vessels of the patrol, in the performance of their assigned duties.

(4) A succession of sharp, short signals by whistle or horn from vessels patrolling the areas under the direction of the U.S. Coast Guard Patrol Commander shall serve as a signal to stop. Vessels signaled shall stop and shall comply with the orders of the Patrol Vessel; failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(46 U.S.C. 454; 49 U.S.C. 1655(b); 49 CFR 1.46(b); and 33 CFR 100.35.)

Dated: May 24, 1983.

Henry H. Bell,

*U.S. Coast Guard.*

[FR Doc. 83-15498 Filed 6-8-83; 8:45 am]

BILLING CODE 4910-14-M

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## 33 CFR Part 100

[CGD1 83-01]

## Marine Parade; the Great Kennebec River Whatever Race

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is restricting the navigation of vessels not involved as participants or safety patrols on the Kennebec River during the 1983 Great Kennebec River Whatever Race on July 3, 1983. The purpose of this regulation is to provide for the safety of life on navigable waters during the event.

**EFFECTIVE DATE:** July 3, 1983, 6:00 A.M. to 6:00 P.M.

**FOR FURTHER INFORMATION CONTACT:** LT M. J. Chaplain, USCG, Chief, Boating Standards/Affairs Branch (bc), Room 1102, First Coast Guard District, 150 Causeway Street, Boston, MA 02114, (617) 223-3607.

**SUPPLEMENTARY INFORMATION:** On March 17, 1983, the Coast Guard published a notice of proposed rule making in the **Federal Register** for this regulation (48 FR 11300). Additionally, Public Notification of the Notice of Proposed Rulemaking was forwarded to newspapers in Sagadahoc and Kennebec Counties, Maine, for publication. Interested persons were requested to submit comments. No comments were received.

### Drafting Information

The drafters of this regulation are LT M. J. Chaplain, USCG, project officer, First Coast Guard District Boating Standards/Affairs Branch and LCDR S. C. Ploszaj, project attorney, First Coast Guard District Legal Office.

### Discussion of Comments

No comments have been received. Accordingly, this final rule is published with no changes to the proposed regulation having been made.

### Economic Assessment and Certification

This regulation is considered to be nonsignificant in accordance with DOT Policies and Procedures for Simplification, Analysis and Review of Regulations (DOT Order 2100.5). Its economic impact is expected to be minimal since the restriction to navigation is for only a short period of time, and only affects a small portion of the river. Additionally, since this regulation supports an area promotional activity sponsored by the Kennebec Valley Chamber of Commerce, an increase in area business due to this marine parade is anticipated. Based upon this assessment, it is certified in accordance with section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 605(b)) that this regulation will not have a significant economic impact on a substantial number of small entities. Also, the regulation has been reviewed in accordance with Executive Order 12291 of February 17, 1981, on Federal Regulation and has been determined not to be a major rule under the terms of that order.

### List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water).

## PART 100—[AMENDED]

### Final Regulation

In consideration of the foregoing, Part 100 of Title 33, Code of Federal Regulations, is amended by adding § 100.35-1-01 to read as follows:

**§ 100.35-1-01 The Great Kennebec River Whatever Race, Regatta.**

(a) Regulated Area: Kennebec River, bank to bank, between the State of Maine Route 126 Highway Bridge connecting Randolph, Maine, and Gardner, Maine, and the U.S. Route 201-202 Highway Bridge at Augusta, Maine.

(b) Effective Period: 6:00 am, July 3, 1983 until 6:00 pm, July 3, 1983 or completion of the Great Kennebec River Whatever Race, whichever is earlier.

(c) Special Local Regulations: Vessels not participating in, or operating as a safety patrol in support of, the Great Kennebec River Whatever Race shall:

(1) Observe a maximum speed limit of five (5) mph or "No Wake Speed", whichever is less.

(2) Be alert for disabled craft and persons falling overboard.

(3) Exercise extreme caution when operating in the area of this marine parade.

