

the national security of the United States does not warrant a revocation of the designation. I also conclude that there is a sufficient factual basis to find that the aforementioned organization (and other aliases) uses the additional aliases: Amaq News Agency and Al Hayat Media Center, also known as Al-Hayat Media Center, also known as Al Hayat.

Therefore, I hereby determine that the designation of the aforementioned organization (and other aliases) as a Foreign Terrorist Organization, pursuant to Section 219 of the INA, as amended (8 U.S.C. 1189), shall be maintained. Additionally, pursuant to Section 219(b) of the INA, as amended (8 U.S.C. 1189(b)), I hereby amend the designation of the aforementioned organization as a Foreign Terrorist Organization to include the following new aliases: Amaq News Agency and Al Hayat Media Center, also known as Al-Hayat Media Center, also known as Al Hayat.

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

Dated: December 21, 2018.

Michael R. Pompeo,

Secretary of State.

[FR Doc. 2019-05565 Filed 3-21-19; 8:45 am]

BILLING CODE 4710-AD-P

DEPARTMENT OF STATE

[Public Notice: 10716]

In the Matter of the Amendment of the Designation of ISIS (and Other Aliases) as a Specially Designated Global Terrorist

Based upon a review of the Administrative Record assembled in this matter, and in consultation with the Attorney General and the Secretary of the Treasury, I have concluded that there is a sufficient factual basis to find that ISIS (and other aliases) is also known as Amaq News Agency and Al Hayat Media Center, also known as Al-Hayat Media Center, also known as Al Hayat.

Therefore, pursuant to Section l(b) of Executive Order 13224, I hereby amend the designation of ISIS as a Specially Designated Global Terrorist to include the following new aliases: Amaq News Agency and Al Hayat Media Center, also known as Al-Hayat Media Center, also known as Al Hayat.

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

Dated: December 21, 2018.

Michael R. Pompeo,

Secretary of State.

[FR Doc. 2019-05564 Filed 3-21-19; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 227 (Sub-No. 13X)]

Wheeling & Lake Erie Railway Company—Discontinuance of Service Exemption—in Erie County, Ohio

Wheeling & Lake Erie Railway Company (W&LE) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue: (1) W&LE's lease and operation of the Norfolk Southern Railway Company (NSR) rail-water dock facility in Huron, Erie County, Ohio, consisting of approximately 27.6 acres of land, a 5,142-foot loop track, and approximately two miles of yard and support track in the dock area (collectively, Huron Dock); and (2) W&LE's overhead trackage rights on NSR's rail lines extending from approximately milepost B242 at Bellevue, Ohio, to approximately milepost B229 at Berlin Heights, Ohio, and from milepost B232/SC2.61 at Shinrock, Ohio (on the Bellevue-Berlin Heights segment), through milepost SC0.0/H10.7 at Huron Jct., Ohio, to the Huron Dock connection at milepost H12.2 in Huron, a total distance of approximately 17.1 miles in Erie County, Ohio (collectively, the Bellevue-Huron Trackage Rights).¹ The Huron Dock is located in U.S. Postal Service Zip Code 44839, and the Bellevue-Huron Trackage Rights traverse Zip Codes 44839, 44814, 44846, 44847, and 44811.

W&LE states that the agreements with NSR governing the Huron Dock lease and the Bellevue-Huron Trackage Rights have now expired and the requested discontinuance exemption will terminate W&LE's remaining common carrier status with respect to those rights and permit NSR to pursue abandonment and disposition of the Huron Dock.

¹ W&LE leased the Huron Dock and acquired the related Bellevue-Huron Trackage Rights from the Norfolk and Western Railway Company (N&W), a predecessor to NSR, in 1994. See *Wheeling & Lake Erie Ry.—Lease & Operation Exemption—Norfolk & W. Ry.'s Dock at Huron, Ohio*, FD 32516 (ICC served June 27, 1994); *Wheeling & Lake Erie Ry.—Trackage Rights Exemption—Norfolk & W. Ry.*, FD 32525 (ICC served July 15, 1994); see also *CSX Corp.—Control & Operating Leases/Agreements—Conrail Inc.*, FD 33388 (Sub-No. 95), slip op. at 3-4 (STB served Jan. 26, 2005) (extending the Huron Dock lease and the Bellevue-Huron Trackage Rights as part of a settlement between NSR and W&LE).

W&LE has certified that: (1) No W&LE revenue traffic has moved over the Huron Dock or the Bellevue-Huron Trackage Rights for at least two years;² (2) any W&LE overhead traffic formerly handled via the Huron Dock or the Bellevue-Huron Trackage Rights could be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Huron Dock or the Bellevue-Huron Trackage Rights (or a state or local government entity acting on behalf of such user) regarding cessation of service either is pending before the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of the complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance of service shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA)³ to subsidize continued rail service has been received, this exemption will be effective on April 21, 2019, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2)⁴ must be filed by April 1, 2019.⁵ Petitions for reconsideration must be filed by April

² W&LE states that it has received railroad ballast for its own use at Huron Dock within the last two years. Such non-revenue movements, however, do not affect the availability of the class exemption for abandonment or discontinuance of out-of-service rail lines. See, e.g., *Cambria & Ind. R.R.—Aban. Exemption—in Cambria Cty., Pa.*, AB 240 (Sub-No. 4X) (ICC served Nov. 23, 1994).

