

STATUS: This meeting will be closed to the public.

MATTERS TO BE CONSIDERED: Expedited Compliance.

PERSON TO CONTACT FOR INFORMATION: Mr. Fred Eiland, Information Officer, 202-523-4065.

Majorie W. Emmons,

Secretary to the Commission.

[FR Doc. 84-27660 Filed 10-16-84; 2:35 pm]

BILLING CODE 6715-01-M

7

FEDERAL MARITIME COMMISSION

TIME AND DATE: 9:00 a.m.—October 26, 1984.

PLACE: Hearing Room One—1100 L Street, NW., Washington, D.C. 20573.

STATUS: Open.

MATTERS TO BE CONSIDERED:

1. Docket No. 84-22: Actions to Address Conditions Unduly Impairing Access of U.S. Flag vessels to Ocean Trade Between Foreign Ports—Consideration of comments and proposed final rules.
2. Docket No. 84-23: Filing of Tariffs and Dual Rate Contract Systems in the Foreign Commerce of the United States—Consideration of comments and proposed final rules.

CONTACT PERSON FOR MORE

INFORMATION: Francis C. Hurney, Secretary (202) 523-5725.

Francis C. Hurney,
Secretary.

[FR Doc. 84-27592 Filed 10-15-84; 4:19 pm]

BILLING CODE 6730-01-M

8

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

TIME AND DATE: 10:00 a.m., Wednesday, October 24, 1984.

PLACE: Marriner S. Eccles Federal Reserve Board Building, C Street entrance between 20th and 21st Streets, NW., Washington, D.C. 20551.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

1. Proposed purchase of computer equipment within the Federal Reserve System.
2. Personnel actions (appointments, promotions, assignments, reassignments, and salary actions) involving individual Federal Reserve System employees.
3. Any items carried forward from a previously announced meeting.

CONTACT PERSON FOR MORE

INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board; (202) 452-3204. You may call (202) 452-3207, beginning

at approximately 5 p.m. two business days before this meeting, for a recorded announcement of bank and bank holding company applications scheduled for the meeting.

Dated: October 16, 1984.

James McAfee,

Associate Secretary of the Board.

[FR Doc. 84-27687 Filed 10-16-84; 8:45 am]

BILLING CODE 6210-01-M

9

INTERSTATE COMMERCE COMMISSION

TIME AND DATE: 9:00 a.m., Thursday, October 25, 1984.

PLACE: Hearing Room A, Interstate Commerce Commission, Building, 12th & Constitution Ave., NW., Washington, DC. 20423.

STATUS: Open Special Conference.

MATTER TO BE DISCUSSED: FY 1985 Budget.

