

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

is encouraged and will be solicited. Public outreach meetings will be held to discuss the information to be included in the SDEIS.

DATES: Initial outreach meeting will be held on Thursday April 19, 2001 at 6:00 p.m. at the location identified below. Subsequent meetings will be announced by mail, Internet, and other appropriate mechanisms, and conducted throughout the study area. Written comments should be sent to MTA New York City Transit by April 23, 2001. See

ADDRESSES below.

ADDRESSES: The initial outreach meeting will be held at the Metropolitan Transportation Authority, Fifth Floor Boardroom, 347 Madison Avenue, New York, New York. Subsequent meetings will be held throughout the study area.

FOR FURTHER INFORMATION CONTACT:

Irwin Kessman, Director, Office of Planning and Program Development, Federal Transit Administration, Region II, One Bowling Green, Suite 29-40, New York, NY 10004-1415; Telephone 212-668-2170. James Dubbs, Assistant Director, Government and Community Relations, MTA New York City Transit, 130 Livingston Street, Brooklyn, NY 11201; Telephone 718-694-5141. Additional project information may be obtained from the MTA website: <http://www.mta.nyc.ny.us/planning/index.html>.

SUPPLEMENTARY INFORMATION: The MESA DEIS evaluated four major alternatives: (1) Do-nothing or "No-Build," (2) Transportation System Management (primarily bus service changes and prioritizations), (3) Build Alternative 1 (subway extension of the Broadway Line, beneath Second Avenue from East 63rd Street to East 125th Street, and bus improvements), and (4) Build Alternative 2 (Build Alternative 1 plus a Light Rail system from 14th Street to Whitehall Street through the Lower East Side). The MESA DEIS suggested that Build Alternative 1 provided the best combination of improved transit mobility and accessibility, reduced auto and taxi trip making, and cost-effectiveness.

In this SDEIS, MTA/NYCT will evaluate a new "Build Alternative 3" and a No-Build Alternative. The Build Alternative 3 is a full-length two-track Second Avenue Subway alignment from the vicinity of 125th Street to the Financial District in Lower Manhattan. The alignment between 125th Street and 63rd Street is unchanged from the alignment presented in the DEIS, including a connection to the 63rd Street/7th Avenue Broadway line. Build Alternative 3 continues the subway beneath Second Avenue south of 63rd

Street, and for the portion of the Second Avenue Subway south of 14th Street, two alignment options will be evaluated in the SDEIS: Option A continues the subway beneath Chrystie Street, St. James Place, and Water Street to a terminal in Lower Manhattan. Option B proposes connecting the new subway to the existing tracks of the former BMT "Nassau Loop" beneath Kenmare Street to access Lower Manhattan.

The MESA DEIS originally presented a Light Rail Transit system alternative in the Lower East Side as a complementary project to the initial 125th Street to 63rd Street subway proposal. The SDEIS also will explore additional transit solutions to Lower East Side needs that may have fewer neighborhood impacts. Subsequent findings regarding Lower East Side transit solutions discussed in the SDEIS may supplement Build Alternative 3, or advance as an independent project.

The SDEIS will fully evaluate Build Alternative 3, including Options A and B, with respect to benefits and costs, environmental and other impacts (including any cumulative impacts) and proposed mitigation measures. The SDEIS will also provide responses to public comments received on the MESA DEIS during the public comment period, which occurred between August 13 and October 8, 1999.

While an alignment south of 63rd Street to Lower Manhattan was originally discussed during the preliminary MESA MIS, it was also considered during the Major Investment Study phase of the MTA's Lower Manhattan Access MIS. Much of the technical information gathered in the Lower Manhattan Alternatives MIS will be incorporated into the MESA SDEIS. The MTA will hold public meetings in late spring 2001 to discuss the conclusions and recommendations of the Lower Manhattan Alternatives MIS, which is scheduled for completion by the end of 2001.

As noted above the SDEIS will evaluate the potential social, economic and environmental impacts of a full-length Second Avenue Subway alternative. Upon completion the SDEIS will be made available for public and agency review and comment. Public hearing(s) will be held within the study area. On the basis of the SDEIS as well as comments received from the public participation process, a final EIS will be prepared.

Issued on: March 16, 2001.

Letitia Thompson,

Regional Administrator, Federal Transit Administration.

[FR Doc. 01-7070 Filed 3-21-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33984]

Borealis Infrastructure Trust Management Inc., Sole Trustee of the Borealis Transportation Infrastructure Trust—Acquisition Exemption—Detroit River Tunnel Company

Borealis Infrastructure Trust Management Inc., sole trustee of the Borealis Transportation Infrastructure Trust (BTIT), a noncarrier, has filed a notice of exemption under 49 CFR 1150.37¹ to acquire, pursuant to a share and asset purchase agreement (agreement) with Canadian National Railway Company (CNR), CNR's undivided one-half interest in the Detroit River Tunnel Company (DRTC). The rail line of the DRTC extends for 3.24 miles between milepost 228.08 in Detroit, MI, and milepost 224.84 in Windsor, Ontario, CN, of which, according to BTIT, approximately 1.79 miles are located in the United States. The total area of DRTC's lands is approximately 27.894 acres, of which approximately 15.041 acres are located in Canada and approximately 12.853 acres are in the United States. In addition to an undivided one-half ownership interest in the DRTC, the agreement involves a long term lease of the Detroit River Tunnel property (the Tunnel), as well as CNR's undivided one-half ownership interest in certain improvements to the Tunnel. All shares of the stock of DRTC, a corporation of the State of Michigan and the Dominion of Canada, currently are held by CNCP Niagara-Detroit Partnership (N-D Partnership), which is equally owned by CNR and Canadian Pacific Railway Company (CPR).² As part of the proposed transaction, the N-D

¹ BTIT simultaneously filed a motion to dismiss the notice of exemption on jurisdictional grounds. That motion will be addressed by the Board in a separate decision.

² See *Canadian National Railway Company and Canadian Pacific Limited-Acquisition-Interests of Consolidated Rail Corporation in Canada Southern Railway Company and Detroit River Tunnel Company*, Finance Docket No. 30387 and *Canadian National Railway and Canadian Pacific Limited-Application for Trackage Rights Over Consolidated Rail Corporation Trackage in Detroit, MI*, Finance Docket No. 30387 (Sub-No. 1) (ICC served Sept. 4, 1984).