

to continue to operate its U.S.-registered aircraft that have been modified by installed of fuel tanks in the passenger or baggage compartment without keeping an FAA Form 337 on board aircraft. This exemption allows JAL to continue to operate its U.S.-registered aircraft without having an identification plate secured to the fuselage exterior and, with respect to JAL's U.S.-registered aircraft manufactured before March 7, 1988, this extension would allow continuation of operation without displaying the aircraft model designation and manufacturer's serial number on the aircraft exterior.

*GRANT, December 30, 1994, Exemption No. 5006C*

*Docket No.: 25653.*

*Petitioner:* Singapore Airlines, Ltd.  
*Sections of the FAR Affected:* 14 CFR paragraphs (a) and (b), appendix B, part 43; 45.11; 91.203(c); and 91.417 (c) and (d).

*Description of Relief Sought/*

*Disposition:* To extend Exemption No. 5008, as amended, which allows Singapore Airlines, Ltd., (SIA) to continue to operate its U.S.-registered aircraft that have been modified by installed of fuel tanks in the passenger or baggage compartment without keeping an FAA Form 337 on board aircraft. This exemption allows SIA to continue to operate its U.S.-registered aircraft without having an identification plate secured to the fuselage exterior and, with respect to SIA's U.S.-registered aircraft manufactured before March 7, 1988, this extension would allow continuation of operation without displaying the aircraft model designation and manufacturer's serial number on the aircraft exterior.

*GRANT, December 30, 1994, Exemption No. 5008C*

*Docket No.: 27396.*

*Petitioner:* Northwest Airlines, Inc.  
*Sections of the FAR Affected:* 14 CFR 121.440(a).

*Description of Relief Sought/*

*Disposition:* To extend and amend Exemption No. 5815, which allows Northwest Airlines, Inc., (NWA) to conduct a Single Visit Training Program (SVTP) in preparation for transition to an Advanced Qualification Program for all fleets under SFAR 58, in order to permit implementation of a random line check program. For this purpose NWA has requested exemption from the annual line check requirement of § 121.440(a), as well as modification of the requirement in its existing

exemption to conduct a pilot-in-command (PIC) line check 6 months following an SVTP session. The exemption amendment permits NWA to administer line checks on a random basis to 50 percent of its PICs per year. All such line checks will include entire cockpit crews, all aircraft fleet types, and typical aircraft routes. Under the program NWA would ensure that no PIC would exceed 24 months between line checks.

*GRANT, December 22, 1994, Exemption No. 5815A*

*Docket No.: 27964.*

*Petitioner:* Cayman Airways Limited.  
*Sections of the FAR Affected:* 14 CFR 91.861(a).

*Description of Relief Sought/*

*Disposition:* To allow assignment of a base level of "one" to Cayman's Stage 2 Boeing 737-2Q8 (Registration No. VR-CNN, Serial No. 21518) airplane, in order to operate the airplane to and from airports in the contiguous United States.

*GRANT, December 23, 1994, Exemption No. 6001*

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BILLING CODE 4910-13-M

## Research and Special Programs Administration

[Notice No 95-1]

### Supplemental Emergency Preparedness Grant Program

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice.

**SUMMARY:** RSPA is providing notice of the availability of grant funds in the amount of \$250,000 and soliciting applications from national nonprofit employee organizations engaged solely in fighting fires to train instructors to conduct hazardous materials response training programs. RSPA also seeks comments on the provisions contained in this notice in order to improve operation of the program. Grant application packages, reflecting comments made, will be available on April 1, 1995.

**DATES:** *Comments.* Comments must be submitted on or before February 6, 1995.

*Applications.* Applications must be submitted by May 15, 1995.

**ADDRESSES:** *Comments and applications.* Address comments and applications to the Grants Unit, DHM-64, Room 8104, Research and Special Programs Administration, Department

of Transportation, 400 Seventh St., SW., Washington, DC 20590-0001.

**FOR FURTHER INFORMATION CONTACT:** Charles G. Rogoff, Grants Manager, Office of Hazardous Materials Planning and Analysis, Research and Special Programs Administration, Department of Transportation, 400 Seventh St., SW., Washington, DC 20590-0001, telephone: (202) 366-6001.

## SUPPLEMENTARY INFORMATION:

### Introduction

On August 26, 1994, President Clinton signed into law the Hazardous Materials Transportation Authorization Act of 1994 (HMTAA; Pub. L. 103-311). Section 119 of the HMTAA amended 49 U.S.C. 5116 to add a new subsection (j) concerning supplemental training grants. These supplemental grants are intended to further the purposes of the State and Indian tribe grants under section 5116(b) to train public sector employees to respond to accidents and incidents involving hazardous material. Section 5116(j)(1) provides that the Secretary of Transportation shall, subject to the availability of funds, make grants to national nonprofit employee organizations engaged solely in firefighting to train instructors to conduct training programs for individuals responding to hazardous materials accidents. Section 5116(j)(2) requires the Secretary to consult with interested organizations to identify regions or locations in which fire departments are in need of training and prioritize those needs. Section 5116(j)(3) provides that funds granted to an organization may only be used to train instructors to conduct hazardous materials response training programs, to purchase equipment used to train those instructors, and to disseminate information necessary to conduct those training programs. Section 5116(j)(4) provides that a grantee must agree to use courses developed under the National Training Curriculum, and section 5116(j)(5) provides that the Secretary may impose such additional terms and conditions on grants as the Secretary determines are necessary to carry out the objectives of the supplemental grant program. RSPA asks commenters to address the definitions of eligible applicants and criteria for grant selection described below.

