

Section of the 14 CFR Affected: 14 CFR 25.785(d), 25.813(b), 25.857(e), and 25.1447(c)(1) & (c)(3)(ii).

Description of Relief Sought/

Disposition: To permit supplemental type certification of Airbus Model A300-B4-100 series and -200 series passenger-to-freighter airplane conversions, with provisions for the carriage of air traffic controllers and technical representatives of the manufacturer (of the airplane or its components) when the airplane is equipped with two floor-level exits with escape slides, within the occupied main deck area. *Grant, 02/20/2001, Exemption No. 6178C.*

Docket No.: 29003.

Petitioner: Columbia Helicopters, Inc.

Section of the 14 CFR Affected: 14 CFR 135.175(a).

Description of Relief Sought/

Disposition: To permit CHI to operate Boeing Vertol and Kawasaki Vertol 107II (BV/Bk-107II) rotorcraft in on-demand, passenger-carrying operations, under part 135, in day visual flight rules (VFR) conditions, without having approved airborne weather radar equipment installed. *Denial, 03/08/2001, Exemption No. 7456.*

[FR Doc. 01-7065 Filed 3-21-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-22]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR, dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before April 11, 2001.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Forest Rawls (202) 267-8033, or Vanessa Wilkins (202) 267-8029 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to §§ 11.85 and 11.91.

Issued in Washington, DC, on March 16, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petition for Exemption

Docket No.: 29969.

Petitioner: National Agricultural Aviation Association.

Section of the 14 CFR Affected: 14 CFR 91.313(e).

Description of Relief Sought/

Disposition: To permit NAAA members to operate restricted category aircraft over densely populated areas, in congested airways, or near busy airports where passenger transport operations are conducted.

Disposition of Petitions

Docket No.: 23753.

Petitioner: Saudi Arabian Airlines Corporation.

Section of the 14 CFR Affected: 14 CFR 63.2.

Description of Relief Sought/

Disposition: To permit Saudia pilots to be examined for and issued U.S. airmen certificates and ratings required to operate its fleet as if Saudia were a certificated U.S. air carrier. *Grant, 01/26/2001, Exemption No. 3923J.*

Docket No.: 29512.

Petitioner: Ishikawajima-Harima Heavy Industries Co.

Section of the 14 CFR Affected: 14 CFR 145.47(b).

Description of Relief Sought/

Disposition: To permit IHI to use the

calibration standards of the National Research Laboratory of Metrology (NRLM), the Electrotechnical Laboratory (ETL), and the National Institute of Materials and Chemical Research (NIMC) in lieu of the calibration standards of the National Institute of Standards (NIST) to test its inspection and test equipment. *Grant, 01/19/2001, Exemption No. 7424.*

Docket No.: 25552.

Petitioner: State of Alaska.

Section of the 14 CFR Affected: 14 CFR 45.29(h).

Description of Relief Sought/

Disposition: To permit persons operating aircraft within, to, or from the State of Alaska to fly their aircraft across the inner boundaries of the Alaskan Air Defense Identification Zone or the Defense Early Warning Identification Zone without displaying temporary or permanent registration marks at least 12-inches high. *Grant, 01/22/2001, Exemption No. 5630D.*

Docket No.: 29372.

Petitioner: Helicopter Consultants, Inc, dba Aircraft Commercial Enterprise, Inc.

Section of the 14 CFR Affected: 14 CFR 135.163 and 135.181.

Description of Relief Sought/

Disposition: To permit ACE to conduct passenger-carrying operations in single-engine airplanes in certain, limited instrument flight rules (IFR) conditions as were permitted previously by 135.103 and 135.181 before the adoption of Amendment No. 135-70. The proposed exemption would also allow ACE to conduct such operations without equipping its airplanes with (1) two independent electrical power-generating sources, or a standby battery or alternate source of electrical power; and (2) a redundant energy system for gyroscopic instruments. *Denial, 01/14/2001, Exemption No. 7415.*

Docket No.: 29791.

Petitioner: United Parcel Service, Inc.

Section of the 14 CFR Affected: 14 CFR 61.77(a).

Description of Relief Sought/

Disposition: To permit UPS to obtain special purpose pilot authorizations for certain holders of foreign pilot certificates to ferry between non-U.S. Airports U.S.—registered Boeing 727 (B-727) airplanes listed on UPS's Operations Specifications. *Denial, 01/11/2001, Exemption No. 7416.*

Docket No.: 29990.

