

compliance with stopping distances, the reliability of a system that would prevent in-flight beta operation must be such that this capability, when required, will be available to comply with Subpart B, and § 21.21(b)(2) or § 21.101(b). With a system safety analysis, the applicant can determine the required reliability level for the beta lock-out system based on the hazard level (for example, § 23.1309 compliance).

Therefore, for new type certificated airplanes that have a beta lock-out system incorporated or previously certificated airplanes that add a beta lock-out system, the applicant should perform a system safety analysis of the installation of this system. This analysis should consider hazards such as the inability to command beta on one engine on a multiengine airplane. For example, if beta is commanded on both engines during land roll-out, but only one propeller goes into beta mode, this might adversely affect ground controllability.

Issued in Kansas City, Missouri on December 22, 2000.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Riverside County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

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 Riverside County, California.

FOR FURTHER INFORMATION CONTACT: Mr. Rick Cushing, Environmental Planning Engineer, Federal Highway Administration, 555 Zang Street, Rm 259, Lakewood, Colorado 80228, telephone 303-716-2138.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with San Bernardino National Forest, the California Department of Transportation, and Riverside County, will prepare an Environmental Impact Statement (EIS) on a proposal to improve California Forest Highway (FH) 224, Bautista Canyon Road. The portion that is proposed for improvement begins

10.3 miles southeast of Valle Vista and extends 8.2 miles to a point 3.2 miles northwest of State Highway 371 west of Anza. The FHWA is the lead agency. Riverside County will assist the FHWA in the preparation of the EIS.

Improvements are being considered to provide a safe, all-weather facility for existing and projected traffic demand. Alternatives under consideration include (1) taking no action, (2) the improvement of the existing facility to appropriate County, American Association of State Highway and Transportation Officials (AASHTO), or other acceptable design criteria, and (3) other alternatives that may be developed during the environmental process.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens. Public scoping meetings will be held on January 30, 2001 at 7 p.m. in Anza and on January 31, 2001 at 7 p.m. to Valle Vista. A public hearing will also be held in the project area. The draft EIS will be available for public and agency review and comment prior to the public hearing. Information on the time and place of public meetings and hearings will be provided in the local news media and by letter to individuals and agencies that have expressed interest in the proposal.

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

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: January 4, 2001.

Larry C. Smith,

Division Engineer, FHWA Denver, Colorado.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No.'s FRA-2000-6923 and FRA-2000-6924]

Notice of Public Hearing; CSX Transportation, Incorporated

CSX Transportation, Incorporated has petitioned the Federal Railroad

Administration (FRA) seeking approval of the proposed discontinuance and removal of the manual block systems (DCS Operating Rules), on the single secondary track, between Weir, milepost 13.3 and Dock, milepost 28.2, near New Bedford, Massachusetts, New Bedford Subdivision, and on the single secondary track, between Swamp, milepost 0.0 and Wharf, milepost 12.0, near Fall River, Massachusetts, Fall River Subdivision, Albany Service Lane, and re-designation of the secondary tracks to industrial tracks.

These proceedings are identified as FRA block signal applications, Docket numbers FRA-2000-6923 and FRA-2000-6924 respectively.

FRA has issued a public notice seeking comments of interested parties and has conducted a field investigation in this matter. After examining the carrier's proposal and the available facts, FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 9 a.m. on Tuesday, February 6, 2001, in the John A. Volpe National Transportation Systems Center, Room 1228, located at 55 Broadway, Cambridge, Massachusetts 02142. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (49 CFR 211.25), by a representative designated by the FRA. The hearing will be a non-adversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, DC on January 5, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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