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-incommand (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

[FR Doc. 95–1745 Filed 1–23–95; 8:45 am] 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