

debenture are used to fund loans to eligible small business concerns (“504 loans”). 15 U.S.C. 697(a). The Small Business Act and the Small Business Investment Act mandate that all guaranteed loans provided by the SBA to small business concerns (SBCs) must have a reasonable assurance of ability to repay. See 15 U.S.C. 636(a) (6) and 687(f); see also 13 CFR 120.150. The information collections described below—SBA Form 1244 and SBA Form 2450—are part of the application process for a 504 loan. SBA is proposing to make changes to Form 2450 to remove duplicative questions as well as questions that are no longer applicable to the 504 Loan Program.

**Solicitation of Public Comments**

Comments may be submitted on (a) whether the collection of information is necessary for the agency to properly perform its functions; (b) whether the burden estimates are accurate; (c) whether there are ways to minimize the burden, including through the use of automated techniques or other forms of information technology; and (d) whether there are ways to enhance the quality, utility, and clarity of the information.

**Summary of Information Collections**

(1) *Title:* Application for Section 504 Loan

*Description of Respondents:* Small Business Concerns applying for a Section 504 loan and Certified Development Companies.

*Form Number:* SBA Form 1244 collects information that is used to determine the creditworthiness and repayment ability of the small business concern and its eligibility for SBA financial assistance; as well as the terms and conditions of the 504 loan. Form 1244 is also used by CDCs to request SBA’s guarantee on the debenture. SBA Form 2450 is the Eligibility Checklist used to document the 504 loan’s eligibility based on program requirements. These forms are used by CDCs to request SBA’s guarantee on each debenture.

*Estimated Annual Respondents:* 7,760.

*Estimated Annual Responses:* 7,760.

*Estimated Annual Hour Burden:* 18,614.

**Curtis B. Rich,**  
*Management Analyst.*

[FR Doc. 2014-25821 Filed 10-29-14; 8:45 am]

**BILLING CODE 8025-01-P**

**SMALL BUSINESS ADMINISTRATION**

**[Disaster Declaration #14165 and #14166]**

**Hawaii Disaster #HI-00032**

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Notice.

**SUMMARY:** This is a notice of an Administrative declaration of a disaster for the State of Hawaii dated 10/22/2014.

*Incident:* Tropical Storm Iselle.  
*Incident Period:* 08/07/2014 through 08/09/2014.

*Effective Date:* 10/22/2014.  
*Physical Loan Application Deadline Date:* 12/22/2014.

*Economic Injury (EIDL) Loan Application Deadline Date:* 07/22/2015.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW., Suite 6050, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the Administrator’s disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

*Primary Counties:* Hawaii.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Credit Available Elsewhere .....	4.125
Homeowners Without Credit Available Elsewhere .....	2.063
Businesses With Credit Available Elsewhere .....	6.000
Businesses Without Credit Available Elsewhere .....	4.000
Non-Profit Organizations With Credit Available Elsewhere ...	2.625
Non-Profit Organizations Without Credit Available Elsewhere .....	2.625
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere .....	4.000
Non-Profit Organizations Without Credit Available Elsewhere .....	2.625

The number assigned to this disaster for physical damage is 141658 and for economic injury is 141660.

The State which received an EIDL Declaration # is Hawaii.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: October 22, 2014. \_

**Maria Contreras-Sweet,**  
*Administrator.*

[FR Doc. 2014-25826 Filed 10-29-14; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Industry Meeting**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is hosting a public meeting for the Aircraft Access to System Wide Information Management (AAtS) Phase 2 Working Group. The Working Group Meeting will be a forum for discussions regarding the operational needs for a capability such as AAtS. This meeting is not a precursor to a request for proposal (RFP) or request for offer (RFO). The FAA is not seeking or accepting unsolicited proposals.

**DATES:** The public meeting will be held on November 17, 2014, from 1:00 p.m. to 4:00 p.m.

**ADDRESSES:** The public meeting will be held at The MITRE Corporation, MITRE-1 Building (H), 7525 Colshire Drive, McLean, VA 22102.

**FOR FURTHER INFORMATION CONTACT:** Biruk Abrahams, ANG-C53, Operational Improvements Portfolio Branch, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-8816; email: *Biruk.Abraham@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA’s System Wide Information Management (SWIM) program is one of seven transformational programs of the NextGen portfolio. SWIM utilizes a Service Oriented Architecture (SOA) to exchange aviation data and services without the restrictive, time consuming and expensive process of developing unique interfaces for the multitude of systems and equipment used by the National Airspace System (NAS).

The Aircraft Access to SWIM (AAtS) initiative provides a global extension of the NAS SOA to aircraft using air to ground network services, selected and funded by aircraft operators, exchanging data between aircraft and the NAS. The AAtS capabilities established in Phase 1 are significant in that near real-time

NAS data is now available to support strategic and tactical traffic management and flight operations up to, but not including, those uses directly affecting aircraft trajectories. Through AAtS, aircraft are provided a means to connect to a collection of common aeronautical, meteorological, and traffic management information sources from multiple services including the FAA, National Weather Service (NWS), Department of Homeland Security (DHS), and airports, creating a shared and globally interoperable aviation information environment.

