

Rule Change is consistent with the requirements of Rule 17Ad-22(e)(23)(ii).

As described in Section III.A above, FICC proposes to clarify its processes for monitoring, calculating, and determining whether to collect intraday margin. FICC proposes to add a requirement that it will post its intraday risk monitoring times and frequencies on its public website. By doing so, FICC's Rules should support the communication of information that its members may use to identify and evaluate potential intraday Required Fund Deposits resulting from FICC's processes. As such, the Proposed Rule Change is consistent with providing sufficient information to enable participants to identify and evaluate the risks, fees and other material costs incurred with participation in the CCA. Thus, the Proposed Rule Change is consistent with the requirements of Rule 17Ad-22(e)(23)(i) and (ii) under the Act.<sup>33</sup>

#### V. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning whether Partial 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](mailto:rule-comments@sec.gov). Please include file number SR-FICC-2025-008 on the subject line.

##### *Paper Comments*

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549.

All submissions should refer to file number SR-FICC-2025-008. 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 website (<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 website 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 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal offices of FICC and on DTCC's website (<https://www.dtcc.com/legal/sec-rule-filings.aspx>). Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to File Number SR-FICC-2025-008 and should be submitted on or before July 2, 2025.

#### VI. Accelerated Approval of the Proposed Rule Change, as Modified by Partial Amendment No. 1

The Commission finds good cause, pursuant to Section 19(b)(2)(C)(iii) of the Act,<sup>34</sup> to approve the Proposed Rule Changes, as modified by Partial Amendment No. 1, prior to the thirtieth day after the date of publication of Partial Amendment No. 1 in the **Federal Register**. As noted above, FICC filed Exhibit 3<sup>35</sup> to provide FICC's Market Risk Management Procedures, which provides supplemental information to assist the Commission in its analysis of the Proposed Rule Change. Partial Amendment No. 1 neither modifies the Proposed Rule Change as originally published in any substantive manner, nor does Partial Amendment No. 1 affect any rights or obligations of the FICC or their members and participants. Rather, Partial Amendment No. 1 includes the policies and procedures that FICC follows in implementing their margin rules, including those aspects of its margin rules affected by the proposed rule changes. Additionally, since FICC filed Partial Amendment No. 1 on May 9, 2025, the Commission has had sufficient time to review and consider Partial Amendment No. 1 as part of its analysis of the Proposed Rule Change. Accordingly, the Commission finds good cause, pursuant to Section 19(b)(2)(C)(iii) of the Act,<sup>36</sup> to approve the Proposed Rule Change, as modified by Partial Amendment No. 1, prior to the thirtieth day after the date of publication of notice of Partial

Amendment No. 1 in the **Federal Register**.

#### VII. 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, Section 17A(b)(3)(F) of the Act, and Rules 17Ad-22(e)(6)(ii) and 17Ad-22(e)(23) thereunder.

*It is therefore ordered*, pursuant to Section 19(b)(2) of the Act that proposed rule change SR-FICC-2025-008 be, and hereby is, *approved*.<sup>37</sup>

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>38</sup>

**Sherry R. Haywood,**

*Assistant Secretary.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program for King County International Airport—Boeing Field, King County, Washington

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Acceptance of King County International Airport—Boeing Field noise exposure map.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by King County for King County International Airport—Boeing Field is compliant with applicable statutory and regulatory requirements.

**DATES:** The effective date of the FAA's determination on the noise exposure map is June 6, 2025.

**FOR FURTHER INFORMATION CONTACT:** Sky M. Laron, 2200 S 216th Street, Des Moines, WA 98198, (206) 231-4136.

**SUPPLEMENTARY INFORMATION:** The FAA determined the noise exposure map submitted by King County for King County International Airport—Boeing Field, is in compliance with applicable statutory and regulatory requirements, effective June 6, 2025. Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA noise exposure maps depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft

<sup>34</sup> 15 U.S.C. 78s(b)(2)(C)(iii).

<sup>35</sup> See note 4, *supra*.

<sup>36</sup> 15 U.S.C. 78q-1.

