

period there will be one week when the bridge will be able to accommodate mariner traffic; the exact dates are to be determined at a later date and will be communicated to the marine community via the local notice to mariners and through direct notification to known waterway users via WDSOT. Vessels that require an opening during this one week period, will need to schedule an opening twenty four hours in advance by marine radio or telephone.

The SR 529 Twin Bridges, mile 3.6, crossing the Snohomish River provides 38 feet of vertical clearance above mean high water elevation while in the closed position. The SR 529 Twin Bridges crossing the Snohomish River normally operate in accordance with 33 CFR 117.1059(c) which requires advance notification of one-hour when a bridge opening is needed. Waterway usage on the Snohomish River ranges from commercial tugs to small pleasure craft. Vessels able to pass through the bridge in the closed positions may do so at anytime. The bridge will not 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 Broadcast Notice to Mariners of the change in the operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by this temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge 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 31, 2014.

Steven M. Fischer,
Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2014-27175 Filed 11-14-14; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2014-0961]

Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, Chesapeake, VA

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating

schedule that governs the S168 Bridge (Battlefield Boulevard) across the Atlantic Intracoastal Waterway, Albemarle and Chesapeake Canal, mile 12.0, Chesapeake (Great Bridge), VA. The deviation is necessary to safely accommodate the annual Christmas parade. This deviation allows the bridge to remain in the closed position for the set up of the event and the duration of the Christmas parade.

DATES: This deviation is effective from 4 p.m. to 9 p.m. on December 6, 2014.

ADDRESSES: The docket for this deviation, [USCG-2014-0961] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on the 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 deviation, call or email Mrs. Kashanda L. Booker, Bridge Management Specialist, Fifth District, Coast Guard, telephone 757-398-6227, email Kashanda.L.Booker@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The City of Chesapeake, who owns and operates the S168 (Battlefield Boulevard) Bridge across the Atlantic Intracoastal Waterway, Albemarle and Chesapeake Canal, mile 12.0 at Chesapeake (Great Bridge), VA has requested a temporary deviation from the current operating regulations to accommodate their annual Christmas parade.

The S168 Bridge operating regulations are set out in 33 CFR 117.997(g). The S168 Bridge opens on signal; except that, from 6 a.m. to 7 p.m., the draw need be opened only on the hour, or if the vessel cannot reach the draw exactly on the hour, the draw tender may delay the hourly opening up to ten minutes past the hour.

In the closed-to-navigation position, this lift-type drawbridge provides a vertical-clearance of 8.5 feet above mean high water.

Under this temporary deviation, the drawbridge will remain in the closed position to vessels requiring an opening from 4 p.m. to 9 p.m. on December 6, 2014 to safely accommodate the

Chesapeake annual Christmas parade event.

Vessels able to safely pass under the drawbridge while it is in the closed position may do so at any time. The Atlantic Intracoastal Waterway caters to a variety of vessels from tug and barge traffic to recreational vessels traveling from Florida to Maine. The Atlantic Ocean is the alternate route for vessels and the bridge will be able to open in the event of an emergency. The Coast Guard will also inform the users of the waterways through 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 drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: November 3, 2014.

James L. Rousseau,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2014-27170 Filed 11-14-14; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2014-0592]

RIN 1625-AA11

Regulated Navigation Area, Lake Michigan; Chicago Harbor Lock, Chicago, IL to Calumet Harbor, Chicago, IL

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a Regulated Navigation Area (RNA) for the waters of Lake Michigan within 5 nautical miles from shore from the Chicago Harbor Lock, Chicago, Illinois to Calumet Harbor, Chicago, Illinois. This RNA is intended to allow barges to transit on an alternate route on a portion of Lake Michigan due to the temporary closure of the Thomas J. O'Brien Lock on RM 326.5 on the Calumet River. This RNA is necessary to ensure vessel safety and facilitate commerce.

DATES: This rule is effective from November 17, 2014 until March 31, 2015. This rule has been enforced with

actual notice from November 1, 2014 until November 17, 2014.