CONTACT PERSON FOR MORE

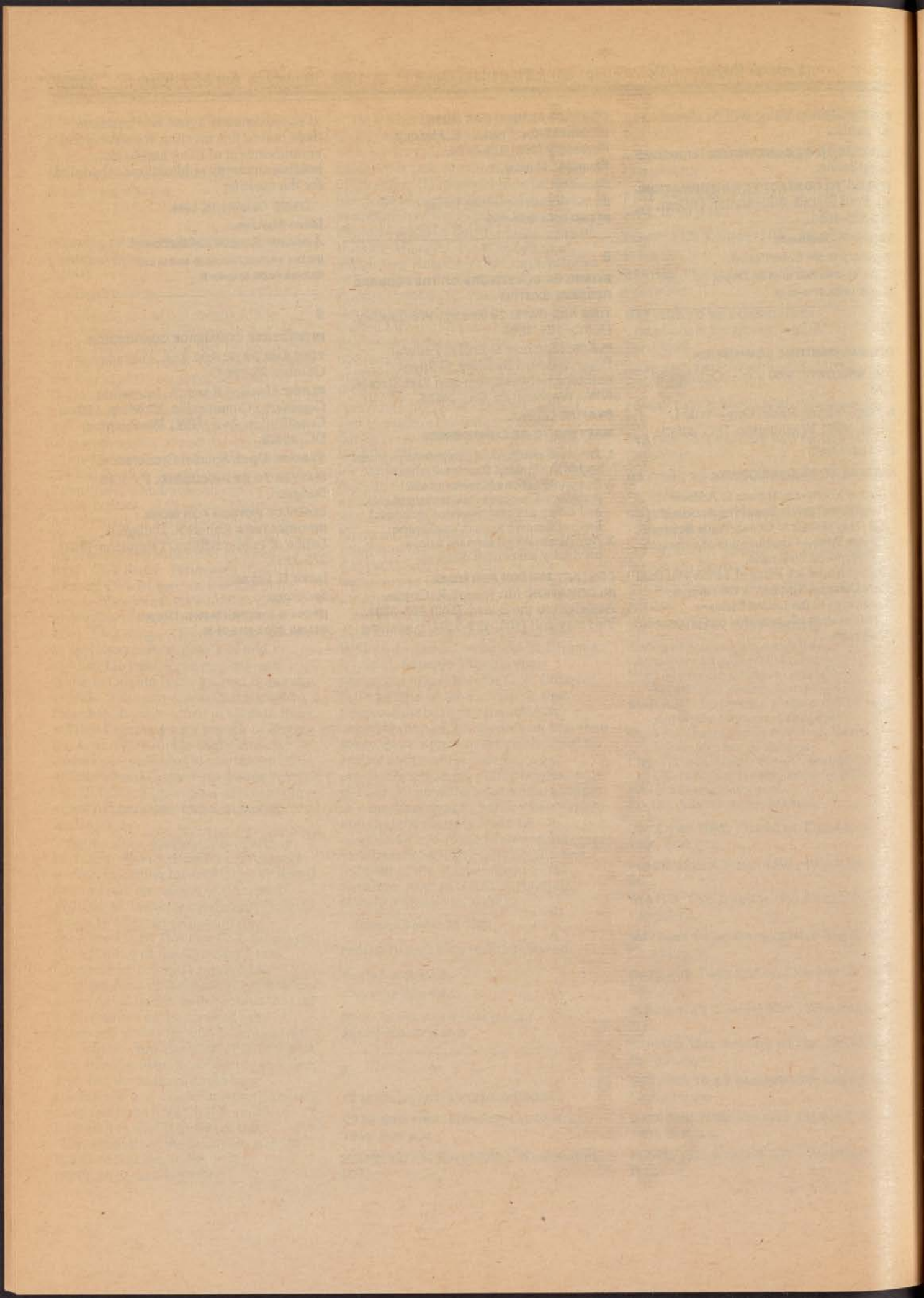
INFORMATION: Robert R. Dahlgren, Office of Public Affairs, Telephone: (202) 275-7252.

James H. Bayne,

Secretary.

[FR Doc. 84-27622 Filed 10-16-84; 12:05 pm]

BILLING CODE 7035-01-M



40 CFR Part 87

Thursday
October 18, 1984

Part II

**Environmental
Protection Agency**

40 CFR Part 87

**Control of Air Pollution From Aircraft
and Aircraft Engines; Exemptions for
Low Production Engines; Final Rule**

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 87

[AMS-FRL 2662-1]

Control of Air Pollution From Aircraft and Aircraft Engines; Exemptions for Low Production Engines

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: This action grants a petition submitted by the Aerospace Industries Association (AIA) on August 31, 1983, asking that the maximum annual production limit of 20 engines per year be eliminated from the low production engine provisions of the EPA aircraft engine emission standards (40 CFR Part 87.7(b)). This action would provide greater flexibility to manufacturers for scheduling engine production rates during the final years. Several unrelated minor revisions are also contained in this document to clarify the provisions in § 87.10.

DATE: This action is effective November 19, 1984.

ADDRESS: Material relevant to this action is contained in Public Docket A-83-39, located at the Central Docket Section (LE-131A), West Tower Lobby, 401 M Street SW., Washington, D.C., 20460. The docket is open to the public and may be inspected between 8:00 am and 4:00 pm on weekdays. A reasonable fee may be charged for copying services.

FOR FURTHER INFORMATION CONTACT: Mr. Richard S. Wilcox, Office of Mobile Sources, U.S. Environmental Protection Agency, 2565 Plymouth Road, Ann Arbor, Michigan 48105. Telephone: (313) 668-4390.

