**§ 254.9 Authority for information collection.**

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(d) Send comments regarding any aspect of the collection of information under this part, including suggestions for reducing the burden, to the Information Collection Clearance Officer, Minerals Management Service, Mail Stop 4230, Department of the Interior, 1849 C Streets, NW, Washington, DC 20240; and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for the Department of the Interior (1010–0091), 725 17th Street, NW, Washington, DC 20503.

**William S. Cook,**

*Acting Chief, Engineering and Operations Division.*

[FR Doc. 97–9468 Filed 4–11–97; 8:45 am]

BILLING CODE 4310–MR–M

## DEPARTMENT OF TRANSPORTATION

## Coast Guard

## 33 CFR Part 100

**[CGD08–97–010]**

**RIN 2115–AE46**

## Special Local Regulation; Salute to the Queen; Ohio River Mile 469.9–472.4, Cincinnati, Ohio

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** A special local regulation is being adopted for the marine event Salute to the Queen at Ohio River miles 469.9—472.4. This event will be held on May 2, 1997, from 7:00 a.m. until 10:00 a.m. at Cincinnati, Ohio. During this event, no vessel will be allowed to transit this area without permission from the Coast Guard on scene Patrol Commander. This regulation is needed to provide for the safety of life on navigable waters during the event.

**DATES:** This regulation is effective from 7 a.m. until 10 a.m., on May 2, 1997.

**FOR FURTHER INFORMATION CONTACT:** LT Jeffrey W. Johnson, Chief, Port Operations Department, USCG Marine Safety Office, Louisville, Kentucky at (502) 582–5194 ext. 39.

**SUPPLEMENTARY INFORMATION:**

### Regulatory History

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking for this regulation has not been published, and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would be impracticable. The details of the event were not finalized in sufficient time to publish the proposed rule in advance of the event or to provide for a delayed effective date.

### Background and Purpose

The marine event requiring this regulation is a parade of small craft and passenger vessels to celebrate the 50th Anniversary homecoming of the passenger vessel Delta Queen, to the Cincinnati, Ohio river port. The navigational channel will be used for the duration of the parade. The event is sponsored by Greater Cincinnati Tall Stacks Commission, Inc.

### 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 not been reviewed 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary because of the event's short duration and limited area.

### Small Entities

For the reasons stated above, the Coast Guard believes that there will not be a significant economic impact on a substantial number of small entities. Therefore, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this temporary rule will not have a significant economic impact on a substantial number of small entities because of the event's short duration and limited area.

### Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq).*

### Federalism Assessment

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

### Environmental Assessment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.C. of Commandant Instruction M16475.1B, (as revised by 61 FR 13563; March 27, 1996) this rule is excluded from further environmental documentation.

### List of Subjects in 33 CFR Part 100

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

### Temporary Regulation

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 section 100.35–T08–010 is added to read as follows:

**§ 100.35–T08–010 Ohio River at Cincinnati, Ohio**

(a) *Regulated area:* Ohio River Mile 469.9–472.4.

(b) *Special local regulation:* All persons and/or vessels not registered with the sponsors as participants or official patrol vessels are considered spectators. ''Participants'' are those persons and/or vessels identified by the sponsor as taking part in the event. The ''official patrol'' consists of any Coast Guard, public, state or local law enforcement and/or sponsor provided vessel assigned to patrol the event. The Coast Guard ''Patrol Commander'' is a Coast Guard commissioned, warrant, or petty officer who has been designated by Commanding Officer, Coast Guard Marine Safety Office, Louisville.

(1) No vessel shall transit, anchor, block, loiter in, or impede the through transit of participants or official patrol vessels in the regulated area during effective dates and times, unless cleared for such entry by or through an official patrol vessel.

(2) When hailed and/or signaled by an official patrol vessel, a spectator shall come to an immediate stop. Vessels shall comply with all directions given; failure to do so may result in a citation.

