

is to address prerequisite organizational issues necessary for full operational activity to commence. The RSAC will be briefed on FRA's current regulatory agenda, will discuss possible tasks to be assigned, and will estimate a timetable for the completion of any tasks accepted.

**DATES:** The first meeting of the RSAC is scheduled for 9:00 a.m. on both Monday, April 1, 1996 and Tuesday, April 2, 1996. Decisions with respect to future meetings will be made at the first meeting and from time to time thereafter. Notice of future meetings will be published in the Federal Register.

**ADDRESSES:** The first meeting of the RSAC will be held in Room 2230 of the Nassiff Building, U.S. DOT, 400 Seventh Street, S.W., Washington, D.C. 20590. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments. Subsequent meetings will be held at locations to be announced.

**FOR FURTHER INFORMATION CONTACT:** Grady Cothen, Deputy Associate Administrator for Safety Standards Program Development, FRA, 400 7th Street, SW., Washington, D.C. 20590, (202)-366-0897, Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, SW., Washington, D.C. 20590, (202)-366-0621, or Vicky McCulley, FRA, 400 7th Street, SW., Washington, D.C. 20590, (202)-366-6569.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving emergency notice of the first meeting of the Railroad Safety Advisory Committee ("RSAC"). This notice is being published less than fifteen days prior to the date of the announced meetings due to recent railroad safety exigencies. The meeting is scheduled for 9:00 a.m. on both Monday April 1, 1996 and Tuesday, April 2, 1996 and will be held in Room 2230 of the Nassiff Building, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590. All times noted are Eastern Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico.

During this first meeting, the RSAC will primarily be concerned with the prerequisite organizational issues necessary for full operational activity to commence. The RSAC will be briefed on FRA's current regulatory agenda, will discuss possible tasks to be assigned, and will estimate a timetable for the completion of any tasks accepted. Please refer to the notice published in the Federal Register on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, D.C., on March 18, 1996.

Jolene M. Molitoris,  
*Administrator.*

[FR Doc. 96-6992 Filed 3-21-96; 8:45 am]

BILLING CODE 4910-06-P

### Maritime Administration

[Docket No. M-015]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intention to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before May 21, 1996.

**FOR FURTHER INFORMATION CONTACT:** Robert J. Patton, Jr., Deputy Chief Counsel, Maritime Administration, MAR-220.1, Room 7232, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone (202) 366-5712 or fax (202) 366-7485. Copies of this collection can also be obtained from that office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Requirements for Establishing U.S. Citizenship under 46 CFR Part 355.

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133-0012.

*Form Number:* Special Format.

*Expiration Date of Approval:* June 30, 1996.

*Summary of Collection of Information:* Applicants that receive benefits and continue to receive benefits under the Merchant Marine Act, 1936, as amended, must be citizens of the United States within the meaning of section 2 of the Shipping Act, 1916, as amended (46 App. U.S.C. 802). This

collection gathers the information on citizenship of individuals, etc. covered by the requirements.

*Need and Use of the Information:* To determine compliance with the statutory requirements.

#### Description of Respondents:

Participating financial institutions, ships owners, charterers, and equity owners within the United States.

*Annual Responses:* 300.

*Annual Burden:* 1,500 hours.

*Comments:* Send all comments

regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, S.W., Washington, D.C. 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: March 19, 1996.

Joel C. Richard,

*Secretary.*

[FR Doc. 96-6963 Filed 3-21-96; 8:45 am]

BILLING CODE 4910-81-P

### Federal Aviation Administration

#### Approval of Revision No. 1 to the Approved Noise Compatibility Program for Reno/Tahoe International Airport, Reno, NV

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation (FAA) announces its findings on Revision No. 1 to the Approved Noise Compatibility Program for the Reno/Tahoe International Airport, submitted by the Airport Authority of Washoe County, Nevada, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-Federal responsibilities in Senate Report No. 96-52 (1980). On February 22, 1991, the FAA determined that the Noise Exposure Maps, submitted by the Airport Authority of Washoe County under 14 CFR Part 150, were in compliance with applicable requirements. On September 1, 1993, the Associate Administrator for Airports approved the Noise Compatibility

Program for Reno/Tahoe International Airport. On December 8, 1995, the Associate Administrator for Airports approved Revision Number 1 to the Approved Noise Compatibility Program for Reno/Tahoe International Airport. The two (2) modifications to existing approved measures and one additional measure to the approved program were approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Noise Compatibility Program for Reno/Tahoe International Airport is December 8, 1995.

**FOR FURTHER INFORMATION CONTACT:** Joseph R. Rodriguez, Planning/Programming Section Supervisor, Federal Aviation Administration, Airports District Office, 831 Mitten Road, Burlingame, California 94010-1303, Telephone (415) 876-2805. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to Revision No. 1 to the Approved Noise Compatibility Program for Reno/Tahoe International Airport, effective December 8, 1995. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as the "Act"), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Burlingame, California.

The Airport Authority of Washoe County, Nevada submitted to the FAA on July 31, 1990, the Noise Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study conducted from July 1983 through July 1990. The Reno/Tahoe International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on February 22, 1991. Notice of this determination was published in the Federal Register on March 11, 1991.

