

26, 1999. The FAA's determination on an airport operator's NEMs 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 an NCP 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 Section 107 of the Act. 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 the 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 Section 103 of the Act. 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 NCP for Oakland County International Airport, also effective on February 26, 1999. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of NCPs, but that further review 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 August 25, 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 noncompatible land uses and

preventing the introduction of additional noncompatible 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 notice exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Great Lakes Region, Airports Division Office, 2300 East Devon Avenue, Room 269, Des Plaines, Illinois 60018
Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111
Mr. Karl Randall, Manager of Aviation, Oakland County International Airport, 6500 Highland Road, Waterford, Michigan 48327-1649.

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

Issued in Belleville, Michigan, on February 26, 1999.

Ernest P. Gubry,

Acting Assistant Manager, Detroit Airports District Office FAA Great Lakes Region.

[FR Doc. 99-5602 Filed 3-5-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement; Hartsfield Atlanta International Airport, Atlanta, GA

SUMMARY: The FAA intends to prepare an Environmental Impact Statement (EIS) to address environmental and related impacts expected to be associated with the extension of a fifth runway and associated improvements at Hartsfield Atlanta International Airport located at Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT:

Terry Washington, Federal Aviation Administration, Atlanta, Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747 (404) 305-7143.

SUPPLEMENTARY INFORMATION: an environmental assessment resulting in a Finding of No Significant Impact (FONSI) was completed in 1994 for a 6,000-foot fifth runway south of the airport. The FAA will now prepare an EIS for a proposed project to extend the fifth runway, resulting in a 9,000-foot unrestricted air carrier runway with

associated taxiways and other related facilities.

Construction of the proposed 6,000-foot runway will be ongoing while the EIS is underway.

The FAA plans to coordinate with Federal, State and local agencies which have jurisdiction by law or special expertise with respect to any environmental impacts associate with the proposed project.

The EIS will also evaluate cumulative impacts anticipated to occur as a result of the implementation of other foreseeable future improvements at the Hartsfield Atlanta International Airport.

Public Scoping

The Federal Aviation Administration will hold a scoping meeting to solicit input from Federal, State, and local agencies which have jurisdiction by law or have a specific expertise with respect to any environmental impacts associated with the project. In addition, public scoping meetings will be held and the public may submit written comments on the scope of the environmental study to the address identified in the **FOR FURTHER INFORMATION CONTACT** paragraph. A Public Notice issued at a later date will provide the date, time and place of the scoping meetings and the period for written comments.

Issued in Atlanta, Georgia on March 1, 1999.

Scott Seritt,

Manager, Atlanta Airports District Office.

[FR Doc. 99-5608 Filed 3-5-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT:

J. Suzanne Hedgepeth, Director, Office of Hazardous Materials, Exemptions and

Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

- 1. Awaiting additional information from applicant
- 2. Extensive public comment under review

- 3. Application is technically very complex and is of significant impact or precedent-setting and requires extensive analysis
- 4. Staff review delayed by other priority issues or volume of exemption applications

Meaning of Application Number Suffixes

N—New application

M—Modification request
 PM—Party to application with modification request

Issued in Washington, DC, on February 18, 1999.