SUPPLEMENTARY INFORMATION:

I. Background

One provision of the EPA aircraft engine emissions standards, as amended on December 30, 1982, specified that engines produced in very low quantities could be exempted from compliance with the standards (§ 87.7(b)). Two criteria were established to determine whether an engine type qualifies for exemption, as follows:

(1) A maximum annual production rate after January 1, 1984 of 20 units covered by the same type certificate; and

(2) A maximum total production after January 1, 1984 of 200 units covered by the same type certificate.

On August 31, AIA submitted a petition which recommended that the annual production limit be eliminated,

because some low production engines are very likely to be ordered and built in quantities above 20 units per year during their last few production years, even though the total produced will not exceed 200. In response to a request from EPA for more complete information to support the petition, letters were submitted by three engine manufacturers, Rolls Royce, General Electric and General Motors. Copies of the AIA petition, the EPA letter requesting more information and the three responses from manufacturers are available in Public Docket A-83-39.

On June 22, 1984, EPA proposed (49 FR 25643) that the AIA petition be granted. The proposal explained that the air quality impact of eliminating the annual production limit would be negligible, while the benefits of greater flexibility for manufacturers to schedule engine production rates during the final years appeared to justify favorable consideration of the AIA petition.

The EPA proposal also contained minor revisions to the fuel venting applicability provisions of § 87.10, to more specifically identify the compliance requirements for various categories of in-use engines and to improve compatibility with the Federal Aviation Administration (FAA) enforcement regulations. In addition, several revisions to the test fuel specifications were proposed in response to reported difficulties in obtaining fuels meeting these specifications in some parts of the U.S. A letter from AIA which describes this problem and recommends appropriate changes is also available for review in Public Docket A-83-39.

II. Discussion of Issues

Five comments were received in response to the proposal and they will be discussed by subject.

A. Low Production Exemption Limit

The date for compliance with the EPA standards which are the subject of the AIA petition was January 1, 1984 and the standards have been enforced by the FAA since that time. Experience to date has indicated a need for more clarification of the intent of the "very low production" provisions of § 87.7(b).

The FAA asked whether it was intended that the 200 engine limit be an automatic upper limit for all engines meeting the low production criteria, no matter how many of any given type were actually scheduled to be built, or whether the award of a low production engine exemption should be for only the exact number of engines (up to 200) which can be identified in reasonably

firm plans to manufacture engines for either sales or inventory.

In response to this question, it should be emphasized that the 200 engine "very low production" engine limit was intended to relieve a manufacturer from the costs of developing and installing low emissions technology on engines whose estimated remaining production life is limited. The 200 engine maximum limit was estimated as a sales figure below which the costs of compliance with emissions standards could not be recovered without an exorbitant impact on engine selling price. This limit should not be misconstrued as a mechanism for granting manufacturers the option to build 200 additional non-complying engines of any type after the January 1, 1984 compliance date.

Therefore, EPA intends that the amended criterion for exemption of "very low production" engines be satisfied by the presentation of FAA of convincing documentation that some given number of engines (200 or less) represents an accurate estimate of the lifetime future production of engines covered by that application. The exact process for making such a request to FAA is defined in 14 CFR Parts 11, 21, 43, 45 and 91 (48 FR 56735). EPA expects that any exemption granted under the provisions of § 87.7(b) would apply to the number of engines determined by FAA to represent a reasonable estimate of the future production expectations for engines covered by an application. A manufacturer granted an exemption for some number of engines less than 200 would retain the prerogative to reapply at a later date for additional exemptions up to the 200 total, provided that he support his application with revised production forecasts which continue to show that the prospects for additional sales beyond that number are too poor to justify the costs of compliance with emission standards.

EPA recognizes that the projection of future sales for any product is an uncertain art and that such projections will continually change. FAA has asked for clarification of the situation in which an engine may qualify initially as a "very low production" engine and at a later date be found to have significantly improved prospects for future sales above the 200 limit. EPA believes that this situation would justify the incorporation of emission control technology and any further request for exemption for whatever reason should be based on the provisions of § 87.7(c), "Exemptions for New Engines in Other Categories", since the subject engine would no longer qualify as a "very low production" engine.