Petitioner: FlightSafety Boeing Training International.

Section of the 14 CFR Affected: 14 CFR 142.53(b).

Description of Relief Sought/

Disposition: To permit FlightSafety

Boeing to designate certain simulator instructors without those instructors completing actual aircraft flight time, a line observation with an approved line-oriented flight training program, or an approved in-flight observation training course. The designated instructors would be those who conduct training exclusively under 14 CFR part 61 within the scope of part 142 in a flight simulator that the Administrator has approved for all training and testing for the airline transport pilot (ATP) certification test, aircraft type rating test, or both. *Denial, 01/11/2001, Exemption No. 7418.*

Docket No.: 30132.

Petitioner: Mr. Brian Daniel.

Section of the 14 CFR Affected: 14 CFR 61.109(d)(2)(i).

Description of Relief Sought/Disposition: To permit Mr. Daniel to apply for a private pilot certificate with rotorcraft category and gyroplane class rating without meeting the 50-nautical-mile night cross-country flight training requirement. *Grant, 01/11/2001, Exemption No. 7417.*

[FR Doc. 01-7066 Filed 3-21-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioners' arguments in favor of relief.

Battle Ground, Yacolt & Chelatchie Prairie Railroad

[Docket Number FRA-2000-8365]

The Battle Ground, Yacolt & Chelatchie Prairie Railroad has petitioned for a permanent waiver of compliance for (4) four cabooses, specifically BYCX 991, 992, 993 and 994 (AAR designation pending) from the requirements of Safety Glazing Standards, 49 CFR § 223.13 (c) and (d). Section 223.13(c) states, "except for yard cabooses and cabooses equipped as described in paragraphs (a) and (b), cabooses built or rebuilt prior to July 1, 1880, shall be equipped with certified glazing in all windows after June 30, 1984." Section 223.13(d) requires each

caboose subject to the requirements of paragraph (c) of this section, which as a result of an act of vandalism, has a window that is broken or damaged so that the window fails to permit good visibility shall be equipped with certified glazing * * *

The former BN cabooses were acquired for excursion service that will operate at speeds not to exceed 15 miles per hour through a rural wooded area with no highway overpasses. As a result of vandalism these cabooses have several windows missing or damaged that the petitioner intends to replace with automobile safety glazing.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-8365) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communication concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 7th Street, SW., Washington, DC. All documents in the public docket are available for inspection and copying on the internet at the docket facility's WEB site at <http://dms.dot.gov>.

Issued in Washington, DC on March 14, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-7069 Filed 3-21-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Supplemental Draft Environmental Impact Statement on the Manhattan East Side Alternatives Project— "Second Avenue Subway."

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare a supplemental draft environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Metropolitan Transportation Authority/ New York City Transit (MTA/NYCT) are issuing this notice to advise the public and interested agencies that a Supplemental Draft Environmental Impact Statement (SDEIS) will be prepared by the FTA and MTA/NYCT on the Manhattan East Side Alternatives Project (MESA). The SDEIS will evaluate a "full-length" Second Avenue Subway alignment in Manhattan, extending from the vicinity of 125th Street in Harlem south along Second Avenue to the Financial District in Lower Manhattan. The original Notice of Intent to prepare a DEIS for the MESA project was issued on June 30, 1995.

The MESA DEIS/MIS (Major Investment Study), released to the public August 13, 1999, contained four alternatives. The build alternatives of that document included a Second Avenue subway alignment extending from the vicinity of 125th Street south to East 63rd Street; a composite build alternative also included complementary bus and light rail alternatives from 63rd Street to Lower Manhattan and Lower East Side. During the preliminary MIS, a full-length subway alternative had been considered, but consideration of that alternative was discontinued because of cost concerns. As a result of public comments and elected officials' concerns, the MTA has decided to fully evaluate a Second Avenue Subway line extending from 125th Street to Lower Manhattan.

The SDEIS will present new information or circumstances relevant to the full-length Second Avenue Subway alignment and evaluate environmental impacts that were not evaluated in the MESA DEIS. In addition, the SDEIS will evaluate alternatives that improve transit access to the Lower East Side of Manhattan that may ultimately supplement Build Alternative 3 or progress as an independent project.

The participation of the general public, interested parties, and agencies