J. Suzanne Hedgepeth
 Director, Office of Hazardous Materials Exemptions and Approvals.

Application No.	Applicant	Reason for delay	Estimated date of completion
New Exemption Applications			
11699-N	GEO Specialty Chemicals, Bastrop, LA	4	03/31/1999
11761-N	Vulcan Chemicals, Birmingham, AL	4	03/31/1999
11767-N	Ausimont USA, Inc., Thorofare, NJ	4	03/31/1999
11815-N	Union Pacific Railroad Co. et al, Omaha, NE	4	03/31/1999
11817-N	FIBA Technologies, Inc., Westboro, MA	1, 4	03/31/1999
11862-N	The BOC Group, Murray Hill, NJ	4	03/31/1999
11883-N	Brownie Tank Mfg., Co., Minneapolis, MN	4	03/31/1999
11894-N	Quicksilver Fiberglass Manufacturing Ltd., Strome, Alberta, CN	4	03/31/1999
11927-N	Alaska Marine Lines, Inc., Seattle, WA	4	03/31/1999
11934-N	UtiliCorp United, Inc., Omaha, NE	4	03/31/1999
11954-N	Republic Environmental Systems (PA), Inc., Hatfield, PA	4	02/26/1999
11983-N	Degussa Corporation, Ridgefield Park, NJ	4	03/31/1999
12001-N	Albemarle Corporation, Baton Rouge, LA	4	03/31/1999
12003-N	Degussa Corporation, Ridgefield Park, NJ	4	03/31/1999
12020-N	Rhone-Poulenc, Inc., Shelton, CT	4	03/31/1999
12029-N	NACO Technologies, Lombard, IL	4	03/31/1999
12032-N	Physical Acoustics Quality Services, Lawrenceville, NJ	4	03/31/1999
12033-N	PPG Industries, Inc., Pittsburgh, PA	4	03/31/1999
12051-N	General American Transportation Corporation, Chicago, IL	4	03/31/1999
12063-N	The Hydrocarbon Flow Specialist, Inc., Morgan City, LA	4	03/31/1999
12064-N	Occident Chemical Corp., Webster, TX	4	03/31/1999
12071-N	Pennwalt India Limited, Worli, Mumbai, IN	4	03/31/1999
12072-N	Consani Engineering (PTY) Limited, Cape Province, RA	4	03/31/1999
12098-N	Carleton Technologies, Inc., Orchard Park, NY	4	03/31/1999
12104-N	Hoechst Celanese, Spartanburg, SC	4	03/31/1999
12105-N	Becton Dickinson Microbiology Systems, Sparks, MD	4	03/31/1999
12106-N	Air Liquide America Corporation, Houston, TX	4	03/31/1999
12116-N	Proserv (North Sea) Ltd., Aberdeen, UK	4	04/30/1999
12123-N	Eastman Chemical Co., Kingsport, TN	4	04/30/1999
12125-N	Mayo Foundation, Rochester, MN	4	04/30/1999
12126-N	LaRoche Industries Inc., Atlanta, GA	4	03/31/1999
12129-N	Kenyon International Emergency Services, Houston, TX	4	04/30/1999
12130-N	FIBA Technologies, Inc., Westboro, MA	4	04/30/1999
12131-N	Gamma Laboratories, Ltd., Houston, TX	1	04/30/1999
12134-N	Institute of Shortening and Edible Oils (ISEO), Washington, DC	4	04/30/1999
12136-N	Net Grocer, North Brunswick, NJ	4	04/30/1999
12144-N	Sea-Land Service, Inc. Charlotte, NC	4	04/30/1999
12145-N	Dorbyl Heavy Engineering, Duncanville Vereeniging, SA	1	04/30/1999
12148-N	Eastman Kodak Company, Rochester, NY	4	04/30/1999
12205-N	Independent Chemical Corp., Glendale, NY	4	04/30/1999
12208-N	Air Products & Chemicals, Inc., Allentown, PA	4	04/30/1999

Modifications to Exemptions			
4354-M	PPG Industries, Inc., Pittsburgh, PA	1	03/31/1999
7887-M	Kosdon Enterprises, Ventura, CA	4	03/31/1999
8602-M	MVE, Inc., New Prague, MN	4	04/30/1999
8915-M	Advanced Silicon Materials, Inc., Moses Lake, WA	4	03/31/1999
9266-M	ERMEWA, Inc., Houston, TX	4	03/31/1999
9419-M	FIBA Technologies, Inc., Westboro, MA	4	03/31/1999
9421-M	Taylor-Wharton Co., Harrisburgh, PA	4	03/31/1999
9706-M	Taylor-Wharton Co., Harrisburg, PA	4	03/31/1999
10047-M	Taylor-Wharton Co., Harrisburg, PA	4	03/31/1999
10458-M	Marsulex, Inc., Subdury, Ontario, CN	4	03/31/1999
10996-M	Kosdon Enterprises, Ventura, CA	4	03/31/1999
11050-M	Koppers Industries, Inc., Pittsburg, PA	4	03/31/1999
11173-M	Olin Corporation, Norwalk, CT	4	03/31/1999
11270-M	The Speciality Chemicals Div. of B.F. Goodrich Co., Cleveland, OH	4	03/31/1999

Application No.	Applicant	Reason for delay	Estimated date of completion
11483-M	Autoliv, Autoflator AB, Vargarda, SW	4	03/31/1999
11984-M	United Parcel Service Company, Louisville, KY	4	03/31/1999

[FR Doc. 99-5591 Filed 3-5-99; 8:45 am]

BILLING CODE 4910-60-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Finance Docket No. 33556]

Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of availability of Final Environmental Assessment.

