

	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