ADDRESSES: Documents mentioned in this preamble are part of docket USCG–2014–0592. 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., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, contact or email MST1 John Ng, U.S. Coast Guard Marine Safety Unit Chicago, at 630–986–2155 or John.H.Ng@uscg.mil. If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 1–800–647–5527.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR Federal Register
NPRM Notice of Proposed Rulemaking
RNA Regulated Navigation Area
TFR Temporary Final Rule

A. Regulatory History and Information

On September 4, 2014, the Coast Guard published an NPRM in the **Federal Register** entitled “Regulated Navigation Area; Lake Michigan, Chicago Harbor Lock, Chicago, IL to Calumet Harbor, Chicago, IL” (79 FR 52591). We received two comments in response to the NPRM. Those comments are addressed below. No public meeting was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. On June 4, 2014, the Coast Guard, industry stakeholders, and the Army Corps of Engineers discussed the closure of the Thomas J. O’Brien Lock and alternatives for affected barge traffic. The need for an RNA arose out of these discussions, and the Coast Guard began the rulemaking process for a temporary RNA. However, there was insufficient time for both notice and comment and delaying the effective date of the rule. Waiting 30 days after publication to make the rule effective would be impracticable and contrary to

the public interest because it would not allow the RNA to be enforced starting after November 1, 2014, when it is needed to ensure vessel safety and facilitate commerce.

B. Basis and Purpose

The legal basis for this rule is the Coast Guard’s authority to establish RNAs and limited access areas: 33 U.S.C. 1231; 46 U.S.C. Chapter 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

Between November 3, 2014, and March 6, 2015, the United States Army Corps of Engineers anticipates closing the Thomas J. O’Brien Lock for two 47-day periods in order to perform maintenance on the lock. The Thomas J. O’Brien Lock closures present a significant challenge to the barge industry and an alternate route is necessary in order to sustain commerce. Further, safe operating requirements for this temporary alternate route are necessary to ensure safety of transiting barge traffic.

C. Discussion of Comments, Changes and the Final Rule

We received two comments in response to the NPRM. The first comment indicated that the environmental analysis for the proposed rule lacked information about the environmental impact of barge traffic. This comment recommends the inclusion of relevant studies, if any, on the impact of barge traffic on the environment in the proposed rule’s environmental analysis.

We have made no change to the final rule in light of this comment. The environmental checklist and categorical exclusion, included in the docket, address the environmental analysis of this rule. In short, we determined after a thorough review, that the application of U.S. Coast Guard categorical exclusion 34(g) is appropriate in this case. Having made this determination, no further environmental analysis and documentation is required. However, as we note later on, we welcome any comments or information that may lead to discovery of a significant environmental impact from this rule.

A second comment voiced support for the temporary RNA as a practical solution for commercial traffic during the closure of the Thomas J. O’Brien Lock. We made no change to the final rule in light of this comment.

Further, we have made editorial changes to the regulatory text of the rule for clarification. As to the first change, we’ve inserted the phrase “within the

effective period” under paragraph 2(b) of the regulatory text. This phrase explains that any change in the enforcement period for which we give notice will occur within the effective period of the rule (November 1, 2014 to March 31, 2015). We further deleted the phrase “In accordance with 46 CFR 45.171” and added the word “same” under paragraph 2(c)(1) to clarify that only certain provisions of 46 CFR 45.171 are adopted for purposes of this rule; these provisions include the “same” requirements for voyages between Burns Harbor, Indiana and Calumet Harbor, Chicago, Illinois as reflected in Table 45.171.

D. Discussion of the Final Rule

This RNA is necessary to facilitate commerce and establish safe operating requirements for this temporary alternate route. Thus, this rule establishes an RNA on the waters of Lake Michigan, between Chicago Harbor Lock, Chicago, Illinois and Calumet Harbor, Chicago, Illinois, within 5 nautical miles from shore.

This RNA will be effective and enforced from November 1, 2014, through March 31, 2015. The effective period for this RNA is broader than the anticipated closure dates of the Thomas J. O’Brien Lock and Dam to account for unexpected changes in schedule. In the event of a change in the enforcement dates and times, the Ninth District Commander will provide notice to the public by issuing a Notice of Enforcement for publication in the **Federal Register**, and announcing a Broadcast Notice to Mariners.

Inspected and uninspected river barges transiting this RNA need to operate in accordance with temporary 33 CFR 165.T09–0592 described below:

Uninspected Dry Cargo Barges

Unmanned dry cargo river barges transiting between Chicago Harbor Lock, Chicago, Illinois and Calumet Harbor, Chicago, Illinois must meet the same requirements for voyages between Burns Harbor, Indiana and Calumet Harbor, Chicago, Illinois outlined in Table 45.171 of 46 CFR 45.171, as follows:

- Load line requirement: Conditionally exempted from load line assignment.