### Availability of Funds

Section 119(b) of the HMTAA amended 49 U.S.C. 5127(b) to provide that there shall be available to the Secretary, from the registration fee account established under section 5116(i), \$250,000 for each of fiscal years

1995, 1996, 1997, and 1998. Under section 5116(i), amounts in the registration fee account are available without further appropriation. In addition, section 5127(b) was amended to authorize appropriations of \$1,000,000 for each of fiscal years 1995, 1996, 1997, and 1998; however, Congress did not appropriate any of the authorized \$1,000,000 for fiscal year 1995.

Approximately \$250,000 is projected to be available in fiscal year 1995. Awards will be made for a 12-month budget period within a project period not to exceed four years. Continuation awards within the project period will be made on the basis of satisfactory progress toward achieving grant activities, and the availability of Federal funds.

#### Eligible Applicants

By law, grants are intended for "national nonprofit employee organizations engaged solely in fighting fires for the purpose of training instructors to conduct hazardous materials response training programs for individuals with statutory responsibility to respond to hazardous materials accidents and incidents." 49 U.S.C. 5116(j)(1). RSPA interprets the first part of the quoted phrase to mean nonprofit organizations with employee members who fight fires.

#### Objectives of the Grant Program

RSPA expects that, by training additional instructors, course deliveries to hazardous materials emergency responders will increase. Because many responders cannot leave their immediate locations for extended periods of time, due to budget and other limitations, the only way to deliver training to them is to train sufficient instructors for required course deliveries at convenient locations.

As provided by statute, funds awarded to an organization under this grant program may only be used to train instructors to conduct hazardous materials response training programs, to purchase training equipment used exclusively to train instructors to conduct those training programs, and to disseminate information and materials necessary for the conduct of training programs. RSPA will make a grant to an organization under this program only if the organization enters into an agreement with RSPA to train instructors, on a nondiscriminatory basis, to conduct hazardous materials response training programs using a course or courses developed or identified as qualified under the curriculum guidelines prepared by

RSPA and its interagency partners, or other courses that RSPA determines are consistent with the objectives of the curriculum guidelines. Ultimate course selection and delivery to responders is the responsibility of State and Indian tribe grantees under the Hazardous Materials Emergency Preparedness Grant Program.

#### Grant and Selection Criteria

Grants will be awarded on a competitive basis. RSPA intends to evaluate applications based on the criteria set forth below. Applications shall include, at a minimum:

(1) How applicants intend to accomplish training for instructors of individuals with statutory responsibility to respond to accidents and incidents involving hazardous materials.

(2) The regions or locations in which fire departments or other organizations providing emergency response to hazardous materials transportation accidents and incidents are in need of hazardous materials training and the method used to identify those needs.

(3) Prioritized training needs, and a description of the means for identifying additional specific training needs.

(4) A statement of work for the upcoming budget period that describes and sets priorities for the activities and tasks to be conducted, the costs associated with each activity, the number and types of deliverables and products to be completed, and a schedule for implementation.

In addition, since RSPA expects that the amount of funds requested by all applicants may exceed a total of \$250,000, applicants should provide a prioritized listing of specific program tasks to be performed and the cost of each task.

Applications will be rated on the ability to achieve the above-stated requirements. RSPA encourages the addition of non-Federal funds to support the project, but does not require cost sharing. Program funding is dependent on collection of registration fees and may be less than the authorized amount. Applications must be received not later than May 15, 1995. An application kit will be available from RSPA on April 1, 1995.

Issued in Washington, DC, on January 19, 1995.

#### Alan I. Roberts,

*Associate Administrator for Hazardous Materials Safety.*

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BILLING CODE 4910-60-P

## DEPARTMENT OF THE TREASURY

### Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service

**AGENCY:** Department Offices, Treasury.

**ACTION:** Notice of meeting.

**SUMMARY:** This notice announces the date of the next meeting and the agenda for consideration by the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service.

**DATES:** The next meeting of the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service will be held on February 17, 1995 at the Treasury Executive Institute, Suite 500, 1255 22nd Street, NW., Washington, DC at 9:30 a.m..

**FOR FURTHER INFORMATION CONTACT:** Dennis M. O'Connell, Director, Office of Tariff and Trade Affairs, Office of the Under Secretary (Enforcement), Room 4004, 1500 Pennsylvania Avenue, NW., Washington, DC 20220. Tel. (202) 622-0220.

**SUPPLEMENTARY INFORMATION:** The Secretary of the Treasury has renewed the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service for a two-year term. The Committee is chaired by the Under Secretary of the Treasury (Enforcement) and is composed of the following twenty private sector representatives appointed by the Secretary of the Treasury.

Mr. Charles V. Bremer  
American Textile Manufacturers Institute  
William H. Brown, III, Esq.  
Schnader, Harrison, Segal & Lewis  
Mr. Ezunial Burts  
Port of Los Angeles  
Mr. Kenneth R. Button  
Economic Consulting Services  
Mr. Dennis J. Curran  
Arthur Anderson & Co.  
Mr. Michael M. Davenport  
Roanoke Companies  
Ms. Marian E. Duntley  
DHL Airways, Inc.  
Prof. Marsha A. Echols  
Howard University  
Mr. Stanley P. Hebert  
Port of Oakland  
Mr. William F. Joffroy, Jr.  
William F. Joffroy, Inc.  
Mr. Arthur L. Litman  
Tower Group International  
Salvatore R. Martoche, Esq.  
Hiscock & Barclay  
Ms. Mary K. McMunn  
Air Transport Association  
Ms. Houda Nounou  
Motorola Worldwide  
Ms. Jane B. O'Dell  
Eddie Bauer, Inc.  
Mr. Robert A. Perkins  
A.N. Deringer  
Mr. David Phelps