Another point needing clarification is whether only engines intended for commercial or general aviation use within the U.S. should apply towards the 200 engine limit or whether the total should include sales for all applications, such as engines sold for military or foreign service which are not subject to the U.S. emissions standards.

While the total number of engines produced for all types of applications may be a more accurate figure for many production planning purposes, the costs of compliance with emissions standards must be recovered in most cases from only those engines intended for the U.S. civil aviation market and which thereby incorporate low emissions technology. Therefore, EPA intends for the 200 engine maximum future production limit after January 1, 1984 to include only those engines manufactured for U.S. civil aviation sales and section 87.7(b) has been reworded to make this clear.

Additional comments were received from General Motors, Rolls Royce and Gulfstream Aerospace, all endorsing the proposal to grant the AIA petition.

B. Applicability of Fuel Venting Standard

No comments were received on the proposal to amend the wording of the fuel venting applicability provisions to improve compatibility with FAA's enforcement standards, which will be finalized as proposed.

C. Test Fuel Specifications

The AIA provided recommendations on this topic which differed from the EPA proposal only in the lower limit for "Naphthalenes". The existing lower limit was 1.0 percent by volume, consistent with the current EPA standard. This was unchanged in the proposal, although AIA recommended 0.3 percent by volume. Since naphthalenes content has some influence on engine smoke behavior, EPA is reluctant to reduce the lower limit to a value as low as 0.3, which is far below the naphthalenes levels of many commercial fuels. An examination was made of the most recent survey of jet fuel properties available to EPA, "Aviation Fuels, 1983", April, 1984, published by the National Institute for Petroleum and Energy Research. Of 53 samples of Jet A Aviation Turbine Fuel, only 7 fell below the 1.0 lower naphthalenes limit, while none exceeded the proposed new 3.0 upper limit. Therefore, EPA has concluded that fuels meeting the proposed new naphthalenes limits are reasonably available and in fact, the proposed 3.0 percent upper limit may have no controlling influence on test fuel

availability, since none of the samples approached or exceeded this level.

Comments by Rolls Royce suggested that the fuel specifications in several areas, including naphthalenes, need not be specified as both upper and lower limits when the influence of the particular fuel property on engine emissions is predictable. Rolls Royce suggested that the only limits which need to be specified are those designed to prevent the test fuel from causing engine emissions lower than would be characteristic of typical commercial fuels. It asserted that this can be accomplished by specifying either an upper or a lower limit for some fuel properties, but that both upper and lower limits were unnecessary. Accordingly, the commenter proposed that the upper limits for "Aromatics", "Kinematic viscosity", and "Naphthalenes" and the lower limit for "Smoke point" all be eliminated. This change would permit the use of a wider range of petroleum products as emission test fuels and reduce the need for segregated fuel storage at engine test facilities.

The Rolls Royce comments may well be valid, but their proposal to eliminate the fixed range of allowable values for some fuel properties is a departure from the basic concept that the EPA and International Civil Aviation Organization (ICAO) test fuel specifications should describe a typical, mid-range commercial fuel. EPA believes that this proposal should not be acted on without opportunity for public comment and discussion by other interested parties. Therefore, it will not be responded to as a part of this rulemaking action, but EPA will recommend that it be included as a discussion item at the next meeting of the ICAO Committee on Aircraft Engine Emissions to consider corrections and possible changes to the international standards.

Rolls Royce also recommended that the lower limits for "10% boiling point," "Final boiling point" and "Kinematic viscosity" be reduced below the values proposed. In the first two instances, the proposed Rolls Royce limits fall at or close to the low extremes shown by the distillation data in the report "Aviation Fuels" referenced earlier (the characteristics of commercial fuels available within the United Kingdom were not included in this survey). There is no information available to EPA to indicate that the commenter has been unable to locate fuels falling within the present specification limits and the new limits proposed would improve its flexibility in this respect. Nevertheless, EPA believes that the reduced

distillation limits proposed by Rolls Royce should not influence engine emissions significantly and would likely give it access to a wider range of potential test fuels, since it is understood that fuels marketed in the United Kingdom tend to be more volatile than those marketed in the U.S. Accordingly, the final rule will incorporate the lower distillation limits recommended by Rolls Royce.