(46 U.S.C. 454; 49 U.S.C. 1655(b); 49 CFR 1.46; and 33 CFR 100.35)

Dated: May 26, 1983.

C. E. Robbins,

*RADM, USCG, First Coast Guard District.*

[FR Doc. 83-15499 Filed 6-8-83; 8:45 am]

BILLING CODE 4910-14-M

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## 33 CFR Part 117

[CGD 08-83-01]

## Drawbridge Operation Regulations; Bayou Chico, Florida

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** At the request of the Florida Department of Transportation and the Pensacola Urbanized Area Metropolitan Planning Organization, the Coast Guard is changing the regulation governing the State Highway 292 (Barrancas Avenue) bascule span bridge across Bayou Chico, mile 0.3, Pensacola, Escambia County, Florida. The bridge provides a vertical clearance of 14.5 feet at the center of the closed span during mean low water and now opens on signal at any time for any vessel.

The change will require that the draw continue to open on signal from all vessels but will not need to open for pleasure vessels Monday through Friday excluding holidays, from 6:00 A.M. to 8:00 A.M., 11:00 A.M. to 1:00 P.M., and 3:00 P.M. to 6:00 P.M. Exceptions to this restriction for pleasure vessels will be for the draw to open (a) on the hour and half-hour if these vessels are waiting to pass (b) when at least five of that type are waiting to pass or (c) in case of an emergency or when they are seeking refuge from severe storms. Moreover, pleasure vessels will be able to pass through the draw while it is opened for non-pleasure vessels. This action is being taken to relieve overland traffic congestion during the peak morning, noon and afternoon vehicular traffic periods, while still providing for the reasonable needs of pleasure vessels.

**EFFECTIVE DATE:** This amendment is effective on July 11, 1983.

**FOR FURTHER INFORMATION CONTACT:** Joseph Irico, Chief, Bridge Administration Branch, Eighth Coast Guard District, Hale Boggs Federal Building, 500 Camp Street, New Orleans, Louisiana 70130 — (504) 589-2965.

**SUPPLEMENTARY INFORMATION:** On 28 February 1983, the Coast Guard published a proposed rule (48 FR 8302) concerning this amendment. The Eighth Coast Guard District also published this proposal as a Public Notice dated 28 February 1983. Interested persons were given until 14 April 1983 to submit comments.

### Drafting Information

The principal persons involved in drafting this rule are: Joseph Irico, Project Manager, District Operations Division, and Steve Crawford, General Attorney, District Legal Office.

### Discussion of Comments

Twenty-nine comments were received in support of the change. Nineteen were from individuals, six from local civic or employee groups with extensive membership (one as high as 30,000 members), two from local governing bodies, and one each from a federal legislator and federal agency.

No comments were received from owners whose vessels or marinas are located downstream of the bridge. However, five comments were received in opposition to the change from four owners of individual pleasure vessels and one owner of a marina, whose vessels and marina are located upstream of the bridge. There are about 150 pleasure vessels berthed in four marinas above the bridge.

The five in opposition addressed five areas of concern in varying degree: (1) Vehicular congestion caused more by commercial than pleasure vessels (2) congestion and safety of the waterway (3) side effect on vehicular operations (4) loss of business (5) alternative vehicular routing. These areas of concern are discussed below.

During the peak vehicular traffic periods, Monday through Firday, 6:00 A.M. to 8:00 A.M., 11:00 A.M. to 1:00 P.M. and 3:00 P.M. to 6:00 P.M., the daily average number of bridge openings for pleasure vessels has been running at 0.16, 1.34 and 2.86, respectively. Except for the morning peak period, those openings exceed those for commercial vessels by a comfortable margin. Thus, limiting the openings for pleasure vessels during the peak traffic periods should have a salutary effect on traffic flow over the bridge. The daily average number of vehicles crossing the bridge has been running at 2721, 2498 and 4753 during the three peak traffic periods, respectively.

