

Dated: March 24, 2016.

John F. Kerry,

Secretary of State.

[FR Doc. 2016-11982 Filed 5-19-16; 8:45 am]

BILLING CODE 4710-AD-P

DEPARTMENT OF STATE

[Public Notice: 9577]

In the Matter of the Designation of Samir Kuntar, Also Known as Samir Quntar, Also Known as Sameer Kantar, Also Known as Samir Al-Kuntar, Also Known as Samir Qantar, Also Known as Samir Kintar, Also Known as Samir Qintar, Also Known as Samir Cantar as a Specially Designated Global Terrorist

In accordance with section 1(b) of Executive Order 13224 of September 23, 2001, as amended (“the Order”), I hereby determine the individual known as Samir Kuntar, also known as Samir Quntar, also known as Sameer Kantar, also known as Samir Al-Kuntar, also known as Samir Qantar, also known as Samir Kintar, also known as Samir Qintar, also known as Samir Cantar, no longer meets the criteria for designation under the Order, and therefore I hereby revoke the designation of the aforementioned individual as a Specially Designated Global Terrorist pursuant to section 1(b) of the Order.

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

Dated: April 27, 2016.

John F. Kerry,

Secretary of State.

[FR Doc. 2016-11984 Filed 5-19-16; 8:45 am]

BILLING CODE 4710-AD-P

DEPARTMENT OF STATE

[Public Notice: 9570]

Culturally Significant Objects Imported for Exhibition Determinations: “Bruce Conner: It’s All True” Exhibition

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), E.O. 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236-3 of August 28, 2000 (and, as appropriate, Delegation of Authority No. 257 of April 15, 2003), I hereby determine that the objects to be included in the exhibition “Bruce Conner: It’s All True,” imported from abroad for temporary exhibition within

the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at The Museum of Modern Art, New York, New York, from on about July 3, 2016, until on or about October 2, 2016, at the San Francisco Museum of Modern Art, San Francisco, California, from on or about October 29, 2016, until on or about January 22, 2017, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the imported objects, contact the Office of Public Diplomacy and Public Affairs in the Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6471; email: *section2459@state.gov*). The mailing address is U.S. Department of State, L/PA, SA-5, Suite 5H03, Washington, DC 20522-0505.

Dated: May 13, 2016.

Mark Taplin,

Principal Deputy Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2016-11986 Filed 5-19-16; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF STATE

[Public Notice: 9575]

In the Matter of the Designation of ISIL-Libya, aka Islamic State of Iraq and the Levant-Libya, aka Islamic State and the Levant in Libya, aka Wilayat Barqa, aka Wilayat Fezzan, aka Wilayat Tripolitania, aka Wilayat Tarablus, aka Wilayat al-Tarablus, as a Foreign Terrorist Organization Pursuant to Sec. 219 of the Immigration and Nationality Act, as Amended

Based upon review of the Administrative Record assembled in this matter, and in consultation with the Attorney General and the Secretary of the Treasury, I conclude that there is sufficient factual basis to find that the relevant circumstances described in sec. 219 of the Immigration and Nationality Act, as amended (hereinafter “INA”) (8 U.S.C. 1189), exist with respect to ISIL-Libya, also known as Islamic State of Iraq and the Levant-Libya, also known as Islamic State of Iraq and the Levant in Libya, also known as Wilayat Barqa, also known as Wilayat Fezzan, also known as Wilayat Tripolitania, also

known as Wilayat Tarablus, also known as Wilayat al-Tarablus.

Therefore, I hereby designate the aforementioned organization and its aliases as a foreign terrorist organization pursuant to sec. 219 of the INA.

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

John F. Kerry,

Secretary of State.

[FR Doc. 2016-11992 Filed 5-19-16; 8:45 am]

BILLING CODE 4710-AD-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36003]

Paul Didelius—Continuance in Control Exemption—WRL, LLC

Paul Didelius (Didelius), an individual and noncarrier,¹ has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of WRL, LLC (WRL), upon WRL’s becoming a Class III rail carrier.

This transaction is related to a concurrently filed verified notice of modified certificate of public convenience and necessity in *WRL, LLC—Notice of Modified Rail Certificate*, Docket No. FD 36002, in which WRL seeks Board approval to lease and operate a line of railroad (the Line) which was previously authorized for abandonment, and thereafter acquired by the Port of Royal Slope, a Washington State municipal corporation. The total distance of the Line is approximately 26 miles: (1) Originating at milepost 1989.06, near Othello, Adams County, Wash., and continuing west to milepost 2009, at Royal City Junction, Grant County, Wash.; and (2) then northbound, a distance of 5.2 miles, terminating at an industrial siding near Royal City, Grant County, Wash.

