

current Ebola virus disease (Ebola) epidemic is the largest in history, affecting multiple countries in West Africa. Ebola, previously known as Ebola hemorrhagic fever, is a rare and deadly disease caused by infection with one of the Ebola virus strains. Ebola can cause disease in humans, nonhuman primates (monkeys, gorillas, and chimpanzees), and other animals. Ebola is caused by infection with a virus of the family Filoviridae, genus Ebolavirus. There are five identified Ebola virus species found in several African countries. The current outbreak is due to Ebola virus (Zaire ebolavirus) in Guinea, Sierra Leone, and Liberia.

In order to assist in preventing the further introduction and spread of this communicable disease in the United States, CBP, in coordination with other DHS components and offices, the CDC, and other agencies charged with protecting the homeland and the American public, is currently implementing enhanced screening protocols at five U.S. airports that receive the largest number of travelers from Liberia, Guinea, and Sierra Leone. To ensure that all travelers with recent travel to, from, or through the affected countries are screened, CBP directs all flights to the U.S. carrying such persons to arrive at the five airports where the enhanced screening procedures are being implemented. While CBP anticipates working with the air carriers in an endeavor to identify potential travelers from the affected countries prior to boarding, air carriers will remain obligated to comply with the requirement of this notice, particularly in the event that travelers who have recently traveled to, from, or through the affected countries are boarded on flights bound for the U.S.

**Notice of Arrival Restrictions
Applicable to Flights Carrying Persons
Who Have Recently Traveled to, From,
or Through Certain Ebola-Stricken
Countries**

Pursuant to 19 U.S.C. 1433(c) and 19 CFR 122.32, CBP has the authority to limit the location where all aircraft entering the U.S. from abroad may land. Under this authority, I hereby direct all operators of aircraft carrying persons to the U.S. whose recent travel included Liberia, Guinea, or Sierra Leone to land at one of the following five airports: John F. Kennedy International Airport (JFK), New York; Newark Liberty International Airport (EWR), New Jersey; Washington Dulles International Airport (IAD), Virginia; Chicago O'Hare International Airport (ORD), Illinois; and Hartsfield-Jackson Atlanta International Airport (ATL), Georgia.

This list of affected countries and airports may be modified by an updated publication in the **Federal Register** or by posting an advisory to follow at www.cbp.gov. The restrictions will remain in effect until superseded, modified, or revoked by publication in the **Federal Register** or posting on www.cbp.gov.

Dated: October 21, 2014.

R. Gil Kerlikowske,
Commissioner.

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**DEPARTMENT OF HOMELAND
SECURITY**

Coast Guard

33 CFR Part 117

[Docket No. USCG-2014-0934]

**Drawbridge Operation Regulation;
Lake Washington, Seattle, WA**

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Evergreen Point Floating Bridge (State Route 520) across Lake Washington at Seattle, WA. The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington, Seattle, Washington. This deviation allows the bridge to remain in the closed position two hours before and two hours after each game. Note that the game times for the games scheduled at Husky Stadium have not yet been determined due to NCAA television scheduling.

DATES: This deviation is effective from October 25, 2014 through November 22, 2014.

ADDRESSES: The docket for this deviation, [USCG-2014-0934] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Steven M.

Fischer, Bridge Administrator, Thirteenth District, Coast Guard; telephone 206-220-7282, email Steven.M.Fischer3@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The Washington State Department of Transportation, on behalf of the University of Washington Police Department, has requested that the Evergreen Point Floating Bridge (State Route 520) remain closed to vessel traffic, and need not open to vessel traffic to facilitate timely movement of pre-game and post-game football traffic. The Evergreen Point Floating Bridge provides three navigational openings for vessel passage, the movable floating span, subject to this closure, and two fixed navigational openings; one on the east end of the bridge and one on the west end. The fixed navigational opening on the east end of the bridge provides a horizontal clearance of 150 feet and a vertical clearance of 57 feet (the east end navigation channel is currently blocked due to construction). The opening on the west end of the bridge provides a horizontal clearance of 170 feet and a vertical clearance of 45 feet. These vertical clearance measurements are made in reference to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath the bridge during these closure periods. Under normal conditions this bridge opens on signal if at least two hours notice is given in 33 CFR 117.1049.