It is possible for waiting vessels to cause waterway congestion and safety hazards, although there is no reason to believe that this will occur in the instant case. There should be little waiting traffic, during the closure periods, given the passage through the bridge of pleasure vessels on the scheduled hour and half-hour openings and incidental to the openings for non-pleasure vessels, and with the tendency of mariners to time their arrivals to coincide with the scheduled openings based on our experience with other closures. Moreover, there is room for waiting vessels on both sides of the bridge—near the right descending bank upstream and at or near the confluence of Bayou Chico with Pensacola Bay downstream.

Traffic through the bridge has been averaging just over one vessel per opening. This is not expected to necessarily increase during the closure periods for pleasure vessels, considering the scheduled openings at half-hour intervals for these vessels and their use of openings made for commercial vessels. Nor is it expected that the situation would ever materialize, except in unique cases, where at least five sailboats would accumulate for passage within a half-hour interval. However, should the occasion arise where the programmed bridge opening is longer than with a random opening to pass waiting vessels, with a corresponding increased delay to vehicular operations, the motoring public has expressed a willingness to accept this side effect on those occasions in exchange for the programmed bridge operation.

The closure restrictions are not considered significant enough to cause pleasure boat owners to discontinue mooring or seeking service upstream of the bridge. There should be little inconvenience to pleasure boat owners in transiting the bridge site. No loss of business is anticipated.

There are two crossings of Bayou Chico, one on Barrancas Avenue where the subject bridge is located and the other on Navy Boulevard located upstream. These routes are not so much alternatives to each other as they are complementary. Both carry an average daily traffic of about 21,000 vehicles, with the Barrancas Avenue route being 3.5 miles long and the Navy Boulevard route being 4.17 miles long. Considering these factors, there is no incentive for motorists presently using the Barrancas Avenue route to shift to Navy Boulevard as an alternative.

To facilitate vessel movement and to minimize the opening time to pass waiting traffic, a sound signal will be given at least five minutes in advance of a scheduled opening. This notice will allow waiting vessels to make preparations to be underway as soon as the bridge is opened.

### Economic Assessment and Certification

This final regulation has been reviewed under provisions of Executive Order 12291 and has been determined not to be a major rule. It is considered to be nonsignificant in accordance with guidelines set out in the Policies and Procedure for Simplification, Analysis, and Review of Regulations (DOT Order 2100.5 of 22 May 1980). An economic evaluation has not been conducted since the impact is expected to be minimal for the reasons discussed above. In accordance with section 605(d) of the Regulatory Flexibility Act (94 Stat. 1164), it is also certified that this rule will not have a significant economic impact on a substantial number of small entities.

### List of Subjects in 33 CFR Part 117

Bridges.

## PART 117—DRAWBRIDGE OPERATION REGULATIONS

In consideration of the foregoing, Part 117 of Title 33 of the Code of Federal Regulations is amended by revising § 117.245(i)(11) to read as follows:

**§ 117.245 Bayou Chico, mile 0.3, Pensacola, Florida.**

* * * * *

(i) * * *

(ii) The draw shall open on signal but need not open for pleasure vessels from 6:00 A.M. to 8:00 A.M., 11:00 A.M. to 1:00 P.M. and 3:00 P.M. to 6:00 P.M., Monday through Friday excluding holidays, except (i) on the hour and half-hour (ii) when at least five such vessels are waiting to pass or (iii) in emergencies or severe storms. The draw when otherwise opened for other vessels may be used by pleasure vessels.

(33 U.S.C. 499, 49 U.S.C. 1655(g)(2); 49 CFR 1.46(c)(5), 33 CFR 1.05-1(g)(3))

Dated: May 27, 1983.

J. M. Fournier,

*Acting Captain, U.S. Coast Guard Commander, Eighth Coast Guard District.*

[FR Doc. 83-15475 Filed 6-8-83; 8:45 am]

BILLING CODE 4910-14-M

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## DEPARTMENT OF AGRICULTURE

### Forest Service

### 36 CFR Part 262

### Law Enforcement Support Activity

**AGENCY:** Forest Service, USDA.

**ACTION:** Final rule.

**SUMMARY:** This rule incorporates existing Forest Service procedure and direction on the purchase of information and evidence in investigating violations of laws and regulations related to administration of the Forest Service.

