

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]

BILLING CODE 4910-13-M

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