However, the reduced viscosity suggested by Rolls Royce is of somewhat greater concern, since viscosity has a strong influence on fuel atomization behavior and since advances in fuel atomization have played a large part in the improvements in engine emissions which have been achieved by industry to date. Inasmuch as the other engine manufacturers have agreed on the viscosity limits proposed, EPA believes that this property should be finalized as proposed. In the event that Rolls Royce (or anyone else) has difficulty procuring fuels meeting the revised viscosity limits, a deviation from the test fuel specification can be requested from FAA.

A more detailed discussion of test fuel issues is presented in a supporting document to this rulemaking, which is available in Docket A-83-39.

III. Action

Accordingly, this rulemaking action will grant the AIA petition to eliminate the 20 engine maximum annual limit for engines qualifying for exemption under § 87.7(b) and clarify the intent of the expression "very low production engine". Section 87.10 on fuel venting applicability and § 87.61 covering fuel specifications for emission testing are revised as proposed, except for incorporation of the revised lower distillation limits recommended by Rolls Royce.

IV. Regulatory Analysis

Under Executive Order 12291, EPA must judge whether a regulation is "major" and therefore subject to the requirements for a Regulatory Impact Analysis. This rulemaking is not major because it will not result in adverse effects on the economy greater than \$100 million and because there are no discernible effects on competition, productivity, investment, employment or innovation. For these reasons, EPA has not prepared a formal Regulatory Impact Analysis.

This rulemaking has been sent to the Office of Management and Budget (OMB) for review pursuant to Executive Order 12291. Any comments from OMB

and any EPA responses thereto are in the public docket for this rulemaking.

V. Impacts on Reporting Requirements

This rule does not contain any information collection requirements subject to OMB review under the Paperwork Reduction Act of 1980, 44 U.S.C. 3501 *et seq.*

VI. Regulatory Flexibility Act

Under the Regulatory Flexibility Act, 5 U.S.C. 601 *et seq.*, EPA is required to determine when a regulation will have a significant effect on a substantial number of small entities so as to require a Regulatory Flexibility Analysis. This regulation should have no significant effect on small entities, since it affects only aircraft engines which are not manufactured by small businesses. Accordingly, I certify that this regulation will not have a significant impact on a substantial number of small entities. Therefore, no Regulatory Flexibility Analysis has been prepared.

List of Subjects in 40 CFR Part 87

Air pollution control, Aircraft engines.

Dated: October 9, 1984.

William D. Ruckelshaus,
Administrator.

Authority.—Sec. 321, 301(a), Clean Air Act as amended (42 U.S.C. 7571, 7601(a)).

PART 87—[AMENDED]

As set forth in the preamble, Part 87 of Title 40 of the Code of Federal Regulations is amended as follows:

1. Section 87.7 is amended by revising introductory text of paragraph (b) to read as follows:

§ 87.7 Exemptions.

(b) *Exemptions for very low production models.* The emissions standards of this part do not apply to engines of very low total production after the date of applicability. For the purpose of this part, "very low production" is limited to a maximum total production for United States civil aviation applications of no more than 200 units covered by the same type certificate after January 1, 1984.

2. Section 87.10 is revised to read as follows:

§ 87.10 Applicability.

(a) The provisions of this subpart are applicable to all new aircraft gas turbines of classes T3, T8, TSS and TF equal to or greater than 36 kilonewton rated output, manufactured on or after January 1, 1974, and to all in-use aircraft gas turbine engines of classes T3, T8, TSS and TF equal to or greater than 36 kilonewton rated output manufactured after February 1, 1974.

(b) The provisions of this subpart are also applicable to all new aircraft gas turbines of class TF less than 36 kilonewton rated output and class TP manufactured on or after January 1, 1975 and to all in-use aircraft gas turbines of class TF less than 36 kilonewton rated output and class TP manufactured after January 1, 1975.