Previously, Forest Service officials have had to refer to the text of Comptroller General Decision No. B–172259, dated April 29, 1971, for this direction. Codification of this direction with related rules on law enforcement support activities will provide an easy-to-locate reference for both Forest Service personnel and National Forest users. In addition, the rule retitles Part 262 and reorganizes and recodifies existing material in Part 262.

**EFFECTIVE DATE:** July 11, 1983.

**FOR FURTHER INFORMATION CONTACT:** Wayne Wilson, Fiscal and Accounting Management Staff, USDA-Forest Service, P.O. Box 2417, Washington, DC 20013, (703) 235–8094.

**SUPPLEMENTARY INFORMATION:** Certain acts and behavior of persons using National Forest System lands or other lands under the care, custody, control, or otherwise administered by the Forest Service, are deemed felony and misdemeanor violations as set forth in Title 16, Conservation, and Title 18, Crimes and Criminal Procedures, of the United States Code. Unacceptable behavior may include: Theft and destruction of archaeological resources; destruction of Government property; theft of timber; and setting fire to timber, brush, or grass. When these acts occur, it is generally necessary to conduct an investigation to obtain information and evidence to apprehend and charge those responsible. Investigative procedures can include the purchase of information and evidence when all other investigative means have been exhausted. This procedure has been accepted by Forest Service line and staff personnel as a standard operating procedure to expedite investigations in a cost-effective manner.

The Forest Service has been operating under the Comptroller General Decision, No. B–172259, dated April 29, 1971, as the basis of using appropriated funds for the purchase of information and evidence which furthers the investigation of violations of laws and regulations relating to the administration of the National Forests. However, Forest Service managers have difficulty in locating and referencing this decision for the purpose of informing other Forest Service personnel and National Forest users of operating procedures and have recommended that this direction be codified with related material in 36 CFR Part 262.

The final rule incorporates in Part 262 the direction of the Comptroller General's decision, sets forth the amounts that may be paid for information and evidence, and specifies the officials who may authorize payments. This rule does not contain penalties for noncompliance. The rule will allow designated Forest Service personnel to purchase information and evidence within monetary constraints with oversight by certain line officers. Provisions are incorporated in the rule to monitor expenditures and to account for all information and evidence purchased.

The inclusion of regulations prescribing payment for information and evidence necessitates reorganizing and recodifying existing material in 36 CFR Part 262, Rewards and Impoundments. However, changes are not made in the existing rules. The title of Part 262 also is being changed to more appropriately reflect the material now contained in this Part.

In accordance with exceptions to rulemaking procedures in 5 U.S.C. 553 and Department of Agriculture policy (36 FR 13804), it has been determined that advance notice and request for comments are unnecessary. This rule incorporates a long-standing operating procedure authorized by a Comptroller General decision and is an interpretative rule of existing policy and law.

This action has been reviewed pursuant to Executive Order 12291, and it has been determined that this action is an administrative and procedural matter which is exempt from the requirements of the Executive order. In addition, the Assistant Secretary of Agriculture for Natural Resources and the Environment has determined that this action will not have a significant economic impact on small entities and does not directly affect the private sector. The rule will have no effect on competition, employment, investment productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

**List of Subjects in 36 CFR Part 262**

Law enforcement, National forests, Penalties, Seizures and forfeitures.

For the reasons set forth in the preamble, Part 262 of Chapter II of Title 36, Code of Federal Regulations is amended as follows:

1. The title and table of contents of 36 CFR Part 262 are revised to read as follows:

## PART 262—LAW ENFORCEMENT SUPPORT ACTIVITIES

**Subpart A—Rewards and Payments**



**Authority:** 30 Stat. 35, as amended (16 U.S.C. 551); sec. 1, 33 Stat. 628 (16 U.S.C. 472); 50 Stat. 526 as amended (7 U.S.C. 1011(f)); 58 Stat. 736 (16 U.S.C. 559(a)), unless otherwise noted.

