

19L approach. The fifth change is to the design of a procedure at nearby Henderson Executive Airport (KHND), the GAMES Standard Terminal Arrival Route (STAR).

To determine whether the Design Changes require supplementation of the Final EA, the FAA has analyzed the potential environmental effects from the Design Changes, consistent with FAA Order 1050.1F, Paragraph 9–2.c.(1), to determine whether the changes to the Final EA Design would be “substantial” and “relevant to environmental concerns,” *i.e.*, “paint[s] a dramatically different picture of impacts compared to the description of impacts in the [Final] EA” (id., Paragraph 9–3). The FAA’s analysis and determination are documented in a WR/ROD dated December 21, 2020. The WR/ROD analyzes the same environmental impact categories analyzed in the Final EA.

As documented in the WR/ROD, the FAA has determined that the Design Changes are not a substantial change in the FAA’s proposed action, as analyzed in the Final EA for the Las Vegas Metroplex Project and approved in the FONSI/ROD, relevant to environmental concerns. The data and analyses contained in the Final EA and FONSI/ROD are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. Accordingly, the WR/ROD also documents the FAA’s decision not to prepare a supplement to the Final EA.

The WR/ROD is publicly available at https://www.faa.gov/air_traffic/community_involvement/las/ and http://www.metroplexenvironmental.com/las_metroplex/las_docs.html.

Issued in Des Moines, WA, on January 6, 2021.

Byron Chew,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2021–00369 Filed 1–13–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescinding the Notice of Intent for a Supplemental Environmental Impact Statement: Lafourche Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescind notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that effective immediately, we are rescinding a Notice of Intent (NOI) to prepare a Supplemental Environmental Impact Statement (SEIS) for the 2002 LA 1 Final Environmental Impact Statement (FEIS) in Lafourche Parish, LA.

FOR FURTHER INFORMATION CONTACT:

Charles Bolinger, Division Administrator, Louisiana Division, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, LA 70808 Telephone: 225.757.7600.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LADOTD), issued a NOI on March 15, 2017, to prepare a Supplemental Environmental Impact Statement (SEIS) to study local access modifications and right-of-way impacts to roadway approaches beyond the initial Final Environmental Impact Statement (FEIS) project limits.

The FHWA has determined, in conjunction with LADOTD, the NOI for the SEIS shall be rescinded due to the numerous impacts to traffic and right-of-way beyond the initial project limits identified in the FEIS. The project layout as previously identified in the FEIS will remain as the selected alternative.

Issued on: January 11, 2021.

Charles Bolinger,

Division Administrator, Louisiana Division, Baton Rouge, Louisiana.

[FR Doc. 2021–00683 Filed 1–13–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2020–0099]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that on December 22, 2020, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA–2020–0099.

Applicant: Norfolk Southern Corporation, Tommy A. Phillips, Senior Director—C&S Engineering, 1200 Peachtree Street, NE, Atlanta, GA 30309.

Specifically, NS requests permission to discontinue an automatic block signal (ABS) system which includes the

control point (CP) at BV&E Junction, 20 automatic signals on the H Line, and all 9 automatic signals on the J-Line. An operative approach signal will be placed at milepost (MP) H–223.8 in approach to CP Columbus Junction. Two operative approach signals will be installed at MP H–239.7 and MP H–242.6 in approach to CP North Oglethorpe. The main track between MP H–220 and MP J–295.0 on the Albany Line of the Georgia Division will be converted to NS Rule 171 operation.

The reason for the proposed discontinuance is that operations no longer require a signal system.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Website:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202–493–2251.
- **Mail:** Docket Operations Facility, U.S. Department of Transportation (DOT), 1200 New Jersey Ave., SE, W12–140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Ave., SE, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by March 1, 2021 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in