3. Section 87.61 is revised to read as follows:

§ 87.61 Turbine fuel specifications.

For exhaust emission testing, fuel meeting the specifications listed below shall be used. Additives used for the purpose of smoke suppression (such as organometallic compounds) shall not be present.

Property and Allowable Range of Values

Specific gravity at 15 °C: 0.78–0.82.
Distillation temperature, °C: 10% boiling point, 160–201; final boiling point, 240–285.
Net heat of combustion, kJ/kg: 42,860–43,500.
Aromatics, volume %: 15–20.
Naphthalenes, volume %: 1.0–3.0.
Smoke point, mm: 20–28.
Hydrogen, mass %: 13.4–14.0.
Sulfur, mass %: less than 0.3%.
Kinematic viscosity at –20 °C, mm/s: 4.0–6.5.

[FR Doc. 84-27410 Filed 10-17-84; 8:45 am]

BILLING CODE 6560-50-M

Register

Thursday
October 18, 1984

Part III

Environmental Protection Agency

40 CFR Part 45

Training Assistance; Final Rule

40 CFR Part 46

Fellowship Assistance; Final Rule

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 45

[OA-FRL 2621-2(a)]

Training Assistance; Final Rule

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: This final rule revises the Environmental Protection Agency's (EPA) regulation at 40 CFR Part 45 governing the award and administration of EPA training assistance. The revisions are designed to ensure consistency with EPA's "General Regulation for Assistance Programs" and to reflect current EPA policies on training assistance awards.

DATE: This rule applies to all training assistance which EPA awards on or after October 18, 1984.

FOR FURTHER INFORMATION CONTACT: Richard A. Johnson, Grants Administration Division (PM-216), Environmental Protection Agency, 401 M Street SW., Washington, D.C., 20460 (202) 382-5296.

SUPPLEMENTARY INFORMATION: Part 45 establishes the policies and procedures for the award of training assistance by EPA. We have not updated the training assistance rule since October 20, 1977.

This document updates Part 45 and incorporates changes to EPA policies on training assistance awards. Since the revisions to this rule are largely technical in nature, we did not publish a proposed rule for public comment. The changes to the rule include:

Stipend Levels

In the previous rule, we had a dollar limit on the use of awarded funds for stipend amounts in any particular budget period and a dollar limit on the amount of an annual stipend. We deleted those levels from this rule in order to provide program offices the flexibility to make changes in the stipend levels based on program needs and funding levels without seeking a deviation from the rule.

Subpart B—Manpower Forecasting

EPA anticipated funding for manpower forecasting when the Agency was first established, therefore, we reserved Subpart B for the development of policies and procedures for manpower forecasting assistance agreements. Since no funds have been available for such agreements, and none is anticipated, we deleted the reference

to manpower forecasting in the title of this part and in the table of contents.

Consistency With 40 CFR Part 30, "General Regulation for Assistance Programs"

EPA published a final revision to 40 CFR Part 30 on September 30, 1983 (48 FR 45056). EPA revised this rule to make it consistent with the revised 40 CFR Part 30, "General Regulation for Assistance Programs," September 30, 1983.

Regulation Development

Under Executive Order 12291, EPA is required to make a judgement whether a regulation is "major" and, therefore, subject to the regulatory impact analysis requirements of the Order. We have determined that this rule is not "major" because it will not have a substantial impact on the Nation's economy or large numbers of individuals or businesses. There will be no major increases in costs or prices for consumers, individuals, industries, or Federal, State, or local governments. The rule was submitted to the Office of Management and Budget as required by Executive Order 12291.

Under the Paperwork Reduction Act of 1980, 44 U.S.C. 3501 et seq., the information provisions in this rule have been approved by the Office of Management and Budget (OMB clearance number 2010-0004).

List of Subjects in 40 CFR Part 45

Administrative practice and procedures, Environmental protection, Grant programs—environmental protection, Reporting and recordkeeping requirements.

Dated: October 3, 1984.

William D. Ruckelshaus,
Administrator.

Accordingly, title 40, Chapter I is amended by revising Part 45 to read as follows.

