

or obtained on terms and conditions no more favorable than those offered to the general public.

(ii) *Examiners.* (A) An examiner, or the spouse or minor child of an examiner to whom the prohibition in paragraph (b)(1) of this section applies, may seek or obtain a credit card from a national bank the examiner is not assigned to examine so long as the credit card is obtained on terms and conditions no more favorable than those offered to the general public and the examiner submits to the Chief Counsel or designee a written disqualification from the examination of that bank. Such a recusal would not prevent an examiner from participating in other bank supervision matters outside the scope of an examination, such as licensing or supervisory policy decisions.

(B) For purposes of this section, examiners are assigned to examine a bank if they work:

(1) In a district, and the bank is one they examine or that is assigned to their Assistant Deputy Comptroller or rating official; or

(2) In Large Bank Supervision or Washington, D.C. Headquarters, and the bank is one to which they are regularly or otherwise assigned.

\* \* \* \* \*

Dated: June 27, 2002.

**David D. Aufhauser,**  
General Counsel, Department of the Treasury.

Approved: July 9, 2002.

**Amy L. Comstock,**  
Director, Office of Government Ethics.  
[FR Doc. 02-17918 Filed 7-16-02; 8:45 am]

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**DEPARTMENT OF THE TREASURY**

**Office of the Comptroller of the Currency**

**12 CFR Part 25**

[Docket No. 02-09]

RIN 1557-AB95

**Prohibition Against Use of Interstate Branches Primarily for Deposit Production**

**AGENCY:** Office of the Comptroller of the Currency, Treasury (OCC).

**ACTION:** Final rule; correction.

**SUMMARY:** On June 6, 2002, the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively the Agencies) published a final rule in the **Federal Register** that amended each

Agency's regulation governing deposit production offices. This document corrects a typographical error in the OCC's regulation.

**EFFECTIVE DATE:** The correction made in this document is effective October 1, 2002.

**FOR FURTHER INFORMATION CONTACT:** Patrick T. Tierney, Attorney, Legislative and Regulatory Activities Division (202-874-5090).

**SUPPLEMENTARY INFORMATION:** The comma that appears at the end of paragraph (d)(1) of 12 CFR 25.62 should be a semicolon, and paragraph (d)(2) of § 25.62 should begin on a new line. Therefore, in the final rule FR Doc. 02-14130, published on June 6, 2002 (67 FR 38844), make the following correction:

1. On page 38847, in the third column, in § 25.62, paragraphs (d)(1) and (d)(2) are correctly revised to read as follows:

**§ 25.62 Definitions.**

\* \* \* \* \*

(d) \* \* \*

(1) With respect to a State bank, the State that chartered the bank;

(2) With respect to a national bank, the State in which the main office of the bank is located;

\* \* \* \* \*

Dated: July 8, 2002.

**Julie L. Williams,**  
First Senior Deputy Comptroller and Chief Counsel, Office of the Comptroller of the Currency.

[FR Doc. 02-17757 Filed 7-16-02; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 23**

[Docket No. CE186, Special Condition 23-119-SC]

**Special Conditions; S-TEC on the New Piper Aircraft Corporation, PA 34-200T, Seneca V; Protection for High Intensity Radiated Fields (HIRF)**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued to S-TEC, One S-TEC Way Municipal Airport, Mineral Wells, Texas 76007, for a Supplemental Type Certificate for New Piper Aircraft Corporation, PA 34-200T, Seneca V airplanes. These airplanes will have

novel and unusual design features when compared to the state of technology envisaged in the applicable airworthiness standards. These novel and unusual design features include the installation of electronic flight instrument system (EFIS) displays Model Magic manufactured by Meggitt Avionics for which the applicable regulations do not contain adequate or appropriate airworthiness standards for the protection of these systems from the effects of high intensity radiated fields (HIRF). These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to the airworthiness standards applicable to these airplanes.

**DATES:** The effective date of these special conditions is July 5, 2002. Comments must be received on or before August 16, 2002.

**ADDRESSES:** Comments may be mailed in duplicate to: Federal Aviation Administration, Regional Counsel, ACE-7, Attention: Rules Docket Clerk, Docket No. CE186, Room 506, 901 Locust, Kansas City, Missouri 64106. All comments must be marked: Docket No. CE186. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4 p.m.

**FOR FURTHER INFORMATION CONTACT:** Ervin Dvorak, Aerospace Engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4123.

**SUPPLEMENTARY INFORMATION:** The FAA has determined that notice and opportunity for prior public comment hereon are impracticable because these procedures would significantly delay issuance of the approval design and thus delivery of the affected aircraft. In addition, the substance of these special conditions has been subject to the public comment process in several prior instances with no substantive comments received. The FAA, therefore, finds that good cause exists for making these special conditions effective upon issuance.

**Comments Invited**

Interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the