

CFR 508.12) and section 4(a) of the Administrative Procedure Act.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 66-3323; Filed, Mar. 28, 1966;
8:51 a.m.]

[No. 19,790]

PART 545—OPERATIONS

Distribution of Earnings at Variable Rates

MARCH 23, 1966.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of § 545.3-1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.3-1) as hereinafter set forth, and for the purpose of effecting such amendment, hereby amends said § 545.3-1, as follows, effective April 1, 1966.

Subparagraph (2) of paragraph (b) and paragraph (g) of § 545.3-1, aforesaid, are hereby amended to read as follows:

§ 545.3-1 Distribution of earnings at variable rates.

(b) Eligibility requirements. * * *

(2) *Accounts evidenced by separate certificates.* A savings account which is evidenced by a separate certificate as provided in paragraph (c) of this section, issued and dated on or after the date of such resolution, may receive earnings on the amount of such certificate at a rate higher than the regular rate, but not in excess of

(i) 4¾ percent per annum if such account is maintained at not less than \$1,000 for a continuous period of not less than 12 months commencing on the date of such certificate; and

(ii) 5 percent per annum if such account is maintained at not less than \$2,500 for a continuous period of not less than 6 months, commencing on the date of such certificate, and, unless otherwise approved by the Board, in a Federal association which, as of December 31, 1965, distributed earnings on its savings accounts at a per annum rate of 4¾ percent or more. No such certificate shall be issued pursuant to subdivision (i) of this subparagraph (2) for any amount that is not an integral multiple of \$1,000, and no certificate evidencing a savings account which may receive earnings pursuant to subdivision (ii) of this subparagraph (2) shall be issued for a lesser amount than \$2,500. If such savings account is evidenced by more than one separate certificate, the provisions of this subparagraph (2) shall be as fully applicable to each such certificate as if

each such certificate evidenced a separate savings account.

(g) *Exception.* No Federal association may make or provide for any distribution of earnings pursuant to this section at any time unless its regular rate is less than 5 percent per annum.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that, as the foregoing amendment is designed to permit Federal savings and loan associations to adjust their operations as of the beginning of the next quarterly dividend period to changed economic conditions emerging during the current quarterly period, the Board hereby finds that notice and public procedure on the said amendment are impracticable under the provisions of § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) and section 4(a) of the Administrative Procedure Act.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 66-3324; Filed, Mar. 28, 1966;
8:51 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter I—Commodity Exchange Authority (Including Commodity Exchange Commission), Department of Agriculture

PART 1—GENERAL REGULATIONS UNDER COMMODITY EXCHANGE ACT

Execution of Transactions

By virtue of the authority vested in the Secretary of Agriculture by section 8(a) (5) of the Commodity Exchange Act, as amended (7 U.S.C. 12(a) (5)), paragraph (a) of § 1.38 of the regulations under said act relating to the execution of transactions (17 CFR 1.38(a)) is hereby amended by deleting from said paragraph the words "as to price" following the phrase "openly and competitively" and by adding the word "noncompetitively" after the word "executed" in the proviso. As so amended, paragraph (a) of § 1.38 reads as follows:

§ 1.38 Execution of Transactions.

(a) *Competitive execution required; exceptions.* All purchases and sales of any commodity for future delivery on or subject to the rules of a contract market shall be executed openly and competitively by open outcry or posting of bids and offers or by other equally open and competitive methods, in the trading pit or ring or similar place provided by the contract market, during the regular

hours prescribed by the contract market for trading in such commodity: *Provided, however,* That this requirement shall not apply to such transactions as are executed noncompetitively in accordance with written rules of the contract market which have been submitted to and not disapproved by the Secretary of Agriculture, specifically providing for the noncompetitive execution of such transactions.