- Where to register/apply: Exempted barges must be registered with the USCG Marine Safety Unit Chicago, 555A Plainfield Road, Willowbrook, IL 60527; Fax (630) 986–2120.

- Eligible barges are dry cargo river barges, built and maintained in accordance with ABS River Rules, Length-to-depth ratio is less than 22, and all weathertight and watertight

closures are in proper working condition. There is no age limitation.

- Barges freeboard must be at least 24 inches (610 mm). On open hopper barges, the coaming height + freeboard must be at least 54 inches (1,372 mm).

- Tow limitations: Barges must be unmanned. Barges must transit within 5 nautical miles from shore. There is no limit on the number of barges in tow.

- Cargo limitations: Dry cargoes only. Liquid cargoes, even in drums or tank containers, are prohibited. No hazardous materials. HazMats are defined in 46 CFR part 148 and 49 CFR chapter 1, subchapter C.

- Weather limitations: Voyages will be conducted in “Fair weather” only. If worse conditions arise during the transit, the voyage must be discontinued and tow must proceed to shelter.

- Pre-departure preparations: Required; as specified in 46 CFR 45.191.

- Tow requirements:
 - Power: sufficient to handle tow.
 - Communication system:

Recommended; 46 CFR 45.195(a).

- Cutting gear: Recommended; 46 CFR 45.195(b).

- Operational plan: Recommended; 46 CFR 45.197.

Coast Guard Inspected River Barges

Unmanned inspected river barges operating between Chicago Harbor Lock, Chicago, Illinois and Calumet Harbor, Chicago, Illinois must meet the following requirements:

- Markings: Great Lakes diamond without seasonal marks.

- Stability: Applicable 46 CFR subchapter S requirements.

- Strength: ABS Rules for Rivers and Intracoastal Waterways. Tank barges over 300 feet in length must have loading information per 46 CFR 31.10–32.

- Freeboard: Dry cargo and tank barges are to comply with the freeboard requirements of 46 CFR Part 45. Dry cargo barges will not be assessed penalties for hatch coaming or hatch cover deficiencies.

- Load Line Certificate: Great Lakes certificate with the following notation:

“This certificate is valid only for unmanned fair weather voyages between Calumet Harbor, Chicago, Illinois and Burns Harbor, Indiana.”

- Operating restrictions: Voyages will be conducted in “Fair weather” only. If worse conditions arise during the transit, the voyage must be discontinued and tow must proceed to shelter. Barges must transit within 5 nautical miles of shore.

E. 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, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

We conclude that this rule is not a significant regulatory action because we anticipate that it will have minimal impact on the economy, will not interfere with other agencies, will not adversely alter the budget of any grant or loan recipients, and will not raise any novel legal or policy issues. The RNA is intended to facilitate commerce and will not restrict navigation because it will allow barges to transit an additional route without making any changes to the current barge requirements. Overall, we expect the economic impact of this rule to be minimal and that a full Regulatory Evaluation is unnecessary.

2. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

This regulated navigation area will not have a significant economic impact on a substantial number of small entities because it is intended to facilitate commerce and will not restrict navigation because it will allow barges to transit an additional route without making any changes to the current barge requirements. If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

3. Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement

Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Lieutenant Heidi Bragalone, Waterways Management Branch, Coast Guard Marine Safety Unit Chicago, Willowbrook, IL at (630) 986–2131. The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

4. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

5. Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and determined that this rule does not have implications for federalism.

6. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

7. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

8. Taking of Private Property

This rule will not cause a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and

Interference with Constitutionally Protected Property Rights.

9. Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

10. Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

11. Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

12. Energy Effects

This rule is not a “significant energy action” under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use.

13. Technical Standards

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

14. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves the establishment of a regulated navigation area and, therefore it is categorically excluded from further review under paragraph 34(g) of Figure 2–1 of the Commandant Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated

under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 46 U.S.C. Chapters 701, 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

- 2. Add § 165.T09–0592 to read as follows:

§ 165.T09–0592 Regulated Navigation Area, Lake Michigan; Chicago Harbor Lock, Chicago, IL to Calumet Harbor, Chicago, IL.

(a) *Location.* All waters of Lake Michigan, between Chicago Harbor Lock, Chicago, Illinois, to Calumet Harbor, Chicago, Illinois, extending within 5 nautical miles from shore.