<sup>37</sup> In approving the Proposed Rule Change, the Commission considered its impact on efficiency, competition, and capital formation. 15 U.S.C. 78c(f).

<sup>38</sup> 17 CFR 200.30-3(a)(12).

<sup>33</sup> *Id.*

operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502, and developed in consultation with public agencies and planning authorities in the area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by King County and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: current and forecast NEM graphics (2023 Existing Condition Noise Exposure Map and 2030 Future Condition Noise Exposure Map), plus all other narrative, graphic, or tabular representations of the data required by 14 CFR 150.101 and 49 U.S.C. 47503 and 47506. This determination is effective on June 6, 2025. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C. 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. These functions are inseparable from the

ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under 14 CFR 150.21, that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration,  
Northwest Mountain Region Airports  
Division, 2200 S 216th Street, Des  
Moines, WA 98198.

King County International Airport—  
Boeing Field, 7277 Perimeter Rd. S,  
Seattle, WA 98108.

Questions may be directed to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Issued in Des Moines, Washington on June 6, 2025.

**William C. Garrison,**

*Director, Airports Division, Northwest  
Mountain Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program for Camarillo Airport, Ventura County, California

**AGENCY:** Federal Aviation  
Administration, DOT.

**ACTION:** Acceptance of Camarillo Airport  
Noise Exposure Map.

**SUMMARY:** The Federal Aviation  
Administration (FAA) announces its  
determination that the noise exposure  
map submitted by County of Ventura for  
Camarillo Airport is compliant with  
applicable statutory and regulatory  
requirements.

**DATES:** The effective date of the FAA's  
determination on the noise exposure  
map is June 6, 2025.

**FOR FURTHER INFORMATION CONTACT:** Gail  
M. Campos, Environmental Protection  
Specialist, Federal Aviation  
Administration, 777 South Aviation  
Boulevard, Suite 150, El Segundo,  
California 90045. Telephone 424-405-  
7269.

**SUPPLEMENTARY INFORMATION:** The FAA  
determined the noise exposure map  
submitted by the County of Ventura for  
Camarillo Airport, is in compliance  
with applicable statutory and regulatory  
requirements, effective June 6, 2025.  
Under title 49, United States Code  
(U.S.C.) section 47503, an airport  
operator may submit to the FAA, noise  
exposure maps depicting non-  
compatible uses as of the date such map  
is submitted, a description of estimated  
aircraft operations during a forecast  
period that is at least five years in the  
future and how those operations will  
affect the map. A noise exposure map  
must be prepared in accordance with  
title 14, Code of Federal Regulations  
(CFR) part 150, the regulations  
promulgated pursuant to 49 U.S.C.  
47502 and developed in consultation  
with public agencies and planning  
authorities in the area surrounding the  
airport, state and Federal agencies,  
interested and affected parties in the  
local community, and aeronautical users  
of the airport. In addition, an airport  
operator that submitted a noise  
exposure map, which the FAA  
determined is compliant with statutory  
and regulatory requirements, may  
submit a noise compatibility program  
for FAA approval that sets forth  
measures the operator has taken or  
proposes to take to reduce existing non-  
compatible uses and prevent the  
introduction of additional non-  
compatible uses.

The FAA completed its review of the  
noise exposure map and supporting  
documentation submitted by the County  
of Ventura and determined the noise  
exposure map and accompanying  
documentation are compliant with  
applicable requirements. The  
documentation that constitutes the  
Noise Exposure Map includes: "Exhibit  
1—2022 Existing Noise Exposure Map"  
and "Exhibit 2—2027 Noise Exposure  
Map" which addresses the current and  
forecast NEM graphics. The "Camarillo  
Airport 14 CFR part 150 Noise Exposure  
Map Update," dated December 2023,  
complies all other applicable narrative,  
graphic, and tabular representations of  
the data including airport description,  
flight track data, aircraft operations data,  
aviation forecast data, on-airport and  
off-airport land use information as  
required by 14 CFR 150.101 and 49  
U.S.C. sections 47503 and 47506. This