

“prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously,” I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: April 10, 2015.

John F. Kerry,

Secretary of State.

[FR Doc. 2015-09379 Filed 4-21-15; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 9105]

Department of State FY 2014 Service Contract Inventory

AGENCY: Department of State.

ACTION: Notice of Release of the Department of State's FY 2014 Service Contract Inventory.

SUMMARY: Acting in compliance with Section 743 of Division C of the Consolidated Appropriations Act of 2010 (Pub. L. 111-117), the Department of State is publishing this notice to advise the public of the availability of the FY 2014 Service Contract Inventory. The FY 2014 Service Contract Inventory includes the Summary Report, Detailed Report, Supplement Report, and Planned Analysis. Additionally, the FY 2013 Meaningful Analysis is available.

The inventory was developed in accordance with guidance issued on November 5, 2010, December 19, 2011, and November 25, 2014 by the Office of Management and Budget (OMB), Office of Federal Procurement Policy (OFPP). The Department of State has posted its FY 2014 Service Contract Inventory and FY 2013 Meaningful Analysis at the following link: http://csm.state.gov/content.asp?content_id=135&menu_id=71.

DATES: The inventory is available on the Department's Web site as of April 9, 2015.

FOR FURTHER INFORMATION CONTACT: Marlon Henry, Management and Program Analyst, A/EX/CSM, 202-485-7210, HenryMD@state.gov.

Dated: April 15, 2015.

Marlon Henry,

Management and Program Analyst, A/EX/CSM., Department of State.

[FR Doc. 2015-09374 Filed 4-21-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

DEPARTMENT OF THE INTERIOR

National Park Service

[Docket No. FAA-2014-0782]

Grand Canyon National Park Quiet Aircraft Technology Incentive: Seasonal Relief From Allocations in the Dragon and Zuni Point Corridors

AGENCY: Federal Aviation Administration, Transportation; National Park Service, Interior.

ACTION: Final notice to announce implementation and disposition of public comments.

SUMMARY: On November 10, 2014, the Federal Aviation Administration (FAA) and the National Park Service (NPS) published in the **Federal Register** [79 FR 66763-66765] a notice of the agencies' proposal to provide a quiet aircraft technology incentive for commercial air tour operators at Grand Canyon National Park and a request for public comments. Specifically, the agencies proposed to provide seasonal relief from allocations in the Dragon and Zuni Point corridors for commercial air tour operators that convert or have converted to quiet aircraft technology. The FAA and the NPS have reviewed and considered all comments, and have decided to proceed with implementation of the incentive as proposed. This notice describes that decision and responds to the substantive comments received.

DATES: This incentive is effective as of January 1, 2015.

FOR FURTHER INFORMATION CONTACT: Keith Lusk, Program Manager, Federal Aviation Administration, P.O. Box 92007, Los Angeles, California 90009-2007; telephone (310) 725-3808; email keith.lusk@faa.gov Robin Martin, Chief, Office of Planning and Compliance, Grand Canyon National Park, P.O. Box 129, Grand Canyon, Arizona 86023-0129; telephone (928) 638-7684; email Robin_Martin@nps.gov.

SUPPLEMENTARY INFORMATION:

I. Authority

Authority: Moving Ahead for Progress in the 21st Century Act, Sec. 35001, Pub. L. 112-141, 126 Stat. 843; National Parks Air Tour Management Act, Sec. 804, Pub. L. 106-181, 114 Stat. 192.

1. The National Park Overflights Act of 1987, Pub. L. 100-91, directed the Secretary of the Interior and the Administrator of the FAA to take actions to provide for the substantial restoration of the natural quiet and experience of Grand Canyon National Park and the protection of public health and safety from adverse effects associated with aircraft overflight. As part of these actions, operational limits for commercial air tour operations at Grand Canyon National Park (the park) were imposed by FAA regulations at 14 CFR part 93 issued on April 4, 2000. With some exceptions not relevant to this notice, these regulations establish an allocation scheme for the park, require commercial air tour operators to use one allocation for each flight that is a commercial air tour, and prohibit operators from conducting more commercial air tours in any calendar year than the number of allocations specified on the certificate holder's operations specifications issued by the FAA. 14 CFR 93.319.

2. The National Parks Air Tour Management Act (NPATMA), Pub. L. 106-181, was signed into law on April 5, 2000. Section 804(a) required the FAA to designate reasonably achievable requirements for fixed-wing and helicopter aircraft to be considered quiet aircraft technology (QT) for purposes of the statute's provisions. In 2005, the FAA issued a final rule classifying aircraft operating in Grand Canyon National Park and designating aircraft that meet the noise criteria as QT. 70 FR 16084-16093. These regulations were codified at 14 CFR 93.303 and Appendix A to Subpart U of Part 93. Under NPATMA section 804(c), commercial air tour operations by fixed-wing or helicopter aircraft that employ QT and that replace existing aircraft are not subject to the operational flight allocations that apply to other commercial air tour operations at the park, provided that the cumulative impact of such operations does not increase noise at the Grand Canyon. Section 804(d) provides that a commercial air tour operation by an aircraft in a commercial air tour operator's fleet on the date of enactment of NPATMA that meets QT requirements or is subsequently modified to meet QT requirements may be used for commercial air tour operations under the same terms and