

New York and Bennington and Windham Counties in Vermont constitute a disaster area as a result of damages caused by a fire in the Town of Great Barrington which occurred on February 22, 1997. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on May 30, 1997 and for economic injury until the close of business on December 31, 1997 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 1 Office, 360 Rainbow Boulevard South, 3rd Floor, Niagara Falls, NY 14303.

The interest rates are:

|   | Percent |
|---|---------|
| <i>For Physical Damage:</i>   |         |
| Homeowners With Credit Available Elsewhere .....                                      | 7.625   |
| Homeowners Without Credit Available Elsewhere .....                                   | 3.875   |
| 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 .....     | 7.250   |
| <i>For Economic Injury:</i>   |         |
| Businesses And Small Agricultural Cooperatives Without Credit Available Elsewhere ... | 4.000   |

The numbers assigned to this disaster for physical and economic injury damage are 294105 and 944600 for Massachusetts, 294205 and 944700 for Connecticut, 294305 and 944800 for New York, and 294405 and 944900 for Vermont.

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

Dated: March 31, 1997.

**Aida Alvarez,**  
Administrator.

[FR Doc. 97-8983 Filed 4-8-97; 8:45 am]

BILLING CODE 8025-01-P

## SMALL BUSINESS ADMINISTRATION

### [Declaration of Disaster #2937, Amdt. 3]

#### State of Tennessee

In accordance with a notice from the Federal Emergency Management Agency, dated March 24, 1997, the above-numbered Declaration is hereby amended to establish the incident period for this disaster as beginning on February 28, 1997 and continuing through March 24, 1997.

All other information remains the same, i.e., the termination date for filing applications for physical damage is May

6, 1997, and for loans for economic injury the deadline is December 8, 1997.

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

Dated: March 31, 1997.

**Bernard Kulik,**  
Associate Administrator for Disaster Assistance.

[FR Doc. 97-8982 Filed 4-8-97; 8:45 am]

BILLING CODE 8025-01-P

## SMALL BUSINESS ADMINISTRATION

### Interest Rates

The Small Business Administration publishes an interest rate called the optional "peg" rate (13 CFR 120.214) on a quarterly basis. This rate is a weighted average cost of money to the government for maturities similar to the average SBA direct loan. This rate may be used as a base rate for guaranteed fluctuating interest rate SBA loans. This rate will be 6<sup>5</sup>/<sub>8</sub> percent for the April-June quarter of FY 97.

Pursuant to 13 CFR 120.932, the maximum legal interest rate for a commercial loan which funds any portion of the cost of a project (see 13 CFR 120.801) shall be the greater of 6% over the New York prime rate. The initial rate for a fixed rate loan shall be the legal rate for the term of the loan.

**Jane Palsgrove Butler,**

Acting Associate Administrator for Financial Assistance.

[FR Doc. 97-8979 Filed 4-8-97; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent to Request Renewal From the Office of Management and Budget (OMB) of Current Public Collections of Information

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on six currently approved public information collections which will be submitted to OMB for renewal. **DATES:** Comments must be received on or before June 9, 1997.

**ADDRESSES:** Comments on any of these collections may be mailed or delivered to the FAA at the following address: Ms. Judith Street, Room 612, Federal Aviation Administration, Corporate Information Division, ABC-100, 800

Independence Ave., SW., Washington, DC 20591.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Judith Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on any of the current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following are short synopses of the six, currently approved public information collection activities, which will be submitted to OMB for review and renewal:

1. 2120-0033, Representatives of the Administrator, FAR 183. Title 49, U.S.C., Section 44702, authorizes appointment of properly qualified private persons to be representatives of the Administrator for examining, testing, and certifying airmen for the purpose of issuing them airmen certificates. The information collected is used to determine eligibility of the representatives. There is an estimate of 8,500 respondents who will take an hour or less to prepare the appropriate application form for the job for which they are applying. This submission will no longer cover the application for airmen medical examiners since that reporting burden now has its own OMB control number of 2120-0604.

2. 2120-0045, Bird Strike Incident/Ingestion Report. Bird strike data are collected to develop standards and monitor hazards to aviation. Data identify bird strike control requirements and provide in-service data on aircraft component failure. We estimate 2000 incident reports annually at approximately 5 minutes per report.

3. 2120-0557, Passenger Facility Charge (PFC) Program. The Aviation Safety and Capacity Expansion Act of 1990 (Pub. L. 101-508) authorizes airports to impose passenger facility charges. FAR Part 158 recordkeeping/reporting requirements affect two groups of respondents—air carriers and public agencies. It is estimated that there will be 100 respondents and the total would be 50,000 hours annually.

4. 2120-0559, FAA Research and Development Grants. The FAA Aviation Research and Development Grants Program establishes uniform policies and procedures for the award and administration of research grants to colleges, universities, not-for-profit organizations, and profit organizations for security research. This program implements OMB Circular A-110,

Public Law 101-508, Section 9205, 9208 and Public Law 101-604, Section 107(d). We estimate that we will have 200 respondents per year for an average of 2800 burden hours.

5. 2120-0563, Notice and Approval of Airport Noise and Access Restrictions—Part 161. The Airport Noise and Capacity Act of 1990, Public Law 101-508, mandates the formulation of a national noise policy. One part of that mandate is the development of a national program to review noise and access restrictions on the operation of State 2 and Stage 3 aircraft. Respondents are airport operators proposing voluntary agreements and/or mandatory restrictions on Stage 2 and Stage 3 aircraft operations and aircraft operators that request reevaluation of a restriction. There is an estimated 18 respondents with an average annual burden of 32,000 hours.

6. 2120-0585, Flight Attendant Duty Limitations and Rest Requirements. This is a recordkeeping requirement on air carriers operating under parts 121, 125, and 135. The recordkeeping will enable the Administrator of the FAA to verify that each airline is in compliance with the flight attendant duty/rest regulations. The information is used to ensure that flight attendants receive sufficient rest to perform safety duties onboard airplanes. There is an estimated 180 affected air carriers for a total recordkeeping burden of approximately 104,000 hours annually.

Issued in Washington, DC., on April 3, 1997.

**Steve Hopkins,**

*Manager, Corporate Information Division, ABC-100.*

[FR Doc. 97-9127 Filed 4-8-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Revision No. 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport, Palm Springs, CA

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on Revision No. 1 to the Approved Noise Compatibility Program for the Palm Springs Regional Airport, submitted by the city of Palm Springs, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193)

(hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and non federal responsibilities in Senate Report No. 96-52 (1980). On November 28, 1994, the FAA determined that the Noise Exposure Maps, submitted by the city of Palm Springs, California under 14 CFR part 150, were in compliance with applicable requirements. On July 25, 1995, the Associate Administrator for Airports approved the Noise Compatibility Program for Palm Springs Regional Airport. On March 19, 1997, the Associate Administrator for Airports approved Revision Number 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport. One (1) additional measure to the approved program was approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Noise Compatibility Program for Palm Springs Regional Airport is March 19, 1997.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, PO Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone 310/725-3615, Street Address: 15000 Aviation Boulevard, Room 3012, Hawthorne, California 90261. 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 Revision No. 1 to the Approved Noise Compatibility Program for Palm Springs Regional Airport, effective March 19, 1997. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after 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 non compatible land uses and prevention of additional non compatible 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

sponsor 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 non compatible 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 navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to 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 implementation 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 under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The city of Palm Springs, California submitted to the FAA on March 3, 1994, the Noise Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study conducted from September 23, 1993 through July 18, 1995. The Palm Springs Regional Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on November 28, 1994. Notice of this determination