

National Environmental Policy Act

DOI determined that this rule does not constitute a major Federal action significantly affecting the quality of the human environment; therefore, an Environmental Impact Statement is not required.

List of Subjects in 30 CFR Part 250

Continental shelf, Environmental impact statements, Environmental protection, Government contracts, Incorporation by reference, Investigations, Mineral royalties, Oil and gas development and production, Oil and gas exploration, Oil and gas reserves, Penalties, Pipelines, Public lands—mineral resources, Public lands—rights-of-way, Reporting and recordkeeping requirements, Sulphur development and production, Sulphur exploration, Surety bonds.

List of Subjects for 30 CFR Part 256

Administrative practice and procedure, Continental shelf, Government contracts, Incorporation by reference, Oil and gas exploration, Public lands—mineral resources, Reporting and recordkeeping requirements, Surety bonds.

Dated: May 9, 1997.

Bob Armstrong,

Assistant Secretary, Land and Minerals Management.

For the reasons stated in the preamble, the Minerals Management Service (MMS) amends 30 CFR parts 250 and 256 as follows:

PART 250—OIL AND GAS AND SULPHUR OPERATIONS IN THE OUTER CONTINENTAL SHELF

1. The authority citation for part 250 continues to read as follows:

Authority: 43 U.S.C. 1331 *et seq.*

2. Section 250.160 is amended by revising the fifth sentence in paragraph (a) and adding three new sentences following the fifth sentence to read as follows:

§ 250.160 Applications for a pipeline right-of-way grant.

(a) * * * A nonrefundable filing fee of \$2,350 and the rental required under § 250.159(c)(2) of this part must accompany a new right-of-way application. MMS periodically will amend the filing fee based on its experience with the costs for administering pipeline right-of-way applications. If the costs change by a percentage of not more than the percentage change in the CPI "U" since the last change to the filing fee, MMS will amend the application fee by the

percentage of the change in costs without notice and opportunity for comment. If costs increase by a percentage more than the percentage change in the CPI "U" since the last change to the filing fee, MMS will provide notice and an opportunity to comment before it changes the filing fee.

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3. Section 250.163 is amended by revising the last sentence in paragraph (b) and adding three new sentences following the last sentence to read as follows:

§ 250.163 Assignment of a right-of-way grant.

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(b) * * * A nonrefundable filing fee of \$60 must accompany the application for the approval of an assignment. MMS periodically will amend the filing fee based on its experience with the costs for administering pipeline right-of-way assignment applications. If the costs increase by more than the CPI "U," MMS will provide notice and opportunity for comment before changing the filing fee. For lesser cost increases or cost reductions MMS will change the fee without such procedures.

PART 256—LEASING OF SULPHUR OR OIL AND GAS IN THE OUTER CONTINENTAL SHELF

4. The authority citation for part 256 continues to read as follows:

Authority: 43 U.S.C. 1331 *et seq.*

5. Section 256.64 is amended by revising the first sentence in paragraph (a) (8) as redesignated at 62 FR 27959, May 22, 1997, effective August 20, 1997, and adding three new sentences following the first sentence to read as follows:

§ 256.64 Requirements for filing of transfers.

(a) * * *

(8) A nonrefundable filing fee of \$185 must accompany an application for approval of any instrument of transfer required to be filed. MMS periodically will amend the filing fee based on its experience with the costs for administering lease transfer applications. If the costs increase by more than the CPI "U," MMS will provide notice and opportunity for comment before changing the filing fee. For lesser cost increases or cost reductions MMS will change the fee without such procedures. * * *

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[FR Doc. 97-19383 Filed 7-23-97; 8:45 am]

BILLING CODE 4310-MR-P

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 100**

[CGD 05-97-055]

RIN 2115-AE46

Special Local Regulations for Marine Events; Chesapeake Bay Offshore Powerboat Challenge, Chesapeake Bay, Kent Island, Maryland

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: Temporary special local regulations are being adopted for the Chesapeake Bay Offshore Powerboat Challenge race to be held in the Chesapeake Bay, Kent Island, Maryland. These temporary special local regulations are necessary to control vessel traffic in the immediate vicinity of this event. The effect will be to restrict general navigation in the regulated area for the safety of spectators and participants.

EFFECTIVE DATES: This regulation is effective from 10 a.m. to 6 p.m. EDT (Eastern Daylight Time) on July 26 and 27, 1997.