(Sec. 8a, 49 Stat. 1500, as amended; 7 U.S.C. 12a; 29 F.R. 16210, as amended)

The purpose of this amendment is to clarify the regulation. The amendment does not impose any additional requirements or change the present requirements under the regulation. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure on the amendment are unnecessary, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

This amendment shall become effective upon publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 24th day of March 1966.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 66-3337; Filed, Mar. 28, 1966;
8:51 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER A—DEFINITIONS

[Docket No. 7245; Amdt. 1-10]

PART 1—DEFINITIONS AND ABBREVIATIONS

Limitation of Applicability to "Federal Aviation Regulations"

By separate rulemaking action this Agency is adding to its published and codified regulations a new Subchapter O—Employee Conduct. However, the new subchapter is not part of the "Federal Aviation Regulations" which are contained in Subchapters A through K of this chapter and constitute a closely knit system, essentially of safety rules that resulted from the recent Recodification of the Civil Air Regulations and other related regulatory material. The definitions in this part apply only to the Federal Aviation Regulations and not to Subchapter O. Accordingly, it is necessary to make this clear in this part.

This action is taken under the authority of section 313(a) of the Federal Aviation Act of 1958, as amended, 49 U.S.C. 1354. Since this amendment merely adapts the regulation to the situation

created by other rulemaking action, notice and public procedure thereon are unnecessary and this amendment may be made effective less than 30 days after publication.

In consideration of the foregoing, Part 1 of the Federal Aviation Regulations, 14 CFR Part 1, is hereby amended, effective upon publication in the *FEDERAL REGISTER*:

1. By amending the introductory phrase of § 1.1 *General definitions* to read: "As used in Subchapters A through K of this chapter:";

2. By amending the introductory phrase of § 1.2 *Abbreviations and symbols* to read: "In Subchapters A through K of this chapter:"; and

3. By amending § 1.3 *Rules of construction*:

(a) By amending the introductory phrase of paragraph (a) to read "In Subchapters A through K of this chapter, unless the context requires otherwise:"; and

(b) By amending the introductory phrase of paragraph (b) to read "In Subchapters A through K of this chapter, the word:".

Issued in Washington, D.C., on March 23, 1966.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 66-3302; Filed, Mar. 28, 1966;
8:49 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 64-EA-37]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration and Designation of Control Zones and Transition Areas; Amendment to Final Rule

On pages 3064 and 3065 of the *FEDERAL REGISTER* dated February 24, 1966, the Federal Aviation Agency published regulations altering the Schenectady, N.Y., control zone.

It has been determined that a minor change is necessary to this control zone by adding a mile to the extension based on the present Glenville RBN 037° bearing. The effective hours of operation of the control zone will also be changed by moving the period ahead 1 hour. Further the Glenville RBN has been renamed the Schenectady RBN. Since these amendments are minor in nature, notice and public procedure hereon are unnecessary and the amendment may be made effective upon publication.

In view of the foregoing, the proposed regulations are hereby adopted effective upon publication in the *FEDERAL REGISTER*.

1. Under Item 3 in the text of Schenectady, N.Y., control zone, delete the number "6" in the phrase, "6 miles northeast of the RBN" and insert in lieu thereof the number "7".

2. Under Item 3 in the text material, delete the phrase, "0600 to 2200 hours" and insert in lieu thereof, "0700 to 2300 hours".

3. Amend section 71.171 of the Federal Aviation Regulations so as to delete in the text of the Schenectady control zone the word, "Glenville" and insert in lieu thereof the word, "Schenectady".

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on March 11, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-3254; Filed, Mar. 28, 1966;
8:45 a.m.]

[Airspace Docket No. 65-CE-152]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On January 19, 1966, a notice of proposed rule making was published in the *FEDERAL REGISTER* (31 F.R. 716) stating that the Federal Aviation Agency proposed to alter controlled airspace in the Salem, Ill., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth.

In § 71.181 (31 F.R. 2149) the following transition area is added:

SALEM, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Salem-Leckrone Airport (latitude 38°38'40" N., longitude 88°57'50" W.), and within 2 miles each side of the 008° bearing from the Salem-Leckrone Airport extending from the 5-mile radius area to 8 miles N of the airport; and the airspace extending upward from 1,200 feet above the surface within 5 miles west, 8 miles east of the 008° bearing from the Salem-Leckrone Airport extending from the N boundary of V-466 to 12 miles N of the airport.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Kansas City, Mo., on March 15, 1966.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 66-3255; Filed, Mar. 28, 1966;
8:45 a.m.]