The Reno/Tahoe International Airport study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date

of study completion to or beyond, the year 1996. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in Section 104(b) of the Act. The FAA began its review of the program on March 5, 1993 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). The Noise Compatibility Program was approved by the FAA on September 1, 1993. On June 13, 1995, the FAA began its review of Revision No. 1 to the approved program and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted revision to the approved program contained three (3) proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. Revision Number 1 to the Approved Noise Compatibility Program, was therefore approved by the Associate Administrator for Airports effective December 8, 1995.

Outright approval was granted for the following three (3) specific revision measures: A. The approved measures included modification of approved NCP Measure No. 4 to encourage the Nevada Air National Guard to convert their existing fleet of F-4 aircraft to F-16 or any other quieter aircraft. B. Modification of approved NCP measure No. 14 to add to the designated areas the remainder of two neighborhoods and include the voluntary acquisition of property interests such as navigation easements, development rights and deed restrictions and purchase assurance for homeowners within the 65 DNL noise contour, and C. Addition of a new NCP Measure No. 17 to make eligible for voluntary acquisition three residential parcels north of the airport within the 65 DNL contour.

This determination is set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on December 8, 1995. The Record of Approval, as well as other evaluation materials, and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Airport Authority of Washoe County, Reno, Nevada.

Issued in Hawthorne, California on March 13, 1996.

Robert C. Bloom,

*Acting Manager, Airports Division, AWP-600, Western-Pacific Region.*

[FR Doc. 96-6994 Filed 3-21-96; 8:45 am]

BILLING CODE 4910-13-M

### Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32864]

#### Dakota, Minnesota & Eastern Railroad Corporation; Acquisition and Operation; Colony Segment of the Union Pacific Railroad Company, Inc.

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of extension of time for filing comments.

**SUMMARY:** Pursuant to 49 U.S.C. 10902 and section 327 of Public Law No. 104-88, the Dakota, Minnesota & Eastern Railroad Company (DME) has filed an application to acquire and operate an approximately 203-mile rail line currently owned by Union Pacific Railroad Company, Inc. (UP) located in Wyoming, South Dakota, and Nebraska, commonly referred to as the Colony Line. The Colony Line runs in a north-south direction from Colony, WY, to Crawford, NE, the majority of which is located in South Dakota. By notice served March 8, 1996, the Board invited written comments on this application by interested parties to be filed no later than March 18, 1996.

Senator Tom Daschle and Congressman Tim Johnson of South Dakota have jointly requested an extension of the comment period. We will grant a 10-day extension of the comment period so that all interested persons will have a sufficient opportunity to review DME's proposal and to comment. This brief time extension will still allow us to accommodate DME's request for expedited action. Written comments must be filed no later than March 28, 1996.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 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 and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to the Board's jurisdiction pursuant to 49 U.S.C. 10902.

**ADDRESSES:** An original and 10 copies of all comments must refer to STB Finance Docket No. 32864 and must be sent to: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, one copy of all documents must be sent to applicant's representative: Kevin V. Schieffer, Schieffer, Cutler & Donahoe, P.C., Suite 300, Falls Center, 431 North Phillips Avenue, Sioux Falls, SD 57102.

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

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

Decided: March 19, 1996.

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-7097 Filed 3-21-96; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Financial Management Service

#### Privacy Act of 1974; 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 "Debt Collection Operations System—Treasury/FMS .014," 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 56776, November 9, 1995.

**DATES:** Comments must be received no later than April 22, 1996. The proposed system of records will be effective May 1, 1996, unless FMS receives comments which would result in a contrary determination.

**ADDRESS:** Comments must be submitted to the Debt Management Services, 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) 874-6859.

**SUPPLEMENTARY INFORMATION:** FMS has been designated by the Office of Management and Budget as the lead agency in credit management and debt collection for the Federal Government. The original publication of this system of records concerned the collection of debts owed to the Federal Government where collection efforts were to be undertaken by FMS in accordance with agreements with Federal agencies which are initially responsible for collecting the debts. FMS is altering this system of records to clarify that records in the system include records involving the collection of delinquent Federal debts arising from FMS' own operations, where initial responsibility for collection rests with FMS.

For the reasons set forth in the preamble, FMS proposes to alter system of records Treasury/FMS .014, "Debt Collection Operations System—Treasury/Financial Management Service", as follows:

#### Treasury/FMS .014

##### SYSTEM NAME:

Debt Collection Operations System—  
Treasury/Financial Management  
Service.

\* \* \* \* \*

##### PURPOSE(S):

Description of change: The first sentence is revised to read: "The purpose of this system is to maintain records of individuals and entities that are (1) indebted to the Financial Management Service (FMS), and (2) indebted to the various Federal Government departments and agencies and whose accounts are being serviced or collected by FMS, in accordance with written agreements reached between the relevant agency ("client") and FMS."

\* \* \* \* \*

Dated: March 13, 1996.

Alex Rodriguez,

*Deputy Assistant Secretary (Administration).*

[FR Doc. 96-6980 Filed 3-21-96; 8:45 am]

BILLING CODE 4810-35-F