The transaction may be consummated on or after June 5, 2016, the effective date of the exemption (30 days after the verified notice of exemption was filed).

Didelius represents that: (1) The rail properties that will be operated and controlled by Didelius, namely WRL, YCR, LRY, and CCET, do not connect with each other or any railroad in their corporate family; (2) there are no plans

¹ Didelius currently owns 100% of LRY, LLC d/b/a Lake Railway (LRY), a Class III carrier that leases and operates rail lines owned by Union Pacific Railroad Company in California and Oregon; 49% of YCR Corporation (YCR), a Class III rail carrier established for the purpose of leasing and operating a line of railroad owned by Yakima County, Wash.; and 100% of CCET, LLC (CCET), a Class III short line rail carrier organized for the purpose of leasing and operating a rail line owned by Norfolk Southern Railway Company in Ohio.

to acquire additional rail lines for the purpose of making a connection; and (3) each of the carriers involved in the continuance in control transaction is a Class III carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than May 27, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36003, must be filed with Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on James H.M. Savage, 22 Rockingham Court, Germantown, MD 20874.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: May 17, 2016.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Tia Delano,

Clearance Clerk.

[FR Doc. 2016-11974 Filed 5-19-16; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for Charlotte Douglas International Airport (CLT), Charlotte, NC

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps (NEMs) submitted by the City of Charlotte for Charlotte Douglas

International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”)) and 14 CFR part 150 (hereinafter referred to as “Part 150”) are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA’s compliance determination on the NEMs is April 12, 2016.

FOR FURTHER INFORMATION CONTACT:

Aaron Braswell, Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, TN 38118, 901-322-8192.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the NEMs submitted for the Charlotte Douglas International Airport (CLT) are in compliance with applicable requirements of Part 150, effective April 12, 2016. Under the Act, an airport operator (hereinafter referred to as “Sponsor”) may submit to the FAA NEMs which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires that the Sponsor develop its NEMs in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. The FAA has relied on the certification by the City of Charlotte, under § 150.21 of Part 150, that the statutorily required consultation has been accomplished.

An airport Sponsor who has submitted NEMs that are found by the FAA to be in compliance with the requirements of Part 150 may submit a Noise Compatibility Program (NCP) for FAA approval which sets forth the measures the Sponsor has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the NEMs and accompanying documentation submitted by City of Charlotte. The documentation that constitutes the “NEMs” as defined in § 150.7 of Part 150 includes: Exhibit 3-1, Existing (2015) Noise Contour; Exhibit 4-1, Future (2020) Noise Contour; Exhibit C-11, Runway 18L Flight Tracks; Exhibit C-12, Runway 18C Flight Tracks; Exhibit C-13, Runway 18R Flight Tracks; Exhibit C-14, Runway 36R Flight Tracks; Exhibit C-15, Runway 36C Flight Tracks; Exhibit C-16, Runway 36L Flight

Tracks; Exhibit C-17, Runway 05 Flight Tracks; Exhibit C-18, Runway 23 Flight Tracks; Exhibit C-19, Helicopter Flight Tracks; Table C-1, Distribution of Average Daily Operations by Aircraft Category Existing (2015) Conditions; Table C-2, Runway End Utilization—Existing (2015) Conditions; Table C-3, Arrival Flight Track Utilization Percentages Existing (2015) and Future (2020) Conditions; Table C-4, Departure Flight Track Utilization Percentages Existing (2015) and Future (2020) Conditions; Table C-5, Departure Trip Length Distribution Existing (2015) Conditions; Table C-6, Aircraft Engine Run-Ups—Existing (2015) Conditions; Table C-7, Distribution of Average Daily Operations by Aircraft Type Future (2020) Conditions; Table C-8, Departure Trip Length Distribution—Future (2020) Conditions; Table C-9, Ground Run-Up Operations—Future (2020) Conditions; Appendix F. The FAA has determined that these NEMs and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 12, 2016.

FAA’s determination on the airport Sponsor’s NEMs is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such determination does not constitute approval of the Sponsor’s data, information, or plans, and is not a commitment to approve a NCP or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a NEM submitted under § 47503 of the Act, it is emphasized that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the NEMs to resolve questions concerning, for example, which properties should be covered by the provisions of § 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government and remain unchanged by FAA’s NEM compliance determination under Part 150. The responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport Sponsor that submitted those maps, or with those public agencies and planning agencies with which consultation is required under § 47503 of the Act.

Copies of the full NEM documentation are available for