[Airspace Docket No. 65-SO-50]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Realignment of Airways and Designation of Reporting Points

On December 21, 1965, a notice of proposed rule making was published in the *FEDERAL REGISTER* (30 F.R. 15761) stating that the Federal Aviation Agency was considering amendments to Part 71 of

the Federal Aviation Regulations which would realign segments of VOR Federal airways V-7, V-20, V-70, V-222, V-425, and V-454, and would eliminate the Evergreen, Ala., domestic low altitude reporting point and designate the Monroeville, Ala., domestic low altitude reporting point.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. All comments received were favorable.

Subsequent to publication of the notice, it was determined that the 073° True radial of the Monroeville VOR should be designated in lieu of the 074° True radial, in describing V-70 and V-454. This minor adjustment will establish the changeover point midway between Monroeville and Eufaula.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth.

1. Section 71.123 (31 F.R. 2009) is amended as follows:

a. In V-7 "INT of Dothan 333° and Montgomery, Ala., 130° radials;" is deleted and "INT of Dothan 333° and Montgomery, Ala., 129° radials;" is substituted therefor.

b. In V-20 all between "Picayune, Miss., and Montgomery, Ala." is deleted and "excluding the airspace between the main and this alternate airway; INT of Mobile 048° and Monroeville, Ala., 231° radials; Monroeville, including an N alternate via the INT of Mobile 033° and Monroeville 250° radials and also an S alternate 6 miles wide via the INT of Mobile 063° and Monroeville 216° radials; Monroeville;" is substituted therefor.

c. In V-70 "Evergreen, Ala.; Eufaula, Ala.;" is deleted and "Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; Eufaula;" is substituted therefor.

d. In V-222 all between "Hattiesburg, Miss., and From Norcross, Ga.;" is deleted and "to Monroeville, Ala.;" is substituted therefor.

e. V-425 is amended to read as follows:
V-425 From Brookley, Ala., to INT Brookley 357° and Mobile, Ala., 048° radials.

f. In V-454 all before "McDonough, Ga.;" is deleted and "From Monroeville, Ala., via the INT of Monroeville 073° and Eufaula, Ala., 258° radials; INT of Eufaula 258° and Columbus, Ga., 219° radials; Columbus;" is substituted therefor.

2. Section 71.203 (31 F.R. 2277) is amended as follows:

a. "Evergreen, Ala.;" is deleted.
b. "Monroeville, Ala.;" is added.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on March 21, 1966.

H. B. HELSTROM,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 66-3256; Filed, Mar. 28, 1966;
8:45 a.m.]

[Airspace Docket No. 66-WE-1]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On January 22, 1966, a notice of proposed rule making was published in the *FEDERAL REGISTER* (31 F.R. 911) stating the Federal Aviation Agency proposed to designate controlled airspace in the Bonneville, Utah, terminal area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. The one comment received was favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth:

In § 71.181 (31 F.R. 2149) the following transition area is added:

BONNEVILLE, UTAH

That airspace SE of Bonneville extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°35'00" N., longitude 113°00'00" W., thence via longitude 113°00'00" W., to the S edge of V-32, thence via the S edge of V-32 to longitude 112°56'30" W., thence via longitude 112°56'30" W., to latitude 40°40'00" N., thence to point of beginning; and that airspace extending upward from 8,500 feet AMSL bounded on the S by latitude 40°35'00" N., on the W by longitude 113°51'00" W., on the N by the S edge of V-32 and on the E by longitude 113°00'00" W.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348))

Issued in Los Angeles, Calif., on March 18, 1966.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 66-3257; Filed, Mar. 28, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-126]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Federal Airways**

The purpose of these amendments to Part 71 of the Federal Aviation Regulations is to reduce the width of VOR Federal airways Nos. 8 and 21 northeast of the Ontario, Calif., VORTAC.

At present V-8 and V-21 are standard width between the Ontario and Hector, Calif., VORTAC's. The action taken herein reduces the airways to 3 miles on the southeast side of the centerline from the Ontario VORTAC to 35 miles northeast of the VORTAC. This action will facilitate air traffic control service in that the reduced width airways will permit simultaneous use of the airways and of Standard Instrument Departure Procedures (SID's) from Norton AFB and March AFB, and the Ontario Airport.