2. 36 CFR 262.2, 262.3, 262.4, and 262.5 are redesignated as 36 CFR 262.10, 262.11, 262.12, and 262.13 respectively.

3 New §§ 262.2, 262.3, 262.4, and 262.5, are added to read as follows:

**Subpart A—Rewards and Payments**

* * * * *

**§ 262.2 Purchase of information in furtherance of investigations.**

(a) *Approval of Payments.* Payments for purchase of information to further investigations of felonies and misdemeanors related to Forest Service administration are authorized for each transaction as follows:

(1) Criminal investigators in the GS-1811 series and such other personnel as the Chief of the Forest Service or a Regional Forester may designate, may, without prior approval, pay up to but not exceeding $200 for the purchase of information under this section.

(2) For payments of amounts over $200 but not exceeding $500, advance approval of the Forest Supervisor is required.

(3) For payments of amounts over $500 but not exceeding $2,500, advance approval of the Regional Forester is required.

(4) For payments of amounts over $2,500, advance approval of the Chief of the Forest Service is required.

(5) For purchase of information to further investigations within a Regional Office, Forest and Range Experiment Station, State and Private Forestry Area Office, or the National Office, payments in excess of $200 must be approved in advance by the Chief of the Forest Service or by such other personnel as the Chief may designate.

(b) *Limitations.* Purchase of information under this section is restricted to furthering investigations of felony and misdemeanor violations. Payment for information to further investigations of petty offenses as classified in Title 18, U.S. Code, Section 1, are not authorized under this section.

### § 262.3 Purchase of evidence in furtherance of investigations.

(a) *Approval of Payments.* Payments for purchase of evidence to further investigations of felonies and misdemeanors related to Forest Service administration are authorized for each transaction as follows:

(1) Criminal investigators in the GS-1811 series and such other personnel as the Chief of the Forest Service or a Regional Forester may designate, may, without prior approval, pay up to but not exceeding $400 for the purchase of evidence under this section.

(2) For payments of amounts over $400 but not exceeding $1,000, advance approval of the Forest Supervisor is required.

(3) For payments of amounts over $1,000 but not exceeding $5,000, advance approval of the Regional Forester is required.

(4) For payments of amounts over $5,000, advance approval of the Chief of the Forest Service is required.

(5) For purchase of information to further investigations within a Regional Office, Forest and Range Experiment Station, State and Private Forestry Area Office, or the National Office, payments in excess of $400 must be approved in advance by the Chief of the Forest Service or by such other personnel as the Chief may designate.

(b) *Limitations.* Purchase of evidence under this section is restricted to furthering investigations of felony and misdemeanor violations. Payment for evidence to further investigations of petty offenses as classified in Title 18, U.S. Code, Section 1, are not authorized under this section.

### § 262.4 Audit of expenditures.

The Chief of the Forest Service shall, through appropriate directives to agency personnel, assure the accountability of all funds spent in carrying out the provisions of this subpart and safeguard the identity of those wishing to remain anonymous.

### § 262.5 Disposal of purchased property.

All evidence purchased under the authority of this subpart shall be maintained in accordance with all laws, regulations, and rules applicable to the care, custody, and control of evidence. Evidence purchased under this subpart shall be disposed of in accordance with laws, regulation, rules, and Forest Service policy applicable to the disposal of evidence.

Douglas W. MacCleery,

*Deputy Assistant Secretary for Natural Resources and Environment.*

June 3, 1983.

[FR Doc. 83-15487 Filed 6-8-83; 8:45 am]

BILLING CODE 3410-11-M

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## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Office of the Secretary

### 41 CFR Part 3-3

### Selection of Offerors for Negotiation and Award; Correction

**AGENCY:** Department of Health and Human Services.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a final rule on the selection of offerors for negotiation and award that appeared at page 20904 in the Federal Register of Tuesday, May 10, 1983 (48 FR 20904). This action is necessary to correct typographical errors in cross references, a section number, and the text of one sentence.

