

result in undesirable market behavior” and that, therefore, it will “monitor the Program in an effort to identify and address any such behavior.”<sup>40</sup> Furthermore, the Exchange has represented that it “will produce data throughout the pilot, which will include statistics about participation, the frequency and level of price improvement provided by the Program, and any effects on the broader market structure.”<sup>41</sup> The Commission expects to review the data and observations of the Exchange before determining whether and, if so, how to extend the exemption from the Sub-Penny Rule.<sup>42</sup>

## V. Conclusion

*It is therefore ordered*, pursuant to Section 19(b)(2) of the Act,<sup>43</sup> that the proposed rule change (SR-BX-2014-048) be, and hereby is, approved on a one-year pilot basis.

*It is also hereby ordered* that, pursuant to Rule 612(c) of Regulation NMS, the Exchange is given a limited exemption from Rule 612 of Regulation NMS allowing it to accept and rank orders priced equal to or greater than \$1.00 per share in increments of \$0.001, in the manner described in the proposed rule change above, for a period of 12 months, ending on the same date as the 12-month pilot period of the Program.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>44</sup>

**Brent J. Fields,**  
Secretary.

[FR Doc. 2014-28474 Filed 12-3-14; 8:45 am]

**BILLING CODE 8011-01-P**

## DEPARTMENT OF STATE

[Public Notice 8963]

### Determination by the Secretary of State Relating to Iran Sanctions

**SUMMARY:** This notice is to inform the public that the Secretary of State determined on November 20, 2014, pursuant to Section 1245(d)(4)(D) of the National Defense Authorization Act for Fiscal Year 2012 (NDAA) (Pub. L. 112-

<sup>40</sup> See Request for Sub-Penny Rule Exemption, *supra* note 5, at 3, n.6.

<sup>41</sup> See *supra* note 22 and accompanying text.

<sup>42</sup> In particular, the Commission expects the Exchange to observe how maker/taker transaction charges, whether imposed by the Exchange or by other markets, might impact the use of the Program. Market distortions could arise where the size of a transaction rebate, whether for providing or taking liquidity, is greater than the size of the minimum increment permitted by the Program (\$0.001 per share).

<sup>43</sup> 15 U.S.C. 78s(b)(2).

<sup>44</sup> 17 CFR 200.30-3(a)(12); 17 CFR 200.30-3(a)(83).

81), as amended, that as of November 20, 2014, each of the following purchasers of oil from Iran has qualified for the 180-day exception outlined in section 1245(d)(4)(D): Malaysia, Singapore, and South Africa. The Secretary of State last made exception determinations under Section 1245(d)(4)(D) of the NDAA regarding these purchasers on May 27, 2014.

Dated: November 28, 2014.

**Robert F. Ichord,**

Deputy Assistant Secretary, Bureau of Energy Resources, U.S. Department of State.

[FR Doc. 2014-28520 Filed 12-3-14; 8:45 am]

**BILLING CODE 4710-09-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Report of Inspections Required by Airworthiness Directives

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. Airworthiness Directives (ADs) are regulations issued to require correct corrective action to correct unsafe conditions in aircraft, engines, propellers, and appliances. Reports of inspections are often needed when emergency corrective action is taken to determine if the action was adequate to correct the unsafe condition. The respondents are aircraft owners and operators. Currently, FAA has blanket Paperwork Reduction Act approval from OMB for all ADs with information collection requirements. Per OMB's request, this collection is being converted to a generic information collection request, which will require FAA to submit individual ADs to OMB for approval prior to their release.

**DATES:** Written comments should be submitted by February 2, 2015.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

*Public Comments Invited:* You are asked to comment on any aspect of this

information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**FOR FURTHER INFORMATION CONTACT:** Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.DePaepe@faa.gov](mailto:Kathy.DePaepe@faa.gov).

#### SUPPLEMENTARY INFORMATION:

*OMB Control Number:* 2120-0056.

*Title:* Report of Inspections Required by Airworthiness Directives.

*Form Numbers:* There are no FAA forms associated with this collection.

*Type of Review:* Renewal of an information collection; conversion to generic information collection request.

*Background:* Title 14 CFR part 39, Airworthiness Directives (AD), authorized by §§ 40113(a), 44701, and 44702 of Title 49 United States Code, prescribes how the FAA issues ADs. The FAA issues ADs when an unsafe condition is discovered on a specific aircraft type. If the condition is serious enough and more information is needed to develop corrective action, specific information may be required from aircraft owners/operators. If it is necessary for the aircraft manufacturer or airworthiness authority to evaluate the information, owners/operators will be instructed to send the information to them.

*Respondents:* Approximately 1,120 aircraft owners/operators.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 5 minutes.

*Estimated Total Annual Burden:* 3,080 hours.

Issued in Washington, DC, on December 1, 2014.

**Albert R. Spence,**

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2014-28517 Filed 12-3-14; 8:45 am]

**BILLING CODE 4910-13-P**