction;
- (d) A statement whether the commenting party intends to participate formally in the proceeding, or merely to comment on the proposal;
- (e) If desired, a request for an oral hearing with reasons supporting this request; the request must indicate the disputed material facts that can be resolved only at a hearing; and
- (f) A list of all information sought to be discovered from applicant carriers.

Because we have determined that this proposal is a minor transaction, no responsive applications will be permitted. The time limits for processing this application are set forth at 49 U.S.C. 11325(d), but, as noted above, we have provisionally adopted an expedited schedule.

Discovery may begin immediately. We encourage the parties to resolve all discovery matters expeditiously and amicably.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*

1. The application is accepted for consideration under 49 U.S.C. 11323-25 as a minor transaction under 49 CFR 1180.2(c).

2. The parties will comply with all provisions stated above.

3. This decision is effective on February 13, 1997.

Decided: February 7, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

*Secretary.*

[FR Doc. 97-3652 Filed 2-12-97; 8:45 am]

BILLING CODE 4915-00-P

**DEPARTMENT OF THE TREASURY**

**Financial Management Service**

**Privacy Act of 1974, as Amended;  
System of Records**

**AGENCY:** Financial Management Service, Treasury.

**ACTION:** Notice of alteration of Privacy Act System of Records.

**SUMMARY:** The Department of the Treasury, Financial Management Service (FMS), gives notice of a proposed alteration to the system of records entitled "Payment Issue Records for Regular Recurring Benefit Payments—Treasury/FMS .002," which is subject to the Privacy Act of 1974, as amended (5 U.S.C. 552a). The system notice was last published in its entirety in the Federal Register Vol. 60, page 56770 on November 9, 1995.

**DATES:** Comments must be received, no later than March 17, 1997. The proposed alteration of the system of records will be effective March 25, 1997, unless FMS receives comments which would result in a contrary determination.

**ADDRESS:** Comments must be submitted to the Debt Management Services Staff, Financial Management Service, 401 14th Street, SW, Room 151, Washington,

DC 20227. Comments received will be available for inspection at the same address between the hours of 9:00 a.m. and 4:00 p.m. Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Gerry Isenberg, Debt Management Services, (202) 874-6660.

**SUPPLEMENTARY INFORMATION:** This alteration of system of records Treasury/FMS .002 is being made for two reasons. First, the system was last published in its entirety in the Federal Register Vol. 60, page 56770 on November 9, 1995, and that publication erroneously omitted an amendment to the system published in the Federal Register Vol. 60, page 45212 on August 30, 1995. This alteration will restate the changes made pursuant to the amendment published on August 30, 1995.

The August 30, 1995 amendment added two routine uses which facilitate the collection of delinquent Federal debts and more effectively apply certain debt collection tools established under Federal law, specifically tax refund offset, administrative offset, and Federal employee salary offset. These two new routine uses are republished here as numbers (11) and (13). As noted in the August 30, 1995 amendment, since FMS has closed the Washington, DC Financial Center, the system of records was altered to reflect this change. This change to "System Location" is also restated here.

Secondly, the Debt Collection Improvement Act of 1996 (DCIA), Pub. L. 104-134, enacted April 26, 1996, provides the Department of the Treasury (Treasury) with specific legislative authority and responsibility to collect and/or manage the collection of claims owed to the Federal Government. The DCIA authorizes Treasury to collect claims, or facilitate the collection of claims, owed to States, Territories and Commonwealths of the United States, and the District of Columbia by offsetting Federal payments. Executive Order 13019, signed by the President on September 28, 1996, directs Treasury to promptly take steps to facilitate offset of Federal payments to collect delinquent child support debts being enforced by States. FMS is the Treasury bureau responsible for the implementation of the DCIA and the Executive Order. Accordingly, FMS is adding routine use (12) to comply with the provisions of the DCIA and the Executive Order.

For the reasons set forth in the preamble, FMS proposes to alter system of records Treasury/FMS .002, "Payment Issue Records for Regular Recurring Benefit Payments—Treasury/Financial Management Service," as follows:

**Treasury/FMS .002**

**SYSTEM NAME:**

Payment Issue Records for Regular Recurring Benefit Payments—Treasury/Financial Management Service.

**SYSTEM LOCATION:**

Description of the change: Replace current text with the following language:

The Financial Management Service, U.S. Department of the Treasury, Washington, DC 20227. Records maintained at Financial Centers in six regions: Austin, TX; Birmingham, AL; Chicago, IL; Kansas City, MO; Philadelphia, PA; and San Francisco, CA.

\* \* \* \* \*

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

\* \* \* \* \*

Description of the changes: Remove "and" at end of routine use (9); remove the period (.) at the end of routine use (10); add a semicolon (;) and add routine uses (11), (12) and (13) to read as follows:

(11) Disclose information concerning delinquent debtors to Federal creditor agencies, their employees, or their agents for the purpose of facilitating or conducting Federal administrative offset, Federal tax refund offset, Federal salary offset, or for any other authorized debt collection purpose;

(12) Disclose information to any State, Territory or Commonwealth of the United States, or the District of Columbia to assist in the collection of State, Commonwealth, Territory or District of Columbia claims pursuant to a reciprocal agreement between FMS and the State, Commonwealth, Territory or the District of Columbia; and

(13) Disclose to the Defense Manpower Data Center and the United States Postal Service and other Federal agencies through authorized computer matching programs for the purpose of identifying and locating individuals who are delinquent in their repayment of debts owed to the Department or other Federal agencies in order to collect those debts through salary offset and administrative offset, or by the use of other debt collection tools.

\* \* \* \* \*

Dated: February 3, 1997.

Alex Rodriguez,  
*Deputy Assistant Secretary (Administration).*

[FR Doc. 97-3564 Filed 2-12-97; 8:45 am]

Billing Code: 4810-35-F