SUMMARY: The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Final Environmental Assessment (Final EA) for the proposed acquisition of control of Illinois Central Corporation (IC) and its railroad affiliates by Canadian National Railway Company (CN). The Final EA addresses written public comments made since issuance of the Draft Environmental Assessment (Draft EA) on November 9, 1998 and the errata to the Draft EA on November 24, 1998, and includes SEA's final recommendations for mitigating the potential environmental impacts of the proposed CN/IC acquisition. In addition, the Final EA responds to public comments regarding the Safety Integration Plan prepared by CN and IC, in consultation with the Federal Railroad Administration, that explains how they propose to safely integrate their separate operations if the Board approves the proposed acquisition. SEA believes that with the recommended environmental mitigation, there will be no potential for significant environmental impact. SEA assessed the potential environmental impacts the proposed CN/IC acquisition could have on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, historic and cultural resources, and environmental justice, and addressed the potential impacts in the Draft and Final EA. SEA determined that there would be potentially significant impacts on only

one issue area, hazardous materials transport safety. Accordingly, in the Final EA, SEA is recommending mitigation to address the potential acquisition-related increases in hazardous materials transport, including potential disproportionately high and adverse impacts these increases could have on minority and low-income populations. With these final mitigation recommendations, SEA believes there will be no potential for significant environmental effects on hazardous materials transport safety or environmental justice populations. SEA determined that none of the other environmental issue areas would have a potential for significant environmental effects and therefore do not warrant mitigation. However, because safety integration is an ongoing process, the Safety Integration Plan is an evolving document that will continue to be modified and refined until the proposed acquisition is safely implemented.

SEA fully considered all comments received in response to the Draft EA, consulted further with Federal, state, and local agencies, and conducted additional environmental analysis where appropriate in preparing the Final EA and in making its final environmental mitigation recommendations to the Board. In making its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EA, the Final EA, and SEA's final recommended environmental mitigation.

DATES: The Board plans to conduct oral argument on March 18, 1999 and a formal voting conference on March 25, 1999. The Board plans to serve its final written decision on May 25, 1999. Any party may file an administrative appeal within 20 days of the Board's final written decision.

FOR FURTHER INFORMATION: To request a copy of the Final EA or for further information on the proposed CN/IC acquisition, interested parties may call SEA's toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: (202) 565-1695), or access SEA's website for the CN/IC acquisition at www.cnicacquisition.com. For additional information regarding environmental issues, or the environmental review process, contact

SEA's Project Manager for the proposed CN/IC acquisition, Michael Dalton, at (202) 565-1530.

SUPPLEMENTARY INFORMATION: On July 15, 1998, CN and IC, collectively referred to as CN/IC or applicants, filed a joint application¹ with the Board seeking authority for CN to acquire control of IC. The proposed CN/IC system would extend to both the east and west coasts of North America and the Gulf of Mexico. The Chicago area would serve as the hub of the combined system. This new system would cover approximately 18,670 miles of rail lines and related facilities, of which approximately 4,520 miles would be in the United States. The applicants state that integrating CN and IC operations would allow both rail systems to provide more reliable, efficient, and competitive service. The applicants also state that they anticipate relatively minor changes in rail operations as a result of the proposed acquisition. The applicants have proposed no rail line abandonments and only five minor construction projects (one rail line connection and four rail yard bypass tracks) as part of the proposed acquisition.

By the Board, Elaine K. Kaiser, Chief of the Section of Environmental Analysis.

Vernon A. Williams,

Secretary.

[FR Doc. 99-5625 Filed 3-5-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33713]

Idaho Northern & Pacific Railroad Company—Lease Exemption—Union Pacific Railroad Company

Idaho Northern & Pacific Railroad Company (IN&P), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from Union Pacific Railroad Company (UP) approximately 35.99 miles of rail line located: (i)

¹ Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company, STB Finance Docket No. 33556.