The following areas have been determined to be adversely affected by the disaster:
Primary Parish
Lafayette.
Contiguous Parishes
Louisiana
Acadia, Iberia, Saint Landry, Saint Martin, Vermilion.
The Interest Rates are:

<table>
<thead>
<tr>
<th></th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Physical Damage:</td>
<td></td>
</tr>
<tr>
<td>Homeowners With Credit Available Elsewhere</td>
<td>3.750</td>
</tr>
<tr>
<td>Homeowners Without Credit Available Elsewhere</td>
<td>1.875</td>
</tr>
<tr>
<td>Businesses With Credit Available Elsewhere</td>
<td>6.000</td>
</tr>
<tr>
<td>Businesses Without Credit Available Elsewhere</td>
<td>4.000</td>
</tr>
<tr>
<td>Non-Profit Organizations With Credit Available Elsewhere</td>
<td>3.125</td>
</tr>
<tr>
<td>Non-Profit Organizations Without Credit Available Elsewhere</td>
<td>3.000</td>
</tr>
<tr>
<td>For Economic Injury:</td>
<td></td>
</tr>
<tr>
<td>Businesses &amp; Small Agricultural Cooperatives Without Credit Available Elsewhere</td>
<td>4.000</td>
</tr>
<tr>
<td>Non-Profit Organizations Without Credit Available Elsewhere</td>
<td>3.000</td>
</tr>
</tbody>
</table>

The number assigned to this disaster for physical damage is 13074B and for economic injury is 130750.
The State which received an EIDL Declaration # is Louisiana.
(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Karen G. Mills,
Administrator

The number assigned to this disaster for physical damage is 13074B and for economic injury is 130770.
The States which received an EIDL Declaration # are Louisiana and Texas.
(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Karen G. Mills,
Administrator.
FAA Actions: FAA and, where applicable, block grant state personnel will begin working with airport sponsors interested in and eligible for the exemption prescribed under Section 813 of Public Law 112–95 to develop a proposed five-year capital improvement program inclusive of the items identified in the sponsor submission application, as set forth in FAA’s Compliance Guidance Letter 2012–01 and Appendix B–1. At such time when the airport sponsor submits its application, the local FAA office will ensure the proposed five-year capital improvement program meets the statutory mandates required. The local FAA office also will ensure the airport sponsor’s application includes the required agreements and conditions. The local FAA office will forward the sponsor’s application to the appropriate regional FAA office. The regional FAA office will notify the airport sponsor if the “application and requisite supporting documentation” meet the statutory requirements. This notice commences FAA’s 90-day clock to provide a determination on revenue exemption under this provision.

For more details regarding FAA’s internal procedures, see FAA’s Compliance Guidance Letter 2012–01 and appendices, which may be found at: http://www.faa.gov/airports/airport_compliance/mineral_revenue.

Issued in Washington, DC, on May 16, 2012.

Randall S. Fiertz,
Director, Office of Airport Compliance and Management Analysis.

[FR Doc. 2012–12375 Filed 5–21–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Sec. 221 Public Private Partnerships

Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of meeting.

SUMMARY: The FAA is conducting a public meeting on May 30 to seek initial input from interested stakeholders about program design and implementation of an equipage incentives program for commercial aircraft and general aviation to equip their aircraft with Next Generation Air Transportation (NextGen) capabilities, pursuant to the FAA’s Modernization and Reform Act of 2012 (sec. 221). The statute requires that such a program be based on public-private partnership (PPP) principles and maximize the use of private sector capital. The purpose of this meeting is to serve as an information sharing session. The FAA is interested in engaging stakeholders and potential public-private partners in the process of developing an effective public-private partnership equipage incentive program.

This notice is for the initial meeting. A subsequent meeting will be planned within 90 days of the May 30 meeting after FAA has assessed stakeholder comments and feedback and further solidified its policy on how to implement a PPP equipage incentive program.

FOR FURTHER INFORMATION CONTACT: Ann Tedford, Office of Finance and Management: Telephone (202) 267–8930; Email: 9-AWA-APO-NextGenIncentives@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA Modernization and Reform Act of 2012 granted authority for the Secretary of Transportation to establish an equipage incentive program to equip US registered aircraft operating in the National Airspace System (NAS) in the interest of achieving NextGen capabilities. The authority states a loan guarantee program could be established either using appropriated funds or by fees and premiums. The FAA is working to understand what options exist for establishing the most effective program possible even if it receives no additional appropriations to fund the incentive. In addition, the FAA must have the authority to enter into a loan guarantee program recognized in an appropriations Act in accordance with the Federal Credit Reform Act of 1990.

The goal for an equipage program would be to encourage deployment of NextGen capable aircraft in the NAS sooner than would have occurred otherwise. Specifically, FAA would aim to increase the speed of adoption of base levels of NextGen equipage (equipage bundles), which will accelerate delivery of NextGen benefits by reducing the time of mixed equipage operations. The FAA is examining various methods of reducing the Government’s risk and determining the extent of industry interest in the program, but we need more information for our analysis. The May 30 meeting is therefore intended to share FAA’s preliminary thinking and seek industry feedback about what factors are beneficial to the various stakeholders, if such a program were to be created.