

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 Rodgers Field. Also, three coordinates listed in the legal description for the Honolulu International Airport Class E5 airspace area were incorrect. This document

corrects the spelling error and incorrect coordinates.

Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9J dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The correct class E5 airspace designation listed in this document will be published subsequently in the order.

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follow:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9574, 3 CFR 1959–1963 Comp., p. 389.

§ 71.1 [Corrected]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9J, Airspace Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

AWP HI E5 Honolulu International Airport, HI [Corrected]

Honolulu International Airport, HI
(Lat 21°19'07"N., long. 157°55'21"W.)
Kalaeloa John Rodgers Field
(Lat 21°18'26"N., long. 158°04'13"W.)
Honolulu VORTAC
(Lat 21°18'30"N., long. 157°55'50"W.)

That airspace extending upward from 700 feet above the surface south and southeast of Honolulu International Airport beginning at lat. 21°20'19"N., long 157°51'05"W., thence south to lat. 21°15'19"N., long. 157°49'05"W., thence east along the shoreline to where the shoreline intercepts the Honolulu VORTAC 15-mile radius, then clockwise along the 15-mile radius of the Honolulu VORTAC to intercept the Honolulu VORTAC 241° radial, then northeast bound along the Honolulu VORTAC 241° radial to intercept the 4.3-mile radius south of Kalaeloa John Rodgers Field, then counterclockwise along the arc of the 4.3-mile radius of Kalaeloa John Rodgers Field to and counterclockwise along the arc of a 5-mile radius of the Honolulu VORTAC to the Honolulu VORTAC 106° radial, then westbound along the Honolulu 106° radial to the 4-mile radius of the Honolulu VORTAC, then counterclockwise along the 4-mile radius to intercept the Honolulu VORTAC

071° radial, thence to the point of beginning and that airspace beginning at lat. 21°10'25"N., long. 158°11'22"W.; to lat. 21°16'05"N., long. 158°14'35"W.; to lat. 21°16'30"N., long. 158°13'46"W.; to lat. 21°16'50"N., long. 158°00'00"W., to the point of beginning.

* * * * *

Issued in Los Angeles, California, on March 22, 2002.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 02–9118 Filed 4–19–02; 8:45 am]

BILLING CODE 4910–13–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[TX–139–1–7554; FRL–7172–9]

Approval and Promulgation of Air Quality State Implementation Plans; Texas: Agreed Orders Issued to Airlines, Memoranda of Agreement With Owners and Operators of Major Airports, and a Revised Emissions Inventory Regarding Control of Pollution From Ground Support Equipment for the Dallas/Fort Worth Ozone Nonattainment Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The EPA is approving a State Implementation Plan (SIP) revision which includes Agreed Orders with major airlines and Memoranda of Agreement (MOA) requiring owners and operators at major airports in the DFW area to implement reductions in oxides of nitrogen (NO_x) emissions from Ground Support Equipment (GSE). The EPA is also approving a revised GSE emissions inventory for the DFW ozone nonattainment areas.

These Agreed Orders and