

remaining years of the intermediary's participation in the program.

* * * * *

6. Section 122.61-9 is amended by adding a new third sentence in paragraph (a), by revising paragraph (b)(1), and by adding a new sentence at the end of paragraph (b)(2) to read as follows:

§ 122.61-9 SBA grant to intermediary for marketing, management, and technical assistance.

(a) *General.* * * * Each intermediary is authorized to expend up to 15% of any SBA grant funds to provide information and technical assistance to small business concerns that are prospective borrowers under this program. * * *

(b) *Amount of grant.* (1) Subject to the requirement of paragraph (b)(2) of this section, and the availability of appropriations, each intermediary under this program shall be eligible to receive a grant equal to 25% of the outstanding balance of loans made to it by SBA. If an intermediary provides no less than 25% of its loans to small business concerns located in or owned by one or more residents of an economically distressed area, it shall be eligible to receive an additional grant from SBA equal to 5% of the outstanding balance of SBA loans made to the intermediary (with no obligation to match this additional amount).

(2) * * * This requirement for an intermediary contribution is inapplicable if the intermediary provides at least 50% of its loans to small business concerns located in or owned by one or more residents of an economically distressed area.

* * * * *

7. A new § 122.61-13 is added to read as follows:

§ 122.61-13 SBA guaranteed loans to intermediaries.

(a) *General.* For up to 10 intermediaries in urban areas and 10 intermediaries in rural areas, SBA may guarantee not less than 90 percent nor more than 100 percent of a loan made by a for-profit or non-profit entity or by an alliance of such entities.

(b) *Maturity and repayment.* Any SBA guaranteed loan made to an intermediary under this section shall have a maturity of 10 years. During the first year of the loan, interest shall accrue, but the intermediary shall not be required to repay any interest or principal. During the second through fifth years of the loan, the intermediary shall pay interest only. During the sixth through tenth years of the loan, the intermediary shall make interest

payments and fully amortize the principal.

(c) *Interest rate.* The interest rate on an SBA guaranteed loan to an intermediary shall be calculated as set forth in § 122.61-6.

(d) *Termination of SBA authority to guarantee.* The authority of SBA to guarantee loans to intermediaries under this § 122.61-13 shall terminate on September 30, 1997.

Dated: July 26, 1995.

Philip Lader,
Administrator.
[FR Doc. 95-27155 Filed 11-1-95; 8:45 am]
BILLING CODE 8025-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-ANM-18]

Proposed Establishment of Class E Airspace; Baker, Montana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Baker, Montana, Class E airspace. This action is necessary to accommodate a new instrument approach procedure at Baker Municipal Airport, Baker, Montana.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: James C. Frala, System Management Branch, ANM-535/A, Federal Aviation Administration, Docket No.95-ANM-18, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On September 13, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Baker, Montana, to accommodate a new instrument approach procedure at Baker Municipal Airport (60 FR 47503). Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

This action is the same as the proposal except for an error (corrected herein) in the location of the Bowman Municipal Airport in Montana rather than North Dakota. The coordinates for this airspace docket are based on North

American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations establishes Class E airspace at Baker, Montana. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the FAA amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 14 CFR 11.69

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

* * * * *

ANM MT E5 Baker, MT [New]
Baker Municipal Airport, MT
(Lat. 46°20'52" N, long. 104°15'34" W)

That airspace extending upward from 700 feet above the surface within a 8.9-mile

radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°29'00" N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40" W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°49'30" N, long. 103°37'30" W; to lat. 45°53'50" N, long. 103°34'30" W; to lat. 46°10'50" N, long. 103°56'00" W; to lat. 46°04'20" N, long. 104°10'45" W; to the point of beginning; excluding that portion within the Bowman Municipal Airport, ND, 1,200-foot Class E airspace area.

* * * * *

Issued in Seattle, Washington, on October 19, 1995.

Richard E. Prang,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95-27226 Filed 11-1-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASW-1]

Alteration of VOR Federal Airway V-234

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule will realign Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM. Currently, V-234 has a dogleg between those two points and this action realigns that segment as a direct route. V-234, when originally established as a nonradar route, required the dogleg to provide lateral separation from other aircraft on adjacent airways. Radar coverage has been established to cover this segment of the airway, and the necessity for the dogleg no longer exists. This action will be beneficial to the users of the air traffic control (ATC) system.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9295.

SUPPLEMENTARY INFORMATION:

History

On May 20, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to realign Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM, (59 FR 26465). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations realigns Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM. Currently, V-234 has a dogleg between those two points and this action will realign that segment as a direct route. V-234 was originally established as a nonradar route, and required the dogleg to provide lateral separation from other aircraft on adjacent airways. Since this area is now covered by radar, the dogleg is no longer necessary. This action will be beneficial to the users of the ATC system.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-234 [Revised]

From St. Johns, AZ, via INT St. Johns 085° and Albuquerque, NM, 229° radials; Albuquerque; INT Albuquerque 103° and Anton Chico, NM, 249° radials; Anton Chico; Dalhart, TX; Liberal, KS; 32 miles, 74 miles, 65 MSL, Hutchinson, KS; Emporia, KS; Butler, MO; Vichy, MO; INT Vichy 091° and Centralia, IL, 253° radials; Centralia. The airspace at and above 8,000 feet MSL between Vichy and the INT of Vichy 091° and St. Louis, MO, 171° radials is excluded during the time that the Meramec MOA is activated by NOTAM.

* * * * *

Issued in Washington, DC, on October 26, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-27227 Filed 11-1-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 108

[Docket No. 26763; Amendment No. 108-12]

RIN 2120-AE14

Unescorted Access Privilege

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document contains a minor correction to a final rule published Tuesday, October 3, 1995 (60 FR 51854). This final rule requires airport operators and air carriers to conduct an employment investigation and disqualify individuals convicted of certain enumerated crimes from having, or being able to authorize others to have, unescorted access privileges to a