**FOR FURTHER INFORMATION CONTACT:** Norman Audi, Division of Procurement Policy, (202) 245-6154.

Dated: June 2, 1983.

Henry G. Kirschenmann, Jr.,

*Deputy Assistant Secretary for Procurement, Assistance, and Logistics.*

The following corrections are made in FR Doc. 83-12448 appearing on 20904 in the issue of May 10, 1983:

1. On page 20906, under § 3-3.5107-6(a), the cross reference "(see § 3-1.353(f))" is corrected to read "(see § 3-1.353(e))".

2. On page 20907, under § 3-3.5109(a), the cross reference "3-3.807.2" is corrected to read "3-3.807-2".

3. On page 20909, the section number "§ 3-3.5515" is changed to read "§ 3-3.5115".

4. On page 20909, under § 3-3.5515, (corrected to read § 3-3.5115 in 3. above), the second sentence "However, awards should be made for research and development capabilities that exceed those needed for the successful performance of the particular project" is corrected to read "However, awards should not be made for research and development capabilities that exceed those needed for the successful performance of the particular project".

[FR Doc. 83-15426 Filed 6-8-83; 8:45 am]

BILLING CODE 4110-12-M

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## FEDERAL EMERGENCY MANAGEMENT AGENCY

### 44 CFR Part 65

[Docket No. FEMA-6531]

### Identification and Mapping of Special Flood Hazard Areas; Changes in Special Flood Hazard Areas Under the National Flood Insurance Program

**AGENCY:** Federal Emergency Management Agency.

**ACTION:** Interim rule.

**SUMMARY:** This rule lists those communities where modification of the base (100-year) flood elevations is appropriate because of new scientific or technical data. New flood insurance premium rates will be calculated from the modified base (100-year) elevations for new buildings and their contents and for second layer insurance on existing buildings and their contents.

**DATES:** These modified elevations are currently in effect and amend the Flood Insurance Rate Map (FIRM) in effect prior to this determination.

From the date of the second publication of notice of these changes in a prominent local newspaper, any person has ninety (90) days in which he can request through the community that the Associate Director, State and Local Programs and Support reconsider the changes. These modified elevations may be changed during the 90-day period.

**ADDRESSES:** The modified base (100-year) flood elevation determinations are available for inspection at the office of the Chief Executive Officer of the Community, listed in the fourth column of the table.

Send comments to that address also.

**FOR FURTHER INFORMATION CONTACT:** Dr. Brian R. Mrazik, Chief, Engineering Branch, Natural Hazards Division, Federal Emergency Management Agency, Washington, D.C. 20472, (202) 287-0230.

**SUPPLEMENTARY INFORMATION:** The numerous changes made in the base (100-year) flood elevations on the Flood Insurance Rate Map(s) make it administratively infeasible to publish in this notice all of the modified base (100-year) flood elevations contained on the map. However, this rule includes the address of the Chief Executive Officer of the community where the modified base (100-year) flood elevation determinations are available for inspection.

Any request for reconsideration must be based on knowledge of changed conditions, or new scientific or technical data.

These modifications are made pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (Pub. L. 93-234) and are in accordance with the National Flood Insurance Act of 1968, as amended, (Title XIII of the Housing and Urban Development Act of 1968 (Pub. L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65.4.

For rating purposes, the revised community number is listed and must be used for all new policies and renewals.

These base (100-year) flood elevations are the basis for the flood plain management measures that the community is required to either adopt or show evidence of being already in effect in order to qualify or remain qualified for participation in the National Flood Insurance Program (NFIP).

These elevations, together with the flood plain management measures required by 60.3 of the program regulations are the minimum that are required. They should not be construed to mean the community must change any existing ordinances that are more stringent in their flood plain management requirements. The community may at any time, enact stricter requirements on its own, or pursuant to policies established by other Federal, State or regional entities.

The changes in the base (100-year) flood elevations are in accordance with 44 CFR 65.4.

