

Affected Public: Owners and operators of tank vessels.

Form(s): N/A.

Annual Estimated Burden Hours: The estimated burden is 24,355 hours annually.

Issued in Washington, D.C., on June 15, 1999.

S.A. Richardson,

Acting Director of Information and Technology.

[FR Doc. 99-16664 Filed 6-29-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review, Tulsa International Airport, Tulsa, OK

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announced its determination that the noise exposure maps submitted by the Tulsa Airports Improvement Trust for Tulsa International Airport under the provisions of Title 49 U.S.C., Chapter 475 (hereinafter referred to as "Title 49") and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Tulsa International Airport under Part 150 in conjunction with the noise exposure maps and that this program will be approved or disapproved on or before December 13, 1999.

EFFECTIVE DATES: The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is June 16, 1999. The public comment period ends August 16, 1999.

FOR FURTHER INFORMATION CONTACT: Tim Tandy, Department of Transportation, Federal Aviation Administration, Fort Worth, Texas 76193-0630, (817) 222-5635. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Tulsa International Airport are in compliance with applicable requirements of Part 150, effective June 16, 1999. Further, FAA is reviewing a

proposed noise compatibility program for that airport which will be approved or disapproved on or before December 13, 1999. This notice also announces the availability of this program for public review and comment.

Under Title 49, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. Title 49 requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title 49, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The Tulsa Airports Improvement Trust submitted to the FAA on May 26, 1999 noise exposure maps, descriptions and other documentation which were produced during Tulsa International Airport FAR Part 150 Study, May 26, 1999. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Tulsa Airports Improvement Trust. The specific maps under consideration are Figure G1, Future Noise Exposure Map, 2002 with Existing Land Use, Page G.5 and Figure G2, Existing Noise Exposure Map, 1995 with Existing Land Use, Page G.6 in the submission.

The FAA has determined that these maps for Tulsa International Airport are in compliance with applicable requirements. This determination is effective on June 16, 1999. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information, or plans, or a

commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Title 49. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Title 49. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Tulsa International Airport, also effective on June 16, 1999. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further view will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 13, 1999.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non compatible land uses and preventing the introduction of additional non compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the

extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise capability program are available for examination at the following locations:

Federal Aviation Administration,
Airports Division, 2601 Meacham
Boulevard, Fort Worth, Texas 76137
Tulsa Airport Authority Tulsa
International Airport Terminal, 7777
E. Apache, Room A-217; Tulsa,
Oklahoma 74158.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, June 16, 1999.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 99-16661 Filed 6-29-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Sullivan County, New York

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Sullivan County, New York.

FOR FURTHER INFORMATION CONTACT:

John Brizzell, Regional Director, 44
Hawley Street, Binghamton, NY
13901, Telephone: (607) 721-8116;
or

Harold J. Brown, Division
Administrator, Federal Highway
Administration, New York Division,
Leo W. O'Brien Federal Building, 9th
Floor, Clinton Avenue and North
Pearl Street, Albany, New York 12207,
Telephone: (518)431-4127.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) will prepare an environmental impact statement (EIS) on a proposal to improve NYS Route 17 in Sullivan County, New York. The proposed improvement would involve the construction of a new controlled access freeway in the Town of Liberty near the hamlet of Parksville for a distance of about 4.6 kilometers. The project objective is to reduce accident potential by constructing a controlled access freeway, built to interstate standards, with a full interchange serving the community of Parksville.

Alternatives under consideration include: 1. Do Nothing and 2. Controlled access freeway, built to interstate standards, with a full interchange serving the community of Parksville. Three different alignments, 2A, 2B and 2D, are being considered for further study under the controlled access freeway alternative. Alternative 2A constructs a new freeway on an alignment south of the existing NYS Route 17. Alternative 2B constructs a new freeway generally following the alignment of existing NYS Route 17. Alternative 2D constructs a new freeway on a split alignment, i.e. westbound freeway lanes on existing NYS Route 17 alignment and eastbound freeway lanes on new alignment to the south. For each of the controlled access freeway alternatives there are five options for the full interchange serving the community of Parksville. Option 1, Split interchange: A "half-diamond" ramp would be at each end of the project. The east end of the project would have a westbound ramp and an eastbound on ramp. The west end of the project would have a eastbound off ramp and a westbound on ramp. Option 2, Direct-connector ramps at each end of the project: This option allows the same vehicle movements as option 1 but without impeded traffic flows. Option 3, Full interchange (full-diamond) at east end of project: This option permits all four vehicle movements at one location in the east end of the project. Option 4, Full interchange (full-diamond) at west end of project: This option permits all four vehicle movements at one location in the west end of the project. Option 5, Full interchange (full-diamond) near the midpoint of the project: This option permits all four vehicle movements at the location near the midpoint of the project. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. Public informational meetings were held on June 26, 1998, September 3, 1998 and December 16, 1998 in the Town of Liberty. After the September meeting a steering committee was formed to address and resolve community issues that could influence development of the project. The committee, which consists of 27 members, met on November 16, 1998 and December 16, 1998. Additional public informational and steering

committee meetings are planned and will continue as needed. In addition, a public hearing will be held. Public notice will be given of the time and place of meetings and hearings. The draft EIS will be available for public and agency review and comment. No formal NEPA scoping meeting is planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestion are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSDOT or FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.295, Highway May 21, 1999 Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: June 21, 1999.

Douglas P. Conlan,

District Engineer, Federal Highway
Administration, Albany, New York.

[FR Doc. 99-16614 Filed 6-29-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Federal Highway Administration

[Docket No. RSPA-98-3579 (PDA-20(RF))]

Application by Association of Waste Hazardous Materials Transporters for a Preemption Determination as to Cleveland, Ohio Requirements for Transportation of Hazardous Materials

AGENCY: Research and Special Programs
Administration (RSPA) and Federal
Highway Administration (FHWA), DOT.

ACTION: Public notice reopening
comment period.

SUMMARY: RSPA and FHWA are reopening the comment period on the application by the Association of Waste Hazardous Materials Transporters (AWHMT) for an administrative determination whether Federal hazardous materials transportation law preempts certain requirements of the City of Cleveland, Ohio, concerning the transportation of explosives and other hazardous materials within the City. AWHMT has asked RSPA and FHWA to defer consideration of several of the requirements challenged in AWHMT's original application because the City is