Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota, 55450. Telephone number is (612) 253–4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

SUPPLEMENTARY INFORMATION: The Final EA 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.

The FAA and the City of Detroit Lakes jointly prepared the Final Federal EA/State of Minnesota Environmental Impact Statement (EIS), pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act.

The Final EA identified and evaluated all reasonable alternatives. Numerous alternatives were considered but eventually discarded for not meeting the purpose and need. Five alternatives (No Action, Alternative 3, Alternative 4, Alternative 5, and Alternative 7) were examined in detail. After careful analysis and consultation with various resource agencies, the City of Detroit Lakes selected Alternative 3 as the preferred alternative. Alternative 3 satisfies the purpose and need while minimizing impacts.

Alternative 3 includes a shift, widening, and extension to 5,200-feet of DTL's primary runway and parallel taxiway to meet FAA and MnDOT design standards and operator runway length requirements. The primary runway would be reconstructed to replace aging and deteriorating pavement. Two taxiways would be removed and replaced that connect the primary runway and parallel taxiway. An instrument approach to the Airport's primary runway with CAT–I minimums (½ statute mile visibility and 200-foot cloud ceiling height) to meet MnDOT requirements would be implemented. The Airport's Automated Weather Observing System (AWOS) will be relocated due to the project and property will be acquired to accommodate the runway and approach improvements. A relocation of the runway edge lights, runway end identifier lights (REILS), vertical approach slope indicator (VASI) unit, and a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) will be required. An access road for the MALSR will be required for maintenance activities.

Alternative 3 includes 15.5 acres of wetland impact. The loss of wetlands will be mitigated through the creation of 32.3 acres of wetlands onsite. An additional clearing of 17.6 acres of upland trees and 7.6 acres of wetland trees in the Runway 31 approach to provide adequate clearance of the applicable airspace will be required.

Based on the analysis in the Final EA, the FAA has determined that Alternative 3 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 September 1, 2016.

Andy Peek,

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

[FR Doc. 2016–22739 Filed 9–20–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Suffolk County, New York

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice to Rescind the Record of Decision and the Final Environmental Impact Statement (FEIS).

SUMMARY: The FHWA is issuing this notice to advise the public that the Record of Decision (ROD) and the Final Environmental Impact Statement (FEIS) for the proposed Interstate 495 (Long Island Expressway) Rest Area Upgrade Project between Exits 51 & 52 (eastbound) in the Town of Huntington, Suffolk County, New York (NYSDOT Project Identification Number: 0229.14) are being rescinded.

FOR FURTHER INFORMATION CONTACT: Peter Osborn, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, Suite 719, Clinton Avenue and North Pearl Street, Albany, New York 12207. Telephone (518) 431–4127

SUPPLEMENTARY INFORMATION: The FHWA, as the lead Federal agency, in cooperation with the New York State Department of Transportation (NYSDOT) signed a ROD on August 6, 2007, for the proposed Interstate 495 (Long Island Expressway) Rest Area Upgrade Project between Exits 51 & 52 (eastbound). The proposed project evaluated alternatives for upgrading the existing rest area for cars and trucks located on I–495/LIE eastbound between Exits 51 and 52.

Since the ROD was signed, NYSDOT notified FHWA that Federal funds will not be utilized during the final design and construction of the project. Therefore, FHWA has determined that the ROD and the Final Environmental Impact Statement dated May 21, 2007, will be rescinded since there will be no Federal action, and the requirements of the National Environmental Policy Act pursuant to 42 U.S.C. 4321, *et seq.* and 23 Code of Federal Regulations 771 no longer apply.

Comments and questions concerning the proposed action should be directed to FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: September 12, 2016.

Peter Osborn,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 2016–22698 Filed 9–20–16; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0121; Notice 1]

Notice of Receipt of Petition for Decision that Nonconforming Model Year 2009 Jeep Compass Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Receipt of petition.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that model year (MY) 2009 Jeep Compass multipurpose passenger vehicles (MPVs) that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United