

	Percent
Businesses with credit available elsewhere .....	8.000
Businesses and non-profit organizations without credit available elsewhere .....	4.000
Others (including non-profit organizations) with credit available elsewhere .....	7.125
For Economic Injury	
Businesses and small agricultural cooperatives without credit available elsewhere .....	4.000

The number assigned to this disaster for physical damage is 277506. For economic injury the numbers are 851900 for Louisiana and 852000 for Mississippi.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: May 17, 1995.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 95-12892 Filed 5-24-95; 8:45 am]

BILLING CODE 8025-01-M

**[Declaration of Disaster Loan Area #2776]**

**Mississippi; Declaration of Disaster Loan Area**

As a result of the President's major disaster declaration on May 12, 1995, I find that Hancock, Harrison, and Pearl River Counties in the State of Mississippi constitute a disaster area due to damages caused by severe storms, tornadoes, and flooding beginning on May 8, 1995 and continuing. Applications for loans for physical damages may be filed until the close of business on July 10, 1995, and for loans for economic injury until the close of business on February 12, 1996, at the address listed below: U.S. Small Business Administration, Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308, or other locally announced locations. In addition, applications for economic injury loans from small businesses located in the contiguous counties of Forrest, Jackson, Lamar, Marion, and Stone in the State of Mississippi may be filed until the specified date at the above location.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere .....	8.000
Homeowners without credit available elsewhere .....	4.000
Businesses with credit available elsewhere .....	8.000

	Percent
Businesses and non-profit organizations without credit available elsewhere .....	4.000
Other (including non-profit organizations) with credit available elsewhere .....	7.125
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere .....	4.000

The number assigned to this disaster for physical damage is 277606 and for economic injury the number is 852000. (Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: May 17, 1995.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 95-12893 Filed 5-24-95; 8:45 am]

BILLING CODE 8025-01-17

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Approval of Noise Compatibility Program Bishop International Airport Flint, MI**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Bishop International Airport Authority, Michigan, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On March 1, 1993, the FAA determined that the noise exposure maps submitted by Bishop International Airport Authority under Part 150 were in compliance with applicable requirements. On July 25, 1994, the Assistant Administrator for Airports approved the Bishop International Airport noise compatibility program.

All but one of the recommendations of the program were approved; Noise Abatement Item 1b was disapproved pending submittal of additional information. The approved program consists of two (2) noise abatement measure and five (5) land use measures.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Bishop International Airport noise compatibility program is July 25, 1994.

**FOR FURTHER INFORMATION CONTACT:**

Ernest Gubry, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 313-487-7280. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:**

This notice announces that the FAA has given its overall approval to the noise compatibility program for Bishop International Airport, effective July 25, 1994.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating

safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to the FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

Bishop International Airport Authority submitted noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study (conducted from August 1988 through September 1993) to the FAA. The Bishop International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on March 1, 1993. Notice of this determination was published in the **Federal Register** on March 15, 1993.

The Bishop International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 1999. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on January 26, 1994, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained seven (7) proposed actions for noise mitigation. The FAA completed its review and determined that the

procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator for Airports effective July 25, 1994.

Outright approval was granted for all of the specific program elements with the exception of Item 1b, Development of SIDS and STARS (Standard Instrument Departure and Standard Arrival Procedures), which was disapproved pending submittal of additional information.

The approved items are:

#### *Noise Abatement Procedures*

- 1a. Voluntary Noise Abatement Procedures
2. Monitoring and Review of the Noise Exposure Maps/Noise Compatibility Plan Status

#### *Land Use Measures*

1. Land Acquisition and Relocation of Noise Impacted Mobile Homes
2. Easement Acquisition
3. Soundproofing and/or Climate Control for Locally Determined Qualified Compatible Residences
4. Airport Zoning/Overlay District
5. Real Estate Disclosure

These determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on July 25, 1994. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration,  
Detroit Airports District Office,  
Willow Run Airport, East, 8820 Beck  
Road, Belleville, Michigan 48111  
Bishop International Airport Authority,  
Bishop International Airport, G-3425  
W. Bristol Road, Flint, Michigan  
48507-3183

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Belleville, Michigan, May 11, 1995.

**Jack D. Roemer,**

*Acting Manager, Detroit Airports District Office, Great Lakes Region.*

[FR Doc. 95-12900 Filed 5-24-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Receipt of Revision to Noise Compatibility Program and Request for Review, Louisville International Airport, Louisville, KY**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the noise compatibility program that was submitted by the Regional Airport Authority of Louisville and Jefferson County (RAA) under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. The existing noise compatibility program was approved April 8, 1994. The proposed revision to the noise compatibility program will be approved or disapproved on or before November 13, 1995.

**DATES:** The effective date of the FAA's review of the revision to the noise compatibility program is May 17, 1995. The public comment period ends July 16, 1995.

**FOR FURTHER INFORMATION CONTACT:** Cynthia K. Wills, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; 901-544-3495. Comments on the proposed revision to the noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed revision to the noise compatibility program for Louisville International Airport which will be approved or disapproved on or before November 13, 1995. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposed for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the proposed revision to the noise compatibility program for Louisville International Airport, effective May 1, 1995. It was requested that the FAA review this material and that the noise mitigation measure proposed by the airport be approved as a revision to the noise compatibility program under Section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to