

It requires Federal agencies involved in computer matching programs to:

- (1) Negotiate written agreements with the other agency or agencies participating in the matching programs;
- (2) Obtain the Data Integrity Boards' approval of the match agreements;
- (3) Furnish detailed reports about matching programs to Congress and OMB;
- (4) Notify applicants and beneficiaries that their records are subject to matching; and
- (5) Verify match findings before reducing, suspending, terminating, or denying an individual's benefits or payments.

B. SSA Computer Matches Subject to the Privacy Act

We have taken action to ensure that all of SSA's computer matching programs comply with the requirements of the Privacy Act, as amended.

Dated: February 12, 2001.

Glenna Donnelly,

Acting Deputy Commissioner for Disability and Income Security Programs.

Notice of Computer Matching Program, Railroad Retirement Board (RRB) With the Social Security Administration (SSA)

A. Participating Agencies

SSA and Railroad Retirement Board (RRB).

B. Purpose of the Matching Program

The purpose of this agreement is to establish the conditions under which RRB agrees to disclose RRB annuity payment data to the Social Security Administration through a computer matching program. This disclosure will provide SSA with information necessary to verify Supplemental Security Income (SSI) program and Special Veterans Benefits (SVB) eligibility and benefit payment amounts. It also helps to ensure the correct recording on the Supplemental Security Record (SSR) of railroad annuity amounts paid to SSI and SVB recipients by RRB.

C. Authority for Conducting Matching Program

The legal authority for the SSI portion of this matching program is contained in sections 1631(e)(1)(A) and (B) and 1631(f) of the Social Security Act ("Act"), (42 U.S.C. 1383(e)(1)(A) and (B) and 1383 (f)). The legal authority for the SVB portion of this matching program is contained in section 806(b) of the Act, (42 U.S.C. 1006(b)).

D. Categories of Records and Individuals Covered by the Matching Program

On the basis of certain identifying information as provided by SSA to RRB, RRB will provide SSA with electronic files containing annuity payment data from RRB's system of records, RRB-22 Railroad Retirement, Survivor, and Pensioner Benefits System, entitled Checkwriting Integrated Computer Operation (CHICO) Benefit Payment Master. SSA will then match the RRB data with data maintained in the SSR, SSA/OSR, 60-0103 system of records. SVB data also resides on the SSR.

E. Inclusive Dates of the Match

The matching program shall become effective no sooner than 40 days after notice for the program is sent to Congress and OMB, or 30 days after publication of this notice in the **Federal Register**, whichever date is later. The matching program will continue for 18 months from the effective date and may be extended for an additional 12 months thereafter, if certain conditions are met.

[FR Doc. 01-4111 Filed 2-16-01; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice No. 3569]

Office of Mexican Affairs; Notice of Receipt of Application for a Presidential Permit for a Conveyor Belt To Be Constructed and Maintained on the Borders of the United States

AGENCY: Department of State.

Notice is hereby given that the Department of State has received an application from Austin Industries L.L.C. of San Bernardino, California, for a Presidential Permit, pursuant to Executive Order 11423 of August 16, 1968, as amended by Executive Order 12847 of May 17, 1993, seeking authorization to construct a conveyor belt at a site east of the Otay Mesa/Mesa de Otay Port of Entry linking California and Baja California. The proposed conveyor belt would carry sand and gravel for use in construction projects in California. The conveyor belt would be approximately 275 feet long and four feet wide, supported by fixed "I" beams approximately 15 feet apart. When not in use, it would be stowed and locked entirely on the U.S. side of the border.

As required by E.O. 11423, the Department of State is circulating this application to concerned agencies for comment.

Interested parties may submit comments regarding this application in

writing by March 22, 2001 to Mr. David E. Randolph, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, WHA/MEX Room 4258, Department of State, Washington, DC 20520. The application and related documents made part of the record to be considered by the Department of State in connection with this application are available for inspection in the Office of Mexican Affairs during normal business hours.

FOR FURTHER INFORMATION CONTACT:

David E. Randolph, Coordinator, U.S.-Mexico Border Affairs at the above address, by telephone at (202) 647-8529 or by fax at (202) 647-5752.

Dated: February 5, 2001.

David E. Randolph,

Coordinator, U.S.-Mexico Border Affairs, Department of State.

[FR Doc. 01-4144 Filed 2-16-01; 8:45 am]

BILLING CODE 4710-29-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Fallbrook Community Airpark, Fallbrook, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of two parcels, approximately four acres, of land at Fallbrook Community Airpark, Fallbrook, California, from all restrictions of the surplus property agreement. The land will be used to widen the Mission Road from two lanes to four lanes to improve the traffic flow in the Fallbrook area.

