

# RESCINDED

Office of Thrift Supervision  
Department of the Treasury

December 17, 2002

**Transmittal**  
**TR-308**

This rescission does not change the applicability of the conveyed document. To determine the applicability of the conveyed document, refer to the original issuer of the document.



Federal Register, Vol. 67, No. 237, p. 75809

**Number TR-308**

The attached correction to the interim final rule and request for comment regarding Regulatory Reporting Standards: Qualifications for Independent Public Accountants Performing Audit Services for Voluntary Audit Filers was published in the Federal Register on December 10, 2002.

# Rules and Regulations

Federal Register

Vol. 67, No. 237

Tuesday, December 10, 2002

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF THE TREASURY

### Office of Thrift Supervision

#### 12 CFR Part 562

[No. 2002-54]

RIN 1550-AB54

#### Regulatory Reporting Standards: Qualifications for Independent Public Accountants Performing Audit Services for Voluntary Audit Filers

**AGENCY:** Office of Thrift Supervision, Treasury.

**ACTION:** Interim final rule with request for comments; correction.

**SUMMARY:** The Office of Thrift Supervision (OTS) published in the **Federal Register** of November 25, 2002, a document concerning amending its annual independent audit requirements for small, non-public, highly rated savings associations that voluntarily obtain independent audits. Inadvertently, the comment period was incorrectly stated. This document corrects that comment period.

**DATES:** Effective on December 10, 2002.

**FOR FURTHER INFORMATION CONTACT:** Christine Smith, Project Manager, (202) 906-5740, Examination Policy Division, or Teresa A. Scott, Counsel (Banking & Finance), (202) 906-6478, Regulations and Legislation Division, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552.

**SUPPLEMENTARY INFORMATION:** OTS published a document in the **Federal Register** of November 25, 2002 (67 FR 70529), FR Doc. 02-29833, that inadvertently stated an incorrect comment period. This correction sets forth the correct comment period.

In rule FR Doc. 02-29833, published on November 25, 2002 (67 FR 70529), make the following correction. On page 70530, in the first column, remove the

date "December 26, 2002" and add, in its place, "January 27, 2003".

Dated: November 27, 2002.

By the Office of Thrift Supervision.

**Marilyn K. Burton,**

*Federal Register Liaison Officer.*

[FR Doc. 02-30853 Filed 12-9-02; 8:45 am]

**BILLING CODE 6720-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-CE-31-AD; Amendment 39-12973; AD 2002-24-08]

RIN 2120-AA64

#### Airworthiness Directives; Cirrus Design Corporation Models SR20 and SR22 Airplanes

**AGENCY:** Federal Aviation Administration, DOT

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 2002-05-05, which currently applies to certain Cirrus Design Corporation (Cirrus) Models SR20 and SR22 airplanes. AD 2002-05-05 currently requires you to incorporate temporary operating limitations into the Limitation Section of the airplane flight manual (AFM) for certain affected airplanes and install a cable clamp external to the cone adapter on the Cirrus Airplane Parachute System (CAPS) activation cable for all affected airplanes. AD 2002-05-05 resulted from a report from the manufacturer that certain CAPS may not activate in an emergency situation. This AD is the result of the manufacturer redesigning the CAPS activation system. This AD requires you to modify the CAPS activation system. The actions specified by this AD are intended to prevent failure of the CAPS activation system in an emergency situation. Failure of this system could result in occupant injury and/or loss of life and loss of aircraft.

**DATES:** This AD becomes effective on January 24, 2003.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of January 24, 2003.

**ADDRESSES:** You may get the service information referenced in this AD from Cirrus Design Corporation, 4515 Taylor Circle, Duluth, MN 55811; telephone: (218) 727-2737. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-CE-31-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Gregory J. Michalik, Aerospace Engineer, FAA, Chicago ACO, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone: (847) 294-7135; facsimile: (847) 294-7834.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

*Has FAA taken any action to this point?* The FAA received a report from the type certificate holder that a condition exists that could cause the Cirrus Airplane Parachute System (CAPS) installed on certain Cirrus Design Corporation (Cirrus) Model SR20 and SR22 airplanes not to activate in the event of an emergency. Ballistic Recovery Systems (BRS), the supplier of the CAPS, discovered the condition during a supplemental type certificate (STC) certification test of the same unit on another airplane.

Investigation revealed that the rocket cone could allow for variance in the internal diameter at the threaded end of the rocket cone. This variance could result in the retaining nut internal to the cone adapter not being fully secured on the affected parachutes. When the igniter end of the cable housing is unsecured, the cable will not pull the igniter pin free to release the parachute.

Section 23.221 of the Federal Aviation Regulations (14 CFR 23.221) requires that single-engine, normal category airplanes demonstrate compliance with either the one-turn spin recovery or the spin-resistant requirements. The airplane, for spin recovery compliance, must recover from a one-turn spin or a three-second spin, whichever takes longer, in not more than one additional turn after the controls have been applied for recovery. The Cirrus SR20/SR22 are not certificated to meet the spin recovery requirements or spin resistant requirements of 14 CFR 23.221. Instead, Cirrus installed Cirrus Airplane