³ The Board modified its OFA procedures effective July 29, 2017. Among other things, the OFA process now requires potential offerors, in their formal expression of intent, to make a preliminary financial responsibility showing based on a calculation using information contained in the carrier's filing and publicly available information. See *Offers of Financial Assistance*, EP 729 (STB served June 29, 2017); 82 FR 30,997 (July 5, 2017).

⁴ Each OFA must be accompanied by the filing fee, which currently is set at \$1,800. See 49 CFR 1002.2(f)(25).

⁵ Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

11, 2019, with the Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001.

A copy of any petition filed with Board should be sent to W&LE's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at www.stb.gov.

Decided: March 19, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2019-05489 Filed 3-21-19; 8:45 am]

BILLING CODE 4915-01-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Effective Date of Modifications to Rules of Origin of the United States- Morocco Free Trade Agreement

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: In December 2018, the President modified the rules of origin for certain goods of Morocco under the United States-Morocco Free Trade Agreement (USMFTA). This notice announces the effective date for those modifications.

DATES: This notice is applicable on April 1, 2019.

FOR FURTHER INFORMATION CONTACT: Janet Heinzen, Deputy Assistant U.S. Trade Representative for Textiles, at 202-395-6092 or janet.e.heinzen@ustr.eop.gov.

SUPPLEMENTARY INFORMATION: Presidential Proclamation 7971 of December 22, 2005, implemented the USMFTA with respect to the United States. The USMFTA Implementation Act [Pub. L. 108-302, 118 Stat. 1103] incorporated the tariff modifications and rules of origin necessary or appropriate to carry out the USMFTA in the Harmonized Tariff Schedule of the United States (HTSUS). Section 203 of the USMFTA Implementation Act provides rules for determining whether goods imported into the United States originate in the territory of Morocco and, thus, are eligible for the tariff and other treatment contemplated under the USMFTA. It also authorizes the President to proclaim, as a part of the

HTSUS, the rules of origin set out in the USMFTA, and to modify previously proclaimed rules of origin, subject to the consultation and layover requirements of section 104 of the Act.

In 2015 and 2016, the Government of Morocco submitted requests to modify certain textile and apparel rules of origin based on commercial availability of specific inputs. Following public comment on the proposed rules changes, the United States and Morocco reached agreement to modify certain rules of origin. Pursuant to the USMFTA Implementation Act, the International Trade Commission conducted an economic impact review and concluded that the impact on U.S. imports, exports, and production of the proposed modifications would be negligible. The Industry Trade Advisory Committee on Textiles and Clothing did not object to the proposed modifications. Congress also did object during the consultation and layover process.

In Proclamation 9834 of December 21, 2018, the President determined pursuant to section 203 of the USMFTA Implementation Act, that the subject modifications to the HTSUS were appropriate and modified general note 27 to the HTSUS with respect to goods of Morocco. The modifications are effective with respect to goods of Morocco entered or withdrawn from warehouse for consumption on the date announced by the United States Trade Representative in the **Federal Register**.

On March 4, 2019, Morocco notified the United States that it had completed its domestic procedures to give effect to the agreement to change the USMFTA rules of origin for certain apparel goods of specified fabrics with respect to goods of the United States. Subsequently, Morocco and the United States agreed to implement these changes with respect to each other's eligible goods, effective April 1, 2019.

William Jackson,

*Assistant U.S. Trade Representative for
Textiles, Office of the U.S. Trade
Representative.*

[FR Doc. 2019-05551 Filed 3-21-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA-2019-0195]

Deadline for Notification of Intent To Use the Airport Improvement Program Primary, Cargo, and Nonprimary Entitlement Funds Available to Date for Fiscal Year 2019

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces May 1, 2019, as the deadline for each airport sponsor to notify the FAA whether or not it will use its fiscal year 2019 entitlement funds (also referred to as apportioned funds) to accomplish Airport Improvement Program (AIP) eligible projects that the airport sponsor previously identified through the Airports Capital Improvement Plan process during the preceding year.

FOR FURTHER INFORMATION CONTACT: James A. Johnson, Acting Director, Office of Airport Planning and Programming, APP-1, at (202) 267-8775.

SUPPLEMENTARY INFORMATION: Title 49 U.S.C. 47105(f) provides that the sponsor of an airport for which entitlement funds are apportioned shall notify the Secretary, by such time and in a form as prescribed by the Secretary, of the airport sponsor's intent to submit a grant application for its available entitlement funds. Therefore, the FAA is hereby notifying such airport sponsors of the steps required to ensure that the FAA has sufficient time to carry over and convert remaining entitlement funds. In accordance with legislation enacted as of the date of this notice, the AIP has approximately \$2.4 billion of entitlement funds available through September 30, 2019.

The airport sponsor's notification must address all entitlement funds available to date for fiscal year 2019, as well as any entitlement funds not obligated from prior years. On Monday, July 1, 2019, the FAA will carry over any currently available entitlement funds for which the airport sponsor has not notified the FAA of its intention to use, and these funds will not be available again until at least the beginning of fiscal year 2020. Under 49 U.S.C. 47114(d)(3)(C), airports having an unclassified status in the most recent National Plan of Integrate Airport Systems that accrue entitlement funds in fiscal year 2019, will only have these