

the Initial Rule Filing is consistent with the safeguarding of securities and funds in the custody or control of ICC or for which it is responsible, and the protection of investors and the public interest, within the meaning of Section 17A(b)(3)(F) of the Act.⁸ Accordingly, the Commission finds good cause, pursuant to Section 19(b)(2)(C)(iii) of the Act,⁹ to approve the proposed rule change, as modified by Amendment No. 1, prior to the thirtieth day after the date of publication of notice of Amendment No. 1 in the **Federal Register**.

V. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether Amendment No. 1 is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's Internet comment form (<http://www.sec.gov/rules/sro.shtml>), or
- Send an email to rule-comments@sec.gov. Please include File No. SR-ICC-2015-007 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549-1090.
- All submissions should refer to File Number SR-ICC-2015-007. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission's Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of such filing also will be available for inspection and copying at the principal

office of ICC and on ICC's Web site at <https://www.theice.com/clear-credit/regulation>.

All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-ICC-2015-007 and should be submitted on or before June 25, 2015.

VI. Conclusion

On the basis of the foregoing, the Commission finds that the proposed rule change is consistent with the requirements of the Act and in particular with the requirements of Section 17A of the Act¹⁰ and the rules and regulations thereunder.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,¹¹ that the proposed rule change (SR-ICC-2015-007), as modified by Amendment No. 1, be, and hereby is, approved on an accelerated basis.¹²

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹³

Brent J. Fields,

Secretary.

[FR Doc. 2015-13611 Filed 6-3-15; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF STATE

[Public Notice: 9162]

Rescission of Determination Regarding Cuba

In accordance with section 6(j) of the Export Administration Act of 1979 (50 U.S.C. App. 2405(j)), and as continued in effect by Executive Order 13222 of August 17, 2001, I hereby rescind the Determination of March 1, 1982, regarding Cuba, effective May 29, 2015. This action is based upon the considerations contained in the memorandum accompanying the Presidential Report of April 14, 2015, regarding Cuba.

This rescission shall also satisfy the provisions of section 620A(c) of the Foreign Assistance Act of 1961, Public Law 87-195, as amended (22 U.S.C. 2371(c)), and section 40(f) of the Arms Export Control Act, Public Law 90-629, as amended (22 U.S.C. 2780(f)).

¹⁰ 15 U.S.C. 78q-1.

¹¹ 15 U.S.C. 78s(b)(2).

¹² In approving the proposed rule change, the Commission considered the proposed rule change's impact on efficiency, competition and capital formation. 15 U.S.C. 78c(f).

¹³ 17 CFR 200.30-3(a)(12).

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

Dated: May 28, 2015.

John F. Kerry,

Secretary of State.

[FR Doc. 2015-13663 Filed 6-3-15; 8:45 am]

BILLING CODE 4710-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Lehigh Valley International Airport (ABE), Allentown, Pennsylvania

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release airport property for non-aeronautical purposes.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land for non-aeronautical purposes at the Lehigh Valley International Airport (ABE), Allentown, Pennsylvania under the provision 49 U.P.C. 47125(a).

DATES: Comments must be received on or before July 6, 2015.

ADDRESSES: Comments on this application may be mailed or delivered to the following address:

Ryan Meyer, Senior Aviation Planner,
Lehigh Valley International Airport,
3311 Airport Road, Allentown,
Pennsylvania 18109,
and at the FAA Harrisburg Airports
District Office:

Lori K. Pagnanelli, Manager, Harrisburg
Airports District Office, 3905
Hartzdale Dr., Suite 508, Camp Hill,
PA 17011.

FOR FURTHER INFORMATION CONTACT: Rick Harner, Civil Engineer, Harrisburg Airports District Office, location listed above.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release airport property for non-aeronautical purposes at the Lehigh Valley International Airport under the provisions of Section 47125(a) of Title 49 U.S.C. On May 27, 2015, the FAA determined that the request to release airport property for non-aeronautical purposes at the Lehigh Valley International Airport (ABE), Pennsylvania, submitted by the Lehigh Northampton Airport Authority (Authority), met the procedural requirements. Final release of the

⁸ 15 U.S.C. 78q-1(b)(3)(F).

⁹ 15 U.S.C. 78s(b)(2)(C)(iii).

property is subject to FAA's NEPA determination.

