

## PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2014–21–06 Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation):** Amendment 39–17998; Docket No. FAA–2014–0345; Directorate Identifier 2013–NM–230–AD.

#### (a) Effective Date

This AD is effective November 28, 2014.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation) airplanes identified in paragraphs (c)(1)(i), (c)(1)(ii), and (c)(1)(iii) of this AD.

(i) Model 400 Beechjet airplanes having serial numbers RJ–1 through RJ–65, inclusive.

(ii) Model 400A Beechjet airplanes having serial numbers RK–1 through RK–604, inclusive.

(iii) Model 400T Beechjet airplanes having serial numbers TT–1 through TT–180, inclusive; and TX–1 through TX–13, inclusive.

(2) Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Mitsubishi Heavy Industries, Inc. Ltd.) Model MU–300 airplanes, having serial numbers A003SA through A093SA, inclusive.

#### (d) Subject

Air Transport Association (ATA) of America Code 27, Flight Controls.

#### (e) Unsafe Condition

This AD was prompted by a report of a failure of the Acme nut threads in a pitch trim actuator (PTA). We are issuing this AD to prevent failure of the Acme nut threads in the PTA, which could lead to loss of control of pitch trim and reduced controllability of the airplane.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Determination of Serial Number and Part Number

Within 200 flight hours or 6 months after the effective date of this AD, whichever

occurs first, inspect to determine the serial number and part number of the PTA, in accordance with the Accomplishment Instructions of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012. A review of manufacturer delivery and operator maintenance records is acceptable in lieu of the inspection, if the serial number and part number of the PTA can be conclusively determined from that review.

#### (h) Replacement

If any serial number and part number found during any inspection required by paragraph (g) of this AD is one listed in Table 1 or Table 2 of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012: Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the PTA with a serviceable PTA or an overhauled PTA having an Acme nut and jackscrew replaced with a new Acme nut and jackscrew, in accordance with the Accomplishment Instructions of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012.

#### (i) Repetitive Replacements

Within 1,800 flight hours after the effective date of this AD, or at the next PTA overhaul, whichever occurs first, replace the PTA with a new PTA or an overhauled PTA having the Acme nut and jackscrew replaced with a new Acme nut and jackscrew, in accordance with sections 3.A.(2), (3), and (5) through (10) of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012. Repeat the replacement thereafter at intervals not to exceed 1,800 flight hours, or at every PTA overhaul, whichever occurs first.

#### (j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (k) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (k) Related Information

For more information about this AD, contact Ann Johnson, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316–946–4105; fax: 316–946–4107; email: [Ann.Johnson@faa.gov](mailto:Ann.Johnson@faa.gov).

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Beechcraft Corporation, TMDC, P.O. Box 85, Wichita, KS 67201–0085; telephone 316–676–8238; fax 316–671–2540; email [tmdc@beechcraft.com](mailto:tmdc@beechcraft.com); Internet <http://pubs.beechcraft.com>.

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on October 13, 2014.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014–24963 Filed 10–22–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

#### 19 CFR Part 122

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

**AGENCY:** U.S. Customs and Border Protection; Department of Homeland Security.

**ACTION:** Notice of arrival restrictions.

**SUMMARY:** This document announces the decision of the Commissioner of CBP to direct all flights to the U.S. carrying persons who have recently traveled to, from, or through Ebola-stricken countries to arrive at one of the U.S. airports where CBP is implementing enhanced screening procedures.

**DATES:** Effective October 21, 2014.

**FOR FURTHER INFORMATION CONTACT:** Francis Russo, Office of Field Operations, (202) 325–4835, [fof-ops-cat@cbp.dhs.gov](mailto:fof-ops-cat@cbp.dhs.gov).

#### SUPPLEMENTARY INFORMATION:

#### Background

According to the Centers for Disease Control and Prevention (CDC), the

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](http://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](http://www.cbp.gov).

Dated: October 21, 2014.

**R. Gil Kerlikowske,**  
*Commissioner.*

[FR Doc. 2014-25358 Filed 10-21-14; 4:15 pm]

**BILLING CODE 9111-14-P**

**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](mailto: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.