PART 45—TRAINING ASSISTANCE

- Sec.
- 45.100 Purpose and scope.
- 45.105 Authority.
- 45.110 Objectives.
- 45.115 Definitions.
- 45.120 Applicant eligibility.
- 45.125 Application requirements.
- 45.130 Evaluation of applications.
- 45.135 Supplemental conditions.
- 45.140 Budget and project period.
- 45.145 Allocability and allowability of costs.
- 45.150 Reports.
- 45.155 Continuation assistance.

Appendix A—Environmental Protection Agency Training Programs

Authority: Sec. 103 of the Clean Air Act, as amended (42 U.S.C. 7403), sec. 104(g), 109,

and 111 of the Clean Water Act, as amended (33 U.S.C. 1254(g), 1259, and 1261), secs. 7007 and 8001 of the Solid Waste Disposal Act, as amended (42 U.S.C. 6977 and 6981); sec. 1442 of the Safe Drinking Water Act, as amended (42 U.S.C. 300j-1).

§ 45.100 Purpose and scope.

This part establishes the policies and procedures for the award of training assistance by the Environmental Protection Agency (EPA). The provisions of this part supplement EPA's "General Regulation for Assistance Programs," 40 CFR Part 30.

§ 45.105 Authority.

The EPA is authorized to award training assistance under the following statutes:

- (a) Section 103 of the Clean Air Act, as amended (42 U.S.C. 7403);
- (b) Section 104(g), 109, and 111 of the Clean Water Act, as amended (33 U.S.C. 1254(g), 1259, and 1261);
- (c) Sections 7007 and 8001 of the Solid Waste Disposal Act, as amended (42 U.S.C. 6977 and 6981);
- (d) Section 1442 of the Safe Drinking Water Act, as amended (42 U.S.C. 300j-1).

§ 45.110 Objectives.

Assistance agreements are awarded under this part to support students through traineeships for occupational and professional training, and to develop career-oriented personnel qualified to work in occupations involving environmental protection and pollution abatement and control. Training assistance is available to:

- (a) Assist in developing, expanding, planning, implementing, and improving environmental training;
- (b) Increase the number of trained pollution control and abatement personnel;
- (c) Upgrade the level of occupational and professional training among State and local environmental control personnel;
- (d) Train people to train others in occupations involving pollution abatement and control; and
- (e) Bring new people into the environmental control field.

§ 45.115 Definitions.

The following definitions supplement the definitions in 40 CFR 30.200.

Stipend. Supplemental financial assistance, other than tuition and fees, paid directly to the trainee by the recipient organization.

Trainee. A student selected by the recipient organization who receives support to meet the objectives in § 45.110.

§ 45.120 Applicant eligibility.

Institutions, organizations, and individuals are eligible for EPA training awards as follows:

(a) *Clean Air Act*. Section 103(b)—Air pollution control agencies, public and nonprofit private agencies, institutions, organizations, and individuals. No award may be made under this Act to any private, profitmaking organization.

(b) *Clean Water Act*. (1) Section 104(b)(3)—State water pollution control agencies, interstate agencies, other public or nonprofit private agencies, institutions, organizations, and individuals. No award may be made to any private, profitmaking organization.

(2) Section 104(g)(3)(A)—Public or private agencies and institutions, and individuals.

(3) Sections 104(g)(1) and 104(g)(3)(C)—State and interstate agencies, municipalities, educational institutions and other organizations and individuals.

(4) Sections 109, 110, and 111—Institutions of higher education, or combinations of such institutions.

(c) *Solid Waste Disposal Act*. (1) Section 8001(a)—Public or private authorities, agencies, and institutions and individuals. No award may be made to any private, profitmaking organization.

(2) Section 7007(a)—State or interstate agencies, municipalities, educational institutions, and other organizations.

(d) *Safe Drinking Water Act*. Sections 1442(b) and 1442(d)—Public agencies, educational institutions, and other organizations. No awards may be made to profitmaking agencies or institutions.

§ 45.125 Application requirements.