Pursuant to the provisions of 5 U.S.C. 605(b), the Associate Director, State and Local Programs and Support, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies that this rule if promulgated will not have a significant economic impact on a substantial number of small entities. This rule provides routine legal notice of technical amendments made to designated special flood hazard areas on the basis of updated information and imposes no new requirements or regulations on participating communities.

**List of Subjects in 44 CFR Part 65**

Flood insurance, Flood plains.

| State and county | Location | Date and name of newspaper where notice was published | Chief Executive officer of community | Effective date of modified flood insurance rate map | New community No. |
|---|---|---|---|---|---|
| Florida: Broward County | (T) Davie | *Hollywood Sun—Tattler*: October 29, 1982; November 5, 1982. | Honorable Scott Cowan, Mayor, Town of Davie, 6591 S. W. 45th Street, Davie, Florida 33314. | Nov. 5, 1982 | 120031 |

(National Flood Insurance Act of 1968 (Title XIII of Housing and Urban Development Act of 1968), effective January 28, 1969 (33 FR 17804, November 28, 1968), as amended; 42 U.S.C. 4001-4128; Executive Order 12127, 44 FR 19367; and delegation of authority to the Associate Director)

Issued: May 20, 1983.

**Dave McLoughlin,**

*Deputy Associate Director, State and Local Programs and Support.*

[FR Doc. 83-15442 Filed 6-8-83; 8:45 am]

**BILLING CODE 6718-03-M**

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## FEDERAL COMMUNICATIONS COMMISSION

### 47 CFR Parts 0 and 97

**[PR Docket No. 82-726; FCC 83-249]**

### Elimination of Logging Requirements in the Amateur Radio Service

**AGENCY:** Federal Communications Commission.

**ACTION:** Final rules (report and order).

**SUMMARY:** This Report and Order amends the Amateur Radio Service Rules, Part 97, to eliminate requirements that station licensees maintain detailed logs of station operation. It delegates authority to the Engineers-in-Charge of Commission field facilities to require individual station licensees to maintain a station record of third-party traffic. It places the implied operational requirements in the rule section to which they applied. This requirement that amateur radio stations maintain logs is being eliminated because it no longer serves a regulatory function and it will relieve licensees of an unnecessary paperwork burden.

**DATE:** Effective June 9, 1983.

**ADDRESS:** Federal Communications Commission, Washington, D.C. 20554.

**FOR FURTHER INFORMATION CONTACT:** James C. McGrath, Private Radio Bureau, Washington, D.C. 20554; (202) 632-4964.

**List of Subjects**

*47 CFR Part 0*

Commission organization, Organization and functions (government agencies).

*47 CFR Part 97*

Radio.

**Report and Order; Proceeding Terminated**

In the matter of elimination of logging requirements in the Amateur Radio Service; PR Docket No. 82-726.

Adopted: May 26, 1983.
Released: June 6, 1983.

By the Commission: Commissioner Fogarty not participating; Commissioner Sharp absent.

1. On October 21, 1982, the Commission adopted a Notice of Proposed Rule Making in PR Docket 82-726 (47 FR 50726, November 9, 1982). The Commission, on its own initiative, proposed to remove station log requirements from the Amateur Radio Service Rules. The present rules require each amateur radio station to maintain such a log and to include in it a variety of information regarding station activity, operators, facilities and communications.[1] The Notice also proposed to remove the implied operational requirements from the logging rules and place them in the rule sections to which they apply. It was proposed to let individual licensees determine how they wished to document the identity of control operators other than the station licensee. Finally, the Commission proposed to allow licensees to keep those few records that it would still require—that is, certain technical documentation regarding repeater operation, auxiliary operation and operations by remote control—in any form which could be made readily available to the Commission. Comments were invited regarding the desirability of delegating authority to the Engineers-in-Charge (EIC's) of Commission field facilities to require individual station licensees in the future to maintain a log with certain items of information that are currently required.

2. As part of our regulatory review program we examined the necessity and usefulness of these station log requirements. We found no Commission need for a record of routine station activity. The requirements for noting various aspects of routine station

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[1] There are over 413,000 amateur radio operators licensed by the FCC.