(3) The Patrol Commander is empowered to forbid and control the movement of all vessels in the regulated area. The Patrol Commander may terminate the event at any time it is deemed necessary for the protection of life and/or property and can be reached on VHF–FM Channel 16 by using the call sign ''PATCOM''.

(c) This regulation will be effective from 7:00 a.m. to 10:00 a.m. May 2, 1997.

Dated: April 2, 1997.

**T.W. Josiah,**

*Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.*

[FR Doc. 97–9539 Filed 4–11–97; 8:45 am]

BILLING CODE 4910–14–M

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## DEPARTMENT OF TRANSPORTATION

## Coast Guard

## 33 CFR Part 100

**[CGD07 97–012]**

**RIN 2115–AE46**

## Special Local Regulations: Fort Lauderdale, Florida

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** Special local regulations are being adopted for the 1997 Shell Air & Sea Show. The event will be held on May 2, 1997 from 10 a.m. until 1 p.m. EDT, May 3, 1997 from 10 a.m. to 5 p.m. EDT, May 4, 1997 from 10 a.m. to 5 p.m. EDT on the Atlantic Ocean off Fort Lauderdale Beach, Florida. The regulations are needed to provide for the safety of life on navigable waters during the event because of the expected concentration of spectator craft.

**DATES:** These regulations are effective from: 9:30 a.m. to 1:30 p.m. EDT on May 2, 1997, 9:30 a.m. to 5:30 p.m. EDT on May 3, 1997, and 9:30 a.m. to 5:30 p.m. EDT on May 4, 1997.

**FOR FURTHER INFORMATION CONTACT:** QMC T.E. KJERULFF Coast Guard Group Miami, Florida at (305) 535–4448.

**SUPPLEMENTARY INFORMATION:**

### Background and Purpose

The 1997 Shell Air and Sea Show will take place in the Atlantic Ocean from Fort Lauderdale Beach out to ½ nautical mile off shore, between Oakland Park Boulevard and the 17th Street Causeway. There will be approximately 18 participating racers in ski boats, jet skis, and off shore racing powerboats. In addition, various military aircraft, including high performance aircraft, will be operating at high speeds and low altitudes in the area directly above the regulated area.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for these regulations and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publishing a NPRM and delaying its effective date would be contrary to national safety interests since immediate action is needed to minimize potential danger to the public due to the anticipated concentration of spectator craft. Following normal rulemaking procedures would have been impracticable, as there was not sufficient time remaining to publish proposed rules in advance of the event or to provide for a delayed effective date, because the final information regarding which military aircraft would participate, was only determined the week of March 17, 1997.

### Regulatory Evaluation

This regulation 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 policies and procedures of DOT is unnecessary. Entry into the regulated area is prohibited for only 4.0 hours on the first day of the event, and 8.0 hours on second and third days of the event.

### 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 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 certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), that this rule will not have a significant economic impact on a substantial number of small entities because it will be in effect for a maximum of eight hours in a limited area.

### Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

### Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

### Environmental Assessment

The Coast Guard has considered the environmental impact of this action consistent with Section 2.B.2 of Commandant Instruction M16475.1B. In accordance with that section, this action has been environmentally assessed (EA completed), and the Coast Guard has determined that it will not significantly affect the quality of the human environment. An environmental assessment and finding of no significant impact have been prepared and are available in the docket for inspection and copying.

### List of Subjects in 33 CFR Part 100

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

### Special Local 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 section 100.35T–07–012 is added to read as follows:

**§ 100.35T–07–012 Fort Lauderdale, FL.**

(a) *Regulated Area.* All waters of the Atlantic Ocean west of a line drawn from 26–10.51N, 080–05.50W to 26–06.50N, 080–05.50W. All coordinates referenced use Datum: NAD 83.

(b) *Regulations.* (1) Entry into the regulated area by other than event participants is prohibited unless otherwise authorized by the Patrol Commander.

(2) All vessels shall immediately follow any specific instructions given by event patrol craft and exercise extreme caution while operating in or near the regulated area. A succession of no fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any non-participating vessels to stop immediately. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(3) After the termination of the 1997 Shell Air & Sea Show event for each