(b) *Effective period and enforcement.* The regulated navigation area described in paragraph (a) of this section will be effective from November 1, 2014, through March 31, 2015. This section is expected to be enforced from November 1, 2014, through March 31, 2015, but the enforcement dates and times for this regulated navigation area are subject to change. In the event of a change within the effective period, the Ninth District Commander will provide notice to the public by issuing a Notice of Enforcement for publication in the **Federal Register**, and announcing a Broadcast Notice to Mariners.

(c) *Regulations.* (1) Unmanned dry cargo river barges transiting between Chicago Harbor Lock, Chicago, Illinois and Calumet Harbor, Chicago, Illinois must meet the same requirements for voyages between Burns Harbor, Indiana and Calumet Harbor, Chicago, Illinois, outlined in Table 45.171 of 46 CFR 45.171, as follows:

(i) Load line requirement: Conditionally exempted from load line assignment.

(ii) Where to register/apply: Exempted barges must be registered with the USCG Marine Safety Unit, 555A Plainfield Road, Willowbrook, IL 60527; Fax (630) 986–2120.

(iii) Eligible barges are dry cargo river barges, built and maintained in

accordance with ABS River Rules, Length-to-depth ratio is less than 22, and all weathertight and watertight closures are in proper working condition. There is no age limitation.

(iv) Barges freeboard must be at least 24 inches (610mm). On open hopper barges, the coaming height + freeboard must be at least 54 inches (1,372 mm).

(v) Tow limitations: Barges must be unmanned. Barges must transit within 5 nautical miles from shore. There is no limit on the number of barges in tow.

(vi) Cargo limitations: Dry cargoes only. Liquid cargoes, even in drums or tank containers, are prohibited. No hazardous materials. Hazardous materials are defined in 46 CFR part 148 and 49 CFR chapter 1, subchapter C.

(vii) Weather limitations: Voyages will be conducted in “Fair weather” only. If worse conditions arise during the transit, the voyage must be discontinued and tow must proceed to shelter.

(viii) Pre-departure preparations: Required; as specified in 46 CFR 45.191.

(ix) Tow requirements:

(A) Power: Sufficient to handle tow.

(B) Communication system:

Recommended; 46 CFR 45.195(a).

(C) Cutting gear: Recommended; 46 CFR 45.195(b).

(D) Operational plan: Recommended; 46 CFR 45.197.

(2) Unmanned inspected river barges operating between Chicago Harbor Lock, Chicago, Illinois and Calumet Harbor, Chicago, Illinois must meet the following requirements:

(i) Markings: Great Lakes diamond without seasonal marks.

(ii) Stability: Applicable 46 CFR subchapter S requirements.

(iii) Strength: ABS Rules for Rivers and Intracoastal Waterways. Tank barges over 300 feet in length must have loading information per 46 CFR 31.10–32.

(iv) Freeboard: Dry cargo and tank barges are to comply with the freeboard requirements of 46 CFR part 45. Dry cargo barges will not be assessed penalties for hatch coaming or hatch cover deficiencies.

(v) Load Line Certificate: Great Lakes certificate with the following notation: “This certificate is valid only for unmanned fair weather voyages between Calumet Harbor, Chicago, Illinois and Burns Harbor, Indiana.”

(vi) Operating restrictions: Voyages will be conducted in “Fair weather” only. If worse conditions arise during the transit, the voyage must be discontinued and tow must proceed to shelter. Barges must transit within 5 nautical miles from shore.

Dated: October 30, 2014.

F.M. Midgett,

Rear Admiral, U.S. Coast Guard, Commander,
Ninth Coast Guard District.

[FR Doc. 2014-27168 Filed 11-14-14; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

46 CFR Parts 24, 30, 70, 90, and 188

[Docket No. USCG-2012-0919]

RIN 1625-AB83

Lifesaving Devices—Uninspected Commercial Barges and Sailing Vessels

AGENCY: Coast Guard, DHS.

ACTION: Correcting amendment.

SUMMARY: The Coast Guard published a final rule in the **Federal Register** on September 10, 2014, requiring the use of wearable personal flotation devices for individuals on board uninspected non-passenger commercial barges and sailing vessels. In the final rule, the Coast Guard amended several tables to reflect this requirement. However, in a subsequent final rule regarding non-substantive changes, the Coast Guard removed the same tables in an effort to consolidate the regulations by referencing to a common table instead. The original final rule's amendatory instructions can no longer be amended as the tables were removed prior to the original final rule's effective date by the subsequent effective final rule. This correction removes the amendatory instructions in the original final rule for the affected tables.