Phase 2 of the AAtS initiative facilitates a common information environment supporting flight crew involvement in the collaborative decision making process even further. AAtS will not implement a specific infrastructure for the creation of the service link to the aircraft. The AAtS Demonstrations and Concept development teams will define a set of operational and technical recommendations to be used as guidance to drive infrastructure development. Furthermore, AAtS provides information which is non-critical only.

The AAtS Phase 2 Working Group Meeting will be a forum for discussions regarding the operational needs for a capability such as AAtS. Questions to be answered in the next phase of AAtS activities include: What information is needed for a more successful operation, how the information is used, and what information could the operator provide back to the FAA for other operators to base decisions upon. Individuals attending the meeting will have an opportunity to participate in AAtS Working Group discussions involving Title 14 Code of Federal Regulation parts 121, 135 and 91 Operational demonstrations with an Electronic Flight Bag application as well as developmental discussions regarding AAtS utility in defining, updating, and manipulating trajectories. Participant insight is valuable in progressing AAtS IP Data Link capabilities into a bi-directional exchange of data between ground to ground and air to ground operational functionality.

#### Registration

To attend the meeting, participants must register via email by close of business day Wednesday, November 12, 2014. In accordance with security procedures, participants must provide the following information to [Katelyn@jma-solutions.com](mailto:Katelyn@jma-solutions.com): Full Name, Company, Phone Number, and U. S. Citizen (Y/N).

Issued in Washington, DC, on October 27, 2014.

**Paul Fontaine,**

*Director, NextGen Advanced Concepts & Technology Development.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0134, Notice No. 14-04]

#### Safety Advisory: Packaging and Handling Ebola Virus Contaminated Infectious Waste for Transportation to Disposal Sites

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Safety Advisory Notice.

**SUMMARY:** PHMSA is issuing this safety advisory to provide guidance on the U.S. Department of Transportation's (DOT) Hazardous Materials Regulations (HMR; 49 CFR, parts 171-180) to persons who prepare, offer, and transport materials contaminated or suspected of being contaminated with the Ebola virus.

**FOR FURTHER INFORMATION CONTACT:** Charles E. Betts, Office of Hazardous Materials Safety, Standards and Rulemaking Division, (202) 366-8553, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590-0001.

**SUPPLEMENTARY INFORMATION:** This Safety Advisory provides guidance on the U.S. Department of Transportation's (DOT) Hazardous Materials Regulations (HMR; 49 CFR, parts 171-180) to persons who prepare, offer and transport materials contaminated or suspected of being contaminated with the Ebola virus. The HMR apply to any material that the DOT determines is capable of posing an unreasonable risk to health, safety, and property when transported in commerce.<sup>1</sup> Material contaminated or suspected of being contaminated with Ebola is regulated as a Category A infectious substance under the HMR. To ensure their safe transportation, the Ebola contaminated materials must be packaged in conformity with the applicable requirements in the HMR for Category A infectious substances. Ebola contaminated materials that have been

<sup>1</sup> The HMR applies to interstate, intrastate, and foreign commerce.

appropriately incinerated, autoclaved, or otherwise inactivated are not considered Category A infectious substances and are not subject to the requirements of the HMR. For more information on the HMR requirements see <http://phmsa.dot.gov/hazmat/transporting-infectious-substances>. For guidance on how to handle infectious substances before transporting them, refer to the Centers for Disease Control and Prevention (CDC) (*see* <http://www.cdc.gov/vhf/ebola/hcp/index.html>).

This document is intended to provide general guidance and does not address many of the specific provisions and exceptions contained in the HMR. It should not be used as a substitute for the HMR to determine compliance. Strict compliance with the HMR is required, unless you have been granted a special permit.

Transportation of a hazardous material in a motor vehicle, aircraft, or vessel operated by a Federal, state, or local government employee solely for noncommercial Federal, state, or local government purposes is not subject to the HMR. Accordingly, waste generated from the treatment of a patient contaminated or suspected of being contaminated with the Ebola virus transported by a Federal, state, or local government employee to a disposal facility is not subject to the HMR. DOT, however, recommends that Federal, state, or local governments comply with appropriate safety requirements provided in the HMR to ensure the safe transportation of waste contaminated or suspected of being contaminated with the Ebola virus. We also recommend compliance with all conditions and operational controls specified in any applicable special permit issued for the transportation of waste contaminated or suspected of being contaminated with the Ebola virus and our guidance referred to below. To transport materials contaminated or suspected of being contaminated with the Ebola virus, a special permit may be necessary to allow for a variance of the HMR packaging requirements to handle the larger volume of contaminated waste generated during the treatment of Ebola patients. DOT may grant a special permit if the applicant can demonstrate that an alternative packaging will achieve a safety level that is at least equal to the safety level required under HMR or is consistent with the public interest if a required safety level does not exist. Emergency processing of special permits applies when the special permit is necessary to prevent significant injury to persons or property not preventable under normal