DATES: Comments must be received on or before March 22, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert A. Durant, Manager, Department of Public Works, County of San Diego, 5469 Kearny Villa Rd., Suite 305, San Diego, CA 92123-1142.

FOR FURTHER INFORMATION CONTACT: Mr. Ellsworth Chan, Manager, Safety & Standards Branch, AWP-620, 15000 Aviation Blvd., Lawndale, CA 90261,

Telephone: (301) 725-3620. The request to release airport property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

The following is a brief overview of the request:

County of San Diego requested the release of two parcels of land, approximately four acres, of airport property at Fallbrook Community Airpark, Fallbrook, California, from surplus property agreement obligations. The purpose of the release is to permit the sale of the property to San Diego County Roads Division for non-aviation uses. San Diego County Roads Division proposes to use the property for widening the Mission Road from two lanes to four lanes to improve the traffic flow in the Fallbrook area. The net proceeds will be utilized for airport improvements.

Issued in Hawthorne, California, on February 7, 2001.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 01-4150 Filed 2-16-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Shafter Airport, Shafter, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of approximately 44.70 acres of land at Shafter Airport, Shafter, California, from all restrictions of the surplus property agreement to facilitate an exchange for approximately 30.34 acres of land adjacent to the said airport. The land being released will be used for agricultural purposes.

DATES: Comments must be received on or before March 22, 2001.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation

Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Herman Ruddell, Airport Director, Shafter Airport, at the following address: 201 Aviation Street, Shafter, CA 93263.

FOR FURTHER INFORMATION CONTACT: Mr. Ellsworth Chan, Manager, Safety & Standards Branch, AWP-620, 15000 Aviation Blvd., Lawndale, CA 90261, Telephone: (310) 725-3620. The request to release airport property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61), requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

The following is a brief overview of the request:

Minter Field Airport District requested the release of approximately 44.70 acres of airport property at Shafter Airport, Shafter, California, from surplus property agreement obligations. The purpose of the release is to permit the property to be exchanged for a 30.45 acres private parcel adjacent to the airport. The land being released will be used for agricultural purposes. The fair market values for the two parcels are approximately the same.

Issued in Hawthorne, California, on February 7, 2001.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 01-4151 Filed 2-16-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

High Density Traffic Airports; Slot Allocation and Transfer Method

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Statement of policy.

SUMMARY: This action extends and modifies the temporary policy issued on November 11, 2000, regarding the minimum slot usage requirement for slots and slot exemptions at LaGuardia Airport for the winter season. This policy is extended through September 14, 2001. This extension coincides with the effective period of the AIR-21 slot

exemption allocation as a result of the lottery held on December 4, 2000. Also, the FAA amends the policy to permit the temporary turn-in of AIR-21 slot exemptions for weekend frequencies only. The extension of this policy will continue to assist carriers in addressing operational issues at LaGuardia Airport during this period by allowing limited flexibility of the slot usage requirement. **EFFECTIVE DATES:** Effective May 1, 2001.

FOR FURTHER INFORMATION CONTACT: Lorelei D. Peter, Office of the Chief Counsel, AGC-230, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-3073.

SUPPLEMENTARY INFORMATION

Background

On November 17, 2000, the FAA published in the **Federal Register** a statement of policy addressing the slot usage requirement at LaGuardia Airport given the current operating environment (65 FR 69601). This policy was necessary to address the level of delay that aircraft operating at LaGuardia were experiencing as a result of the increased number of operations pursuant to the "Wendell H. Ford Aviation Investment and Reform Act of the 21st Century" ("AIR 21"), enacted on April 5, 2000. As a result of AIR-21, air carriers meeting specified criteria could obtain new slot exemptions at New York's LaGuardia Airport (LaGuardia) and John F. Kennedy International Airport (JFK), Chicago's O'Hare International Airport (O'Hare) and Washington DC's Ronald Reagan Washington National Airport (National). Subsequent to this legislation, the Department of Transportation (Department) issued eight orders establishing procedures for the processing of various applications. The policy statement addressed all operations at LaGuardia, including those authorized under Order 2000-4-11 (La Guardia—Exemptions for air service to small and nonhub airports—limited to aircraft with a seating capacity of less than 71) and Order 2000-4-10 (LaGuardia—Exemptions for new entrant and limited incumbent air carriers).

As a result of the operational environment at LaGuardia, the FAA conducted a lottery of AIR-21 slot exemptions on December 4, 2000. Through this lottery, the FAA reallocated 159 exemption slots among the 13 participating carriers. (This is an increase of approximately 15 percent over pre-AIR-21 operations.) The slot exemptions reallocated by the lottery will remain in effect until September 15, 2001, when a permanent demand