DATES: This correction is effective on November 17, 2014.

FOR FURTHER INFORMATION CONTACT: If you have questions on this correction, call or email Paul Crissy, Office of Standards Evaluation and Development, Coast Guard; telephone 202-372-1093, email Paul.H.Crissy@uscg.mil. If you have questions on viewing material on the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: To view the original final rule document, visit <http://www.gpo.gov/fdsys/granule/FR-2014-09-10/2014-21541>.

Background

The Coast Guard published a final rule in the **Federal Register** of September 10, 2014, (79 FR 53621), amending Tables 2.01-7(a), 24.05-1(a),

30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a). The Coast Guard published a second final rule in the **Federal Register** of September 29, 2014, (79 FR 58270), removing Tables 24.05-1(a), 30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a), making a reference back to Table 2.01-7(a) instead. This correction removes the amendatory instructions for Tables 24.05-1(a), 30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a) published on September 10, 2014.

Need for Correction

The Coast Guard published two final rules in the **Federal Register** that created the need for this correction. The Coast Guard amended Tables 2.01-7(a), 24.05-1(a), 30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a) on September 10, 2014, (79 FR 53621), which became effective on October 10, 2014. However, subsequently, in the **Federal Register** of September 29, 2014, (79 FR 58270), the Coast Guard removed Tables 24.05-1(a), 30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a), making reference instead to Table 2.01-7(a), which became effective on September 29, 2014. As a result of the effective dates, the removal of Tables 24.05-1(a), 30.01-5(d), 70.05-1(a), 90.05-1(a), and 188.05-1(a) occurred prior to the amendment of the same tables. As such, the Office of Federal Register could not make the amendments to the removed tables and instead placed an editorial note in the CFR noting this discrepancy. This correction removes the amendatory instructions published in the final rule of September 10, 2014, (79 FR 53621), so that the editorial note to the CFR can be removed.

In FR Doc. 2014-21541, published on September 10, 2014, (79 FR 53621), make the following corrections:

§ 24.05-1 [Corrected]

1. On page 53630, in the third column, remove amendatory instruction 4. and the amendment to § 24.05-1.

§ 30.01-5 [Corrected]

2. On page 53631, in the second column, remove amendatory instruction 11. and the amendment to § 30.01-5.

§ 70.05-1 [Corrected]

3. On page 53631, in the second column, remove amendatory instruction 13. and the amendment to § 70.05-1.

§ 90.05-1 [Corrected]

4. On page 53631, in the second column, remove amendatory instruction 15. and the amendment to § 90.05-1.

§ 188.05-1 [Corrected]

5. On page 53631, in the third column, remove amendatory instruction 17. and the amendment to § 188.05-1.

Dated: November 12, 2014.

Katia Cervoni,

Chief, Office of Regulations and Administrative Law, U.S. Coast Guard.

[FR Doc. 2014-27154 Filed 11-14-14; 8:45 am]

BILLING CODE 9110-04-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MB Docket No. 14-141, RM-11733; DA 14-1577]

Television Broadcasting Services; Rome, Georgia

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: A petition for rulemaking was filed by ION Media Atlanta License, Inc. ("ION Media"), the licensee of WPXA-TV, channel 51, Rome, Georgia, requesting the substitution of channel 31 for channel 51 at Rome. ION Media filed comments reaffirming its interest in the proposed channel substitution and explained that the channel substitution will allow it to serve all viewers currently receiving digital service while eliminating any potential interference with wireless operations in the Lower 700 MHz A Block located adjacent to channel 51 in Rome. ION Media states that it will file an application for a construction permit for channel 31 and implement the change in accordance with the Commission's rules upon adoption of the channel substitution.

DATES: Effective November 17, 2014.

FOR FURTHER INFORMATION CONTACT: Joyce Bernstein, Joyce.Bernstein@fcc.gov, Media Bureau, (202) 418-1647.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order*, MB Docket No. 14-141, adopted October 30, 2014, and released October 31, 2014. The full text of this document is available for public inspection and copying during normal business hours in the FCC's Reference Information Center at Portals II, CY-A257, 445 12th Street SW., Washington, DC 20554. This document will also be available via ECFS (<http://fjallfoss.fcc.gov/ecfs/>). This document may be purchased from the Commission's duplicating contractor, Best Copy and Printing, Inc., 445 12th Street SW.,