FOR FURTHER INFORMATION CONTACT:

Lieutenant James Driscoll, Marine Events Coordinator, Commander, Coast Guard Activities, Baltimore, 2401 Hawkins Point Road, Baltimore, Maryland 21226-1791, telephone number (410) 576-2676.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would have been impractical. The request to hold the event was not submitted until May 15, 1997. Publishing a notice of proposed rulemaking and delaying its effective date would be contrary to safety interests, since immediate action is needed to minimize potential danger to the public posed by the large number of racing vessels participating in this event.

Discussion of Regulations

On July 26 and 27, 1997, the Chesapeake Bay Power Boat Association will sponsor the Chesapeake Bay Offshore Powerboat Challenge race in the Chesapeake Bay near Kent Island, Maryland. The event will consist of Offshore Performance Boats racing at high speeds along a 3 mile oval course. These regulations are necessary to

control spectator craft and provide for the safety of life and property on navigable waters during the event.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory procedures of DOT is unnecessary. Entry into the regulated area will only be prohibited while the race boats are actually competing. Because vessels will be allowed to transit the event area between heats, the impacts on routine navigation are expected to be minimal.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). The Coast Guard expects the economic impact of this rule to be minimal, and certifies under Section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this temporary final rule will not have a significant economic impact on a substantial number of small entities because the regulations will only be in effect for a short duration in a limited area.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under section 2.b.2.e(34)(h) of Commandant Instruction M16475.1b (as amended, 61 FR 13564; March 27, 1996), this rule is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, part 100 of Title 33, Code of Federal Regulations is amended as follows:

PART 100—[AMENDED]

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35.

2. A temporary § 100.35–T05–055 is added to read as follows:

§ 100.35–T05–055 Chesapeake Bay, Kent Island, Maryland.

(a) *Definitions.* (1) *Regulated area:* The waters of the Chesapeake Bay southeast of the William P. Lane Jr. Memorial Bridge (Route 50/301) commencing at a point on the shoreline at latitude 38°58'50" North, longitude 76°20'07" West, thence west to latitude 38°58'50" North, longitude 38°56'07" North, longitude 76°23'00" West, thence south to latitude 76°23'00" West, thence east to the Kent Island shoreline at latitude 38°56'07" North, longitude 76°21'45" West. All coordinates reference Datum: NAD 1983.

(2) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Activities Baltimore.

(b) *Special Local Regulations.* (1) Except for participants in the Chesapeake Bay Offshore Powerboat Challenge race and vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area without the permission of the Patrol Commander.

(2) The Patrol Commander will allow vessel traffic to transit the event area between races.

(c) *Effective dates.* This regulation is effective from 10 a.m. to 6 p.m. EDT on July 26 and 27, 1997.

Dated: July 10, 1997.

Roger T. Rufe, Jr.

Vice Admiral, U.S. Coast Guard Commander, 5th Coast Guard District.

[FR Doc. 97–19406 Filed 7–23–97; 8:45 am]

BILLING CODE 4910–14–M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 32, 43, and 64

[CC Docket No. 96–193; FCC 97–145]

Reform of Filing Requirements and Carrier Classifications; Anchorage Telephone Utility, Petition for Withdrawal of Cost Allocation Manual

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: In this Report and Order (*Order*), the Commission revised the rules governing filing requirements for cost allocation manuals (CAMs) and Automated Reporting Management Information System (ARMIS) reports so that these rules are in accord with the 1996 Act. Specifically, the *Order* provides for a uniform filing date of April 1 for all ARMIS reports; reduces the 60-day notice period for a carrier to make changes to its CAM to 15 days; makes permanent our interim rules for measuring inflation, used to adjust the threshold revenue values in our rules; permits carriers to file the interstate carrier quarterly report on an annual basis; and eliminates the supplemental reporting requirement.

This *Order* also addresses a Motion for Reconsideration filed by Anchorage Telephone Utility (ATU). On June 22, 1995, ATU filed a petition seeking a declaratory ruling that it is not required to file ARMIS reports or, in the alternative, a waiver of these filing requirements or rulemaking to amend the Commission's filing requirements. In its Petition for Reconsideration, ATU argues that the Commission should require only incumbent local exchange carriers with more than 2% of the nation's access lines to comply with the CAM and ARMIS filing requirements. In this *Order*, the Commission denies ATU's Petition for Reconsideration and retains the \$107 million annual revenue threshold (adjusted annually for inflation, and since raised to \$109 million) indicating which incumbent local exchange carriers must comply with the Commission's CAM and ARMIS reporting and filing requirements. However, because ATU sufficiently demonstrated that its annual revenues may soon decrease to a level