

Office Building, Washington, D.C. 20503.

Chuck Mierzwa,

Clearance Officer.

[FR Doc. 95-12082 Filed 5-16-95; 8:45 am]

BILLING CODE 7905-01-M

Agency Forms Submitted for OMB Review

SUMMARY: In accordance with the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Railroad Retirement Board has submitted the following proposal(s) for the collection of information to the Office of Management and Budget for review and approval.

Summary of Proposal(s)

(1) *Collection title:* Appeal under the Railroad Retirement and Railroad Unemployment Insurance Act.

(2) *Form(s) submitted:* HA-1.

(3) *OMB Number:* 3220-0007.

(4) *Expiration date of current OMB clearance:* July 31, 1995.

(5) *Type of request:* Revision of a currently approved collection.

(6) *Respondents:* Individuals or households.

(7) *Estimated annual number of respondents:* 1,650.

(8) *Total annual responses:* 1,650.

(9) *Total annual reporting hours:* 549.

(10) *Collection description:* Under Section 7(b)(3) of the Railroad Retirement Act and Section 5(c) of the Railroad unemployment Insurance Act, a person aggrieved by a decision on his or her application for an annuity or other benefit has the right to appeal to the RRB. The collection provides the means for the appeal action.

ADDITIONAL INFORMATION OR COMMENTS:

Copies of the form and supporting documents can be obtained from Chuck Mierzwa, the agency clearance officer (312-751-3363). Comments regarding the information collection should be addressed to Ronald J. Hodapp, Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611-2092 and the OMB reviewer, Laura Oliven (202-395-7316), Office of management and Budget, Room 10230, New Executive Office Building, Washington, DC 20503.

Chuck Mierzwa,

Clearance Officer.

[FR Doc. 95-12132 Filed 5-16-95; 8:45 am]

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SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area #2771]

Louisiana; Declaration of Disaster Loan Area

Allen and Avoyelles Parishes and the contiguous Parishes of Beauregard, Catahoula, Concordia, Evangeline, Jefferson Davis, LaSalle, Pointe Coupee, Rapides, St. Landry, Vernon, and West Feliciana in the State of Louisiana constitute a disaster area as a result of damages caused by severe storms and flooding which occurred on April 10-12, 1995. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on July 10, 1995 and for economic injury until the close of business on February 12, 1996 at the address listed below: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Ft. Worth, TX 76155, or other locally announced locations.

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
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 277106 and for economic injury the number is 851000.

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

Dated: May 10, 1995.

Cassandra M. Pulley,

Acting Administrator.

[FR Doc. 95-12117 Filed 5-16-95; 8:45 am]

BILLING CODE 8025-01-M

[Declaration of Disaster Loan Area #2772]

New York (and Contiguous Counties in Connecticut and New Jersey); Declaration of Disaster Loan Area

Westchester County and the contiguous counties of Bronx, Putnam, and Rockland in the State of New York; Fairfield County in the State of Connecticut; and Bergen County in the

State of New Jersey constitute a disaster area as a result of damages caused by a fire which occurred on April 25 in the City of Mount Vernon. Applications for loans for physical damages as a result of this disaster may be filed until the close of business on July 10, 1995 and for economic injury until the close of business on February 12, 1996 at the address listed below: U.S. Small Business Administration, Disaster Area 1 Office, 360 Rainbow Blvd. South, 3rd Floor, Niagara Falls, NY 14303, or other locally announced locations.

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
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 numbers assigned to this disaster for physical damage are 277205 for New York; 277305 for Connecticut; and 277405 for New Jersey. For economic injury the numbers are 851100 for New York; 851200 for Connecticut; and 851300 for New Jersey.

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

Dated: May 10, 1995.

Cassandra M. Pulley,

Acting Administrator.

[FR Doc. 95-12063 Filed 5-16-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular (AC) 23-XX-21, Small Airplane Certification Compliance Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of Proposed Advisory Circular (AC) 23-XX-21, and request for comments.

SUMMARY: This notice announces the availability of and request for comments on a proposed advisory circular (AC) which provides a compilation of acceptable means of compliance to

specifically selected sections of part 23 of the Federal Aviation Regulations (FAR) that have historically been deemed burdensome for small simple airplanes to show compliance. In general terms, a small simple airplane could be defined as non-turbine single engine, unpressurized, and under 4,000 pound maximum weight; however, applicability of these means of compliance remains the responsibility of the certification manager for each specific project. Utilization of these means of compliance does not affect the applicability of any other certification requirements that fall outside the scope of this AC. This material is neither mandatory nor regulatory in nature and does not constitute a regulation.