The following is a brief overview of the request:

The Authority requests the release of a portion of airport property totaling 260 acres, which is no longer needed for aeronautical purposes. Of the total 260 acres, 248 acres are part of Parcel H-1, and 12 acres are part of Parcel X-2. These parcels are located in Allen Township, and were originally included as part of larger property purchased with federal funds over multiple AIP grants.

The 260 acres requested for non-aeronautical use, are to be released to the Rockefeller Group Development Corporation (Rockefeller Group), 500 International Drive North, Suite 345, Mt. Olive, NJ 07828. The property is located in the northwest corner of existing airport property. Rockefeller Group is proposing to sell the 260 acre property to FedEx Ground for the construction of a ground transportation facility. The undeveloped property is located in Allen Township at the intersection of Willowbrook Road and Race Street. As shown on the Airport Layout Plan, the airport property does not serve an aeronautical purpose and is not needed for current or future airport development. The property was part of an inverse condemnation judgment against the Authority. The proceeds from the Fair Market Value (FMV) sale of the 260 acres of property will be used to pay off the judgment and the remaining balance will be placed into an identifiable interest bearing account to be used for eligible airport development purposes, as outlined in FAA Order 5190.6B, Airport Compliance Manual.

Any person may inspect the request by appointment at the FAA office address listed above. Interested persons are invited to comment on the proposed release. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, May 28, 2015.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2015-13501 Filed 6-3-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues; New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide recommendations regarding the incorporation of airframe-level crashworthiness and ditching standards into Title 14, Code of Federal Regulations (14 CFR) part 25 and development of associated advisory material. The issue is during the development of current airworthiness standards and regulatory guidance, the FAA assumed that airframe structure for transport airplanes would be constructed predominantly of metal, using skin-stringer-frame architecture. Therefore, certain requirements either do not address all of the issues associated with nonmetallic materials, or have criteria that are based on experience with traditionally-configured large metallic airplanes. With respect to crashworthiness, there is no airframe-level standard for crashworthiness. Many of the factors that influence airframe performance under crash conditions on terrain also influence airframe performance under ditching conditions. Past studies and investigations have included recommendations for review of certain regulatory requirements and guidance material to identify opportunities for improving survivability during a ditching event; consideration of these recommendations is included in this tasking.

This notice informs the public of the new ARAC activity and solicits membership for the Transport Airplane Crashworthiness and Ditching Working Group.

FOR FURTHER INFORMATION CONTACT: Ian Won, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98055, ian.y.won@faa.gov, phone number 425-227-2145, facsimile number 425-227-1232.

SUPPLEMENTARY INFORMATION:

ARAC Acceptance of Task

As a result of the March 19, 2015 ARAC meeting, the FAA has assigned and ARAC has accepted this task and will establish the Transport Airplane

Crashworthiness and Ditching Working Group, Transport Airplane and Engine Issues. The working group will serve as staff to the ARAC and provide advice and recommendations on the assigned task. The ARAC will review and approve the recommendation report and will submit it to the FAA.

Background

The FAA established the ARAC to provide information, advice, and recommendations on aviation related issues that could result in rulemaking to the FAA Administrator, through the Associate Administrator of Aviation Safety.

The Transport Airplane Crashworthiness and Ditching Working Group will provide advice and recommendations to the ARAC on airframe-level crashworthiness and ditching standards to incorporate into part 25 and any associated advisory material.

The requirements of Title 14, Code of Federal Regulations (14 CFR) 25.561 apply equally to structure constructed from either metallic or nonmetallic materials, and regardless of the design architecture and airplane size. Guidance material is mainly contained in FAA Advisory Circular (AC) 25-17A. While not explicitly stated in part 25, during the development of current airworthiness standards and published advisory circulars, the FAA assumed that airplane airframes would be constructed predominantly of metal, using skin-stringer-frame architecture. Therefore, some of the requirements either do not address all of the issues associated with nonmetallic materials, or have criteria that are based on experience with traditionally-configured large metallic airplanes. With respect to crashworthiness, there is no airframe-level standard for crashworthiness. The FAA promulgated standards for occupant protection at the seat installation level, with the presumption that the airframe provides an acceptable level of crashworthiness. Thus when an applicant proposes to use unconventional fuselage structure (materials, design, or both), the FAA has written special conditions to ensure the level of crash protection is equivalent to that provided by a traditionally-configured metallic airplane. These special conditions have been comparative in nature, and do not establish performance standards that are independent of traditional metallic skin-stringer-frame architecture for airframe crashworthiness.

Crashworthiness Factors: Many factors influence the crashworthiness of an airframe, including materials of