SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #15378 and #15379; South Carolina Disaster Number SC–00053]

Administrative Declaration of a Disaster for the State of South Carolina

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a notice of an Administrative declaration of a disaster for the State of South Carolina dated 11/14/2017.

Incident: Tornadoes.


DATES: Issued on 11/14/2017.

FOR FURTHER INFORMATION CONTACT: Linda E. McMahon, Administrator.

The number assigned to this disaster for physical damage is 15378 C and for economic injury is 15379 0.

The States which received an EIDL Declaration # are South Carolina, North Carolina.

The additional project components as part of the proposed action include: 1. Existing utilities impacted by the project. 2. Visual NAVAIDS (wind cone and segmented circle) impacted by the project. 3. Buildings to be removed in conjunction with the project. 4. Relocation of Highway 59 access. 5. Effluent discharge from upgraded wastewater treatment facility.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Supplemental Environmental Assessment (SEA) and Amended Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 13/31 Shift/Extension and Associated Improvements Project for the Detroit Lakes-Becker County Airport (DTL) in Detroit Lakes, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that the FAA has prepared and approved (September 6, 2017) an Amended FONSI/ROD based on the Final SEA for the DTL Runway 13/31 Shift/Extension and Associated Improvements Project. The Final SEA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended. FAA Orders 1050.1F, “Environmental Impacts: Policies and Procedures” and 5050.4B, “NEPA Implementing Instructions for Airport Actions”.

FOR FURTHER INFORMATION CONTACT: Mr. Josh Fitzpatrick, Environmental Protection Specialist, FAA Dakota-Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota, 55450. Telephone number is (612) 253-4639. Copies of the Amended FONSI/ROD and/or Final SEA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

SUPPLEMENTARY INFORMATION: The Final SEA evaluated the DTL Runway 13/31 Shift/Extension and Associated Improvements Project. Due to airfield deficiencies identified by the FAA and Minnesota Department of Transportation (MnDOT) at DTL, the purpose of the proposed action is to provide a usable, reliable, and safe primary runway at an airport in or near the City of Detroit Lakes that is compliant with FAA and MnDOT design standards, guidance, and minimum system objectives for key airports.

During the design phase, it was discovered that several additional project components were not evaluated by the 2016 FEA and FONSI/ROD, therefore, the FAA determined that the proposed action needs to be updated with a SEA to include project components not explicitly considered. The additional project components as part of the proposed action include: 1. Existing utilities impacted by the project. 2. Visual NAVIDs (wind cone and segmented circle) impacted by the project. 3. Buildings to be removed in conjunction with the project. 4. Relocation of Highway 59 access. 5. Effluent discharge from upgraded wastewater treatment facility.

Alternative ED2, Effluent Discharge Pipe Installed in Runway 31 Runway Protection Zone (RPZ). These alternatives satisfy the purpose and need while minimizing impacts.

The evaluation of these components in the preferred alternative conducted under the SEA has not resulted in additional or an increase in impacts associated with the proposed action.

Based on the analysis in the Final SEA, the FAA has determined that the preferred alternative will not result in significant impacts to resources identified in accordance with FAA Orders 1050.1F and 5054.4B. Therefore, an environmental impact statement will not be prepared.

Issued in Minneapolis, Minnesota on October 16, 2017.

Andy Peek, Manager, Dakota-Minnesota Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2017–24741 Filed 11–20–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2016–0025; Notice 2]

BMW of North America, LLC, Grant of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of Petition.

SUMMARY: BMW of North America, LLC (BMW), has determined that certain model year (MY) 2016 BMW 7 Series motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, Lamps, reflective devices and associated equipment. BMW filed a noncompliance report dated January 21, 2016, pursuant to 49 CFR part 573, Defect and Noncompliance Responsibility and Reports. BMW also petitioned NHTSA on February 12, 2016, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety.

Notice of receipt of the petition was published with a 30-day public comment period, on March 4, 2016, in the Federal Register (81 FR 11645). One comment was received. To view the petition, comments and all supporting documents, log onto the Federal Docket Management System (FDMS) Web site at: https://www.regulations.gov/. Then follow the online search instructions to locate docket number “NHTSA–2016–0025.”

II. Vehicles Involved: Approximately 5,076 MY 2016 BMW 7 Series passenger cars, which were manufactured between August 03, 2015, and November 20, 2015, are potentially involved.

III. Noncompliance: BMW states that the rear license plate lamp may not fully conform to paragraph S7.7.13.3 of FMVSS No. 108 because it exceeds the illumination ratio specified in that paragraph.

IV. Rule Text: Paragraph S7.7.13.3 of FMVSS No. 108 requires, in pertinent part:

S7.7.13.3 The ratio of the average of the two highest illumination values divided by the average of the two lowest illumination values must not exceed 20:1 for vehicles other than motorcycles and motor driven cycles.

V. Summary of BMW’s Petition: BMW described the subject noncompliance and stated its belief that the noncompliance is inconsequential to motor vehicle safety for the following reasons:

a. The out-of-specification lamps satisfy all other requirements of FMVSS No. 108.

b. The out-of-specification lamps only deviate from paragraph 7.7.13.3 of FMVSS No. 108 with regard to the lamp’s illumination ratio and not the lamp’s actual illumination.

c. Personnel who participated in a company assessment reported no difference in their visual perception of the simulated license plates that were used as test specimens.

BMV has not received any customer complaints related to the issue.

BMW is not aware of any accidents or injuries related to this issue.

NHTSA has previously granted petitions in which the illumination of test points remains well above the requirements.

V. Vehicle production has been corrected.

In support of its petition, BMW submitted the following information pertaining to laboratory testing and analysis of the subject noncompliance:

1) FMVSS No. 108 Lamp Certification: BMW submitted a test report dated April 7, 2015 pertaining to lamps manufactured by U–SHIN Italia S.p.A. (U–SHIN) prior to vehicle production. According to BMW, this report indicates that the lamp satisfies FMVSS No. 108 requirements, as the ratio of the average of the two highest illumination values divided by the average of the two lowest illumination values is 14.1, and FMVSS No. 108 requires that the value be less than 20.

2) Evaluation by Measurement Equipment: Both BMW and U–SHIN performed a number of tests of both in-specification and out-of-specification lamps to assess the performance of the subject lamps to the pertinent requirements of FMVSS No. 108. BMW submitted one representative test report for each test condition. The results are as follows:

—U–SHIN out-of-specification lamp tests: These showed an illumination ratio of 22.0. BMW noted, however, that each of the eight (8) test points satisfies the applicable FMVSS No. 108 photometric (illumination) requirements.

—BMW out-of-specification lamp tests: BMW performed its own out-of-specification tests to verify U–SHIN’s test results and to obtain results for the lamps when equipped within a vehicle. These showed an illumination ratio of 22.2. BMW noted, however, that each of the eight (8) test points satisfies the applicable FMVSS No. 108 photometric (illumination) requirements.

—BMW in-specification lamp tests: These showed an illumination ratio of 13.8. As with the previously described tests, BMW noted, however, that each of the eight (8) test points satisfies the applicable FMVSS No. 108 photometric (illumination) requirements.

—BMW in-specification lamp tests: BMW performed their own in-specification tests to verify U–SHIN’s test results and to obtain results for the lamps when equipped within a vehicle. These showed an illumination ratio of 13.9. BMW again noted, however, that...