

the SBA Administrator and Associate Administrator for Small Business Development Centers.

The purpose of the meetings is to discuss the following issues pertaining to the SBDC Program:

SBA Update
Annual Meetings
Board Assignments
Member Roundtable

Richard Kingan,

Acting White House Liaison.

[FR Doc. 2017-25165 Filed 11-20-17; 8:45 am]

BILLING CODE 8025-01-P

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.

Incident Period: 10/23/2017.

DATES: Issued on 11/14/2017.

Physical Loan Application Deadline Date: 01/16/2018.

Economic Injury (EIDL) Loan Application Deadline Date: 08/14/2018.

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, (202) 205-6734.

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: Spartanburg

Contiguous Counties:

South Carolina: Cherokee, Greenville, Laurens, Union

North Carolina: Polk, Rutherford

The Interest Rates are:

	Percent
Homeowners With Credit Available Elsewhere	3.500
Homeowners Without Credit Available Elsewhere	1.750
Businesses With Credit Available Elsewhere	6.770
Businesses Without Credit Available Elsewhere	3.385
Non-Profit Organizations With Credit Available Elsewhere ...	2.500
Non-Profit Organizations Without Credit Available Elsewhere	2.500
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere	3.385
Non-Profit Organizations Without Credit Available Elsewhere	2.500

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

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

(Catalog of Federal Domestic Assistance Number 59008)

Dated: November 14, 2017.

Linda E. McMahon,

Administrator.

[FR Doc. 2017-25117 Filed 11-20-17; 8:45 am]

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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.

ACTION: Notice.

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".

DATES: This notice is applicable November 21, 2017.

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 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.

The FAA prepared the Final Federal SEA, pursuant to the requirements of the NEPA. The Final SEA identified and evaluated all reasonable alternatives. After careful analysis, the City of Detroit Lakes selected the following alternatives as the preferred alternative: 1.

Alternative AU2, Runway 13 Overhead Power Line Removal/Relocation. 2. Alternative AU3, Runway 31 Overhead Power Line Removal/Relocation. 3. Alternative UU1, Runway 31 Fiber Optic Communications Line-No Action. 4. Alternative UU5, Runway 31 UE Power Line Relocation-Relocate Line West in Longview Driver Right of Way. 5. Alternative WC2, Relocate Wind Cone and Segmented Circle. 6. Alternative BD2, Remove Buildings on Tracts 13 and 19. 7. Alternative HA2: Relocate Highway 59 Access to the Northeast. 8.

	Percent
<i>For Physical Damage:</i>	

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]

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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. BMW also petitioned NHTSA on February 12, 2016, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety.

FOR FURTHER INFORMATION CONTACT: For further information on this decision contact Leroy Angeles, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-5304, facsimile (202) 366-5930.

SUPPLEMENTARY INFORMATION:

I. *Overview:* BMW of North America, LLC (BMW), has determined that certain model year (MY) 2016 BMW 7 Series motor vehicles do not fully comply with paragraph S7.7.13.3 of 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:

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

- 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 requirement 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.

—*U-SHIN 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 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