This deviation period will cover the dates October 25, 2014, November 8, 2014, and November 22, 2014. The times for the closures will be determined and announced in the Coast Guard's Local Notice to Mariners and Broadcast Notice to Mariners as they become available. Due to NCAA television scheduling, the times for the games are not currently available.

The deviation allows the center span of Evergreen Point Floating Bridge (State Route 520) to remain in the closed position and need not open for maritime traffic for two hours before and after the University of Washington football game on October 25, 2014, November 8, 2014, and November 22, 2014. The bridge shall operate in accordance to 33 CFR 117.1049 at all other times. Waterway usage on the Lake Washington Ship Canal ranges from commercial tug and barge to small pleasure craft.

The bridge will be able to open for emergencies and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridges must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: October 10, 2014.

Steven M. Fischer,

Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2014–25271 Filed 10–22–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2014–0849]

RIN 1625–AA00

Safety Zone; Ordinance Removal; Saipan Harbor, CNMI

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone in support of World War II ordinance disposal found southeast of Buoy 3 in Saipan Harbor. This safety zone will encompass a 140 yard radius centered around a blue and white buoy, located at approximately 15 degrees 13.370 minutes North Latitude, 145 degrees 42.256 minutes East Longitude, southeast of Buoy 3 in Saipan Harbor. (NAD 1983)

DATES: This rule is effective without actual notice from October 23, 2014 until December 18, 2014. For the purposes of enforcement, actual notice will be used from September 19, 2014, until October 23, 2014.

ADDRESSES: Documents indicated in this preamble are part of docket USCG–2014–0849. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room

W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. (EST), Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call Chief Kristina Gauthier, U.S. Coast Guard Sector Guam at (671) 355–4866. If you have any questions on viewing or submitting material to the docket, call Cheryl Collins Program Manager, Docket Operations, at (202) 366–9826 or 1–800–647–5527.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR Federal Register
NPRM Notice of Proposed Rulemaking
COTP Captain of the Port

A. Regulatory History and Information

The Coast Guard is issuing this temporary final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because doing so would be impracticable. The Coast Guard received notice of the ordinance on September 10, 2014. Due to the emergent nature of this incident, the Coast Guard did not have time to issue a notice of proposed rulemaking. The ordinance was discovered during operations related to the grounded M/V PAUL RUSS which was covered under the temporary final rule USCG–2013–0203.

Under 5 U.S.C. 553(d)(3), for the same reason mentioned above, the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Due to the late notice and inherent danger in removal of ordinance, and a grounded vessel, delaying the effective period of this safety zone would be contrary to the public interest.

B. Basis and Purpose

The legal basis for this rule is the Coast Guard’s authority to establish regulated navigation areas and other limited access areas: 33 U.S.C. 1231; 33 CFR 1.05–1, 6.04–6, 160.5; and

Department of Homeland Security Delegation No. 0170.1.

A safety zone is a water area, shore area, or water and shore area, for which access is limited to authorized person, vehicles, or vessels for safety or environmental purposes. The purpose of this rulemaking is to protect mariners from the potential hazards associated with salvage operations. Approaching too close to such operations could potentially expose the mariner to hazardous conditions.

C. Discussion of Rule

In order to protect the public from the hazards associated with the ordinance and subsequent removal operations, the Coast Guard is establishing a temporary safety zone, effective from September 19, 2014 until December 18, 2014. The enforcement period for this rule is from September 19, 2014 until December 18, 2014.

The safety zone is located within the Guam COTP Zone (See 33 CFR 3.70–15), and will cover all waters bounded by a circle with a 140-yard radius centered around the ordinance, located at approximately 15 degrees 13.370 North Latitude, 145 degrees 42.256 minutes East Longitude, from the surface of the water to the ocean floor.

The general regulations governing safety zones contained in 33 CFR 165.23 apply. Entry into, transit through or anchoring within this zone is prohibited unless authorized by the COTP or a designated representative thereof. Any Coast Guard commissioned, warrant, or petty officer, and any other COTP representative permitted by law, may enforce the zone. The COTP may waive any of the requirements of this rule for any person, vessel, or class of vessel upon finding that application of the safety zone is unnecessary or impractical for the purpose of maritime safety. Vessels or persons violating this rule may be subject to the penalties set forth in 33 U.S.C. 1232 and/or 50 U.S.C. 192.

D. Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on these statutes and executive orders.

1. Regulatory Planning and Review

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, as supplemented by Executive Order 13563, Improving Regulation and Regulatory Review, and does not require an assessment of