Since the alteration accomplished by this action involves a minimum amount of airspace and will promote the safe and efficient utilization of the airspace, the

Administrator finds that notice and public procedure hereon are unnecessary.

In consideration of the foregoing, § 71.123 (31 F.R. 2009, 957) is amended, effective 0001 e.s.t., May 26, 1966, as follows:

1. In V-8 "Ontario, Calif.; Hector, Calif.," is deleted and "Ontario, Calif. (7 miles wide (3 miles SE and 4 miles NW of the centerline) to 35 miles NE of Ontario); Hector, Calif.," is substituted therefor.

2. In V-21 "Ontario, Calif.; Hector, Calif.," is deleted and "Ontario, Calif. (7 miles wide (3 miles SE and 4 miles NW of the centerline) to 35 miles NE of Ontario); Hector, Calif.," is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348))

Issued in Washington, D.C., on March 21, 1966.

H. B. HELSTROM,
*Acting Chief, Airspace and
Air Traffic Rules Division.*

[F.R. Doc. 66-3258; Filed, Mar. 28, 1966; 8:45 a.m.]

[Airspace Docket No. 66-EA-13]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Control Zone**

The Federal Aviation Agency is considering amending § 71.171 of Part 71 of the Federal Aviation Regulations which will alter the Hampton Roads, Va. (31 F.R. 2096), and Norfolk, Va. (NAS Norfolk) (31 F.R. 2120), control zones.

These alterations are required by reason of the abandonment of the Walker AAF. In the construction of the control zones there was an exclusion of airspace within 1 mile of the airfield. It is now intended to delete that exclusion.

The inclusion of the heretofore excluded airspace within the control zone is a minor alteration to the control zone. Therefore the Administrator finds that notice and public procedure hereon are unnecessary.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., April 28, 1966, as follows:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to alter the Hampton Roads, Va., control zone by deleting the phrase "to 6 miles E of the TACAN, excluding the portion within a 1 mile radius of Walker AAF, Hampton, Va. (latitude 37°00'55" N., longitude 76°18'10" W.)," and insert in lieu thereof, "to 6 miles E of the TACAN."

2. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to alter the Norfolk, Va. (NAS Norfolk), control zone by deleting the phrase "(Norfolk Municipal), control zone, and excluding the portion within a 1-mile radius of Walker AAF, Hampton, Va. (latitude 37°00'55" N., longitude 76°18'10" W.)," and insert in lieu thereof, "(Norfolk Municipal), control zone."

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on March 11, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-3259; Filed, Mar. 28, 1966; 8:45 a.m.]

[Airspace Docket No. 66-EA-15]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Control Zone**

The Federal Aviation Agency is considering amending § 71.171 of Part 71 of the Federal Aviation Regulations which would alter the New York, N.Y. (John F. Kennedy International Airport) control zone (31 F.R. 2120).

The Fort Tilden, N.Y. RBN, as of March 3, 1966, has been renamed the Navy, N.Y. RBN. Further, the present NAS New York ADF/VOR instrument approach procedure is predicated on an 182° T bearing from the Fort Tilden RBN outbound. This outbound bearing represents a 3° change from that described in the present control zone description.

Since these amendments are minor in nature, notice and public procedure hereon are unnecessary and because the situation requires immediate action to promulgate the correct course, good cause exists for making this amendment effective upon publication.

In view of the foregoing, the proposed amendments are hereby adopted effective upon publication in the *FEDERAL REGISTER* as follows:

Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete all after the last semicolon in the description of the New York, N.Y. (John F. Kennedy International Airport) control zone and insert in lieu thereof the words, "and within 2 miles each side of the 182° bearing from the Navy N.Y. RBN, extending from the NAS N.Y. 5-mile radius zone to 8 miles S of the RBN."

(Sec. 307(a), Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Jamaica, N.Y., on March 15, 1966.

WAYNE HENDERSHOT,
Deputy Director, Eastern Region.

[F.R. Doc. 66-3260; Filed, Mar. 28, 1966; 8:46 a.m.]

[Airspace Docket No. 66-EA-18]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Alteration of Control Zone and Transition Area**

The Federal Aviation Agency is considering amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations which would alter the Rome, N.Y., control zone (31 F.R. 2131) and the Utica, N.Y., transition area (31 F.R. 2265).