Applicants must submit their requests for assistance on EPA Form 5700-12, "Application for Federal Assistance." Applicants must submit the original and two copies of the application to EPA. If the assistance agreement is to be awarded by EPA Headquarters, the applicant must send the application to the Environmental Protection Agency, Grants Administration Division, Grants Operation Branch (PM-216), 401 M Street SW., Washington, D.C. 20460. If the assistance agreement is to be awarded by an EPA Regional Office, the applicant must send the application to the appropriate Regional Office. (OMB clearance number 2010-0004.)

§ 45.130 Evaluation of applications.

(a) Consistent with 40 CFR 30.301, the appropriate EPA program office staff will review training applications in accordance with the following criteria:

(1) Relevance of proposal to Agency objectives, priorities, achievement of national goals and technical merit;

(2) Competency of the proposed staff in relation to the type of project proposed;

(3) Feasibility of the proposal;

(4) Adequacy of the applicant's resources available for the project;

(5) Amount of funds necessary for the completion of the project;

(b) In addition, awards under section 104(g)(1) of the Clean Water Act, are subject to the following criteria:

(1) Assessment of need for training in a State or municipality based on problems with existing wastewater treatment plants, such as violation of discharge permit conditions, and faulty or improper operation or maintenance.

(2) Need for operating training based on the number of wastewater treatment construction grants in the State.

§ 45.135 Supplemental conditions.

Training awards are subject to the following conditions:

(a) Trainees must be citizens of the United States, its territories, or possessions, or lawfully admitted to the United States for permanent residence.

(b) Recipients shall not require the performance of personal services by individuals receiving training as a condition for assistance.

(c) Trainees are entitled to the normal student holidays observed by an academic institution, or the holiday and vacation schedule applicable to all trainees at a nonacademic institution.

(d) Training awards may include a provision to pay stipends to trainees. Stipends must be paid under section 111 of the Clean Water Act consistent with prevailing practices under comparable federally supported programs.

(e) Training awards under section 111 of the Clean Water Act are subject to the following conditions:

(1) Recipients must obtain the following agreement in writing from persons awarded scholarships for undergraduate study of the operation and maintenance of treatment works:

I agree to enter and remain in an occupation involving the design, operation, or maintenance of wastewater treatment works for a period of two years after the satisfactory completion of my studies under this program. I understand that if I fail to perform this obligation I may be required to repay the amount of my scholarship.

(2) Recipients must take such action as may be reasonably required to enforce the condition in paragraph (e)(1). Recipients shall credit or pay EPA for any repayments.

§ 45.140 Budget and project period.

The budget and project periods for training awards may not exceed three years.

§ 45.145 Allocability and allowability of costs.

(a) Allocability and allowability of costs will be determined in accordance with 40 CFR 30.410.

(b) Costs incurred for the purchase of land or the construction of buildings are not allowable.

§ 45.150 Reports.

(a) Recipients must submit the reports required in 40 CFR 30.505.

(b) A draft of the final project report is required 90 days before the end of the project period. The recipient shall prepare the final projects report in accordance with the project officer's instructions, and submit the final project report within 30 days after the end of the project period.

§ 45.155 Continuation assistance.

To be eligible for continuation assistance, the recipient must:

(a) Demonstrate satisfactory performance during all previous budget periods;

(b) Include in the application a detailed progress report showing the progress achieved and explain special problems or delays, a budget for the new budget period, and a detailed work plan for the new budget period; and

(c) Submit a preliminary financial statement for the current budget period that includes estimates of the amount the recipient expects to spend by the end of the current budget period and the amount of any uncommitted funds which the recipient proposes to carry over beyond the term of the current budget period.

APPENDIX A—ENVIRONMENTAL PROTECTION AGENCY TRAINING PROGRAMS

	Administering office	
	Headquarters	Regional
Office of Air, Noise, and Radiation:		
Air Pollution Control Manpower Training Grants.	X	
Air Pollution Control—Technical Training.	X	
Office of Water:		
Water Pollution Control—Professional Training Grants.	X	X
Safe Drinking Water Professional Training Grants.	X	
Safe Drinking Water—Occupational Training.	X	
Office of Solid Waste and Emergency Response: Hazardous Waste Training.	X	

[FR Doc. 84-27408 Filed 10-17-84; 8:45 am]

BILLING CODE 6560-50-M