

To prevent failure of the DDRMI, which could cause the loss of data from the affected computers to other systems and degradation or total failure of the computers, leading to reduced ability to control the airplane in adverse conditions, accomplish the following:

Deactivation of the DDRMI

(a) Within 7 days after the effective date of this AD, deactivate the DDRMI in accordance with Airbus All Operators Telex (AOT) A320-34A1262, dated March 19, 2002; Airbus AOT A330-34A3109, dated March 19, 2002; or Airbus AOT A340-34A4120, dated March 19, 2002; as applicable.

Note 2: Where there are differences between the Minimum Equipment List (MEL) and this AD, this AD prevails.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The action shall be done in accordance with Airbus All Operator Telex A320-34A1262, dated March 19, 2002; Airbus All Operator Telex A330-34A3109, dated March 19, 2002; or Airbus All Operator Telex A340-34A4120, dated March 19, 2002; as applicable. (Only the first page of these documents contains the document number and date; no other page of the documents contains this information.) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directives T2002-150(B) and T2002-151(B), both dated March 19, 2002.

Effective Date

(e) This amendment becomes effective on April 29, 2002, to all persons except those persons to whom it was made immediately

effective by emergency AD 2002-06-53, issued March 20, 2002, which contained the requirements of this amendment.

Issued in Renton, Washington, on April 15, 2002.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-9614 Filed 4-19-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00-ANM-34]

Revision of Class E Airspace, Greely, CO; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published on February 15, 2002 (67 FR 7068), which revised the Class E airspace at Greely, CO. The final rule was published with an Airport Reference Point error in the legal description, which has made this correction necessary. This action corrects the coordinates for the airport reference point in the final rule legal description to reflect the current coordinates.

EFFECTIVE DATE: 0901 UTC, June 13, 2002.

FOR FURTHER INFORMATION CONTACT: Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 01-ANM-05, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION: On February 15, 2002, the FAA published a final rule that revised Class E airspace at Greely, CO (67 FR 7068). This action corrects the final rule airport reference point in the legal description to reflect the current coordinates.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Greely, CO, as published in the **Federal Register** on February 15, 2002, (67 FR 7068), (Federal Register Document No. 02-3791 is corrected as follows:

§ 71.1 [Corrected]

ANM CO E5 Greely, CO [Corrected]

1. On page 7069, first column, in the airspace designation description, first line from the top of the column, correct

“Lat. 40°25’43” N., long. 104°37’58” W.” to read “Lat. 40°26’08” N., long. 104°37’56” W.”.

Issued in Seattle, Washington, on March 22, 2002.

Charles E. Davis,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 02-9119 Filed 4-19-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 01AWP29]

Amendment of Honolulu Class E5 Airspace Area Legal Description

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule; correction.

SUMMARY: The Federal Aviation Administration (FAA) published in the Federal Register of January 31, 2002, a document amending the legal description of Honolulu International Airport Class E5 airspace area. The amended description replaced all references to Naval Air Station (NAS) Barbers Point with Kalaeloa, John Rogers Field. In this action FAA corrects a spelling error and incorrect coordinates in that amended description.

EFFECTIVE DATE: 0901 UTC, February 21, 2002.

FOR FURTHER INFORMATION CONTACT: Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520.10, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

SUPPLEMENTARY INFORMATION: The FAA published a document in the Federal Register of January 31, 2002, (67 FR 4655) amending the legal description of the Honolulu International Airport Class E5 airspace area. In FR Doc. 02-862, published in the Federal Register of January 31, 2002, the amended description of the Honolulu International Airport Class E5 airspace area replaced all references to Naval Air Station (NAS) Barbers Point with Kalaeloa, John Rogers Field. John Rogers Field was inadvertently misspelled. The correct spelling should be John Rogers Field. Also, three coordinates listed in the legal description for the Honolulu International Airport Class E5 airspace area were incorrect. This document