DATES: Comments must be received on or before July 17, 1995.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Standards Office, ACE-110, Small Airplane Directorate, Aircraft Certification Service, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Terre Flynn, Regulations and Policy Branch, ACE-111, at the address above, telephone number (816) 426-6941.

SUPPLEMENTARY INFORMATION: Any person may obtain a copy of this proposed AC by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**.

Comments Invited

Interested parties are invited to submit such written data, views, or arguments as they may desire. Commenters must identify the AC and submit comments to the address specified above. All communications received on or before the closing date for comments will be considered by the Standards Staff before issuing the final AC. Comments may be inspected at the Standards Office, ACE-110, Suite 900, 1201 Walnut, Kansas City, Missouri, between the hours of 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

Some industry and aviation organizations expressed concern that the typical means of compliance for some regulations might be more demanding than justified. As a consequence, industry, aviation groups, and the FAA formed a team to investigate the issue. Historical files, Designated Engineering Representatives (DER's), Aircraft Certification Offices (ACO's), and industry were used to determine target regulations and provide known means of compliance.

This AC is a compilation of the study results, listing the regulations and attendant means of compliance that offered an improvement in certification efficiency. The listed means of compliance have been found acceptable and historically successful, but they are not the only methods which can be used to show compliance. In some cases, highly sophisticated airplanes may require more accurate or substantial solutions.

Issued in Kansas City, Missouri, on May 9, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-12158 Filed 5-16-95; 8:45 am]

BILLING CODE 4910-13-M

Second Public Hearing on the Draft Environmental Impact Statement for the Proposed Master Plan Update at Seattle-Tacoma International Airport, Seattle, Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Draft Environmental Impact Statement, Notice of Second Public Hearing.

SUMMARY: The FAA and the Port of Seattle (owner of the airport), as joint lead agencies, announce that a second Public Hearing will be held concerning the proposed Master Plan Update alternatives. The second Public Hearing will be held from 6:00 PM to 10:00 PM on Wednesday, June 14, 1995, at the Calvary Lutheran Church, 2415 S. 320th Street, Federal Way, Washington. The purpose of the Hearing is to consider the economic, social, and environmental effects of the proposed Master Plan Development. The public will be afforded the opportunity to present oral testimony and/or written testimony pertinent to the intent of the hearing. Individuals wishing to testify can obtain a pre-reserved testimony slot by calling the FAA at (206) 431-4993. The first half-hour of each hour of the Hearing will be allocated to pre-reserved testimony. Testimony from a group or agency representative will be limited to 5 minutes. All others will be given 3 minutes. Additional comments should be submitted no later than August 3, 1995, to Mr. Dennis Ossenkop, ANM-611, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, S.W., Renton, WA 98055-4056.

Any person desiring to review the Draft Environmental Impact Statement may do so during normal business hours at the following locations:

Federal Aviation Administration, Airports Division Regional Office, Room 540, 1601 Lind Avenue, S.W., Renton, Washington
 Port of Seattle, Aviation Planning, Terminal Building, 3rd Floor, Room 301, Sea-Tac Airport, Seattle, Washington
 Port of Seattle, Second Floor Bid Counter, Pier 69, 2711 Alaskan Way, Seattle, Washington
 Boulevard Park Library, 12015 Roseberg, South, Seattle, Washington
 Beacon Hill Library, 2519 15th Ave. South, Seattle, Washington
 Burien Library, 14700-6th, S.W., Burien, Washington
 Des Moines Library, 21620-11th, South, Des Moines, Washington
 Federal Way Library, 34200-1st, South, Federal Way, Washington
 Foster Library, 4205 South 142nd, Tukwila, Washington
 Seattle Library, 1000-4th Avenue, Seattle, Washington
 Tacoma Public Library, 1102 Tacoma Avenue, South, Tacoma, Washington
 University of Washington, Suzallo Library, Government Publications, Seattle, Washington
 Valley View Library, 17850 Military Road, South, SeaTac, Washington

Issued in Renton, Washington on May 10, 1995.

David A. Field,

Acting Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

[FR Doc. 95-12159 Filed 5-16-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Marietta, Washington County, Ohio

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed bridge replacement project in Marietta, Washington County, Ohio.

FOR FURTHER INFORMATION CONTACT: Mr. Herman Rodrigo, Planning and Program Development Manager, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone (614) 469-5877.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation and the Washington County Engineer will prepare an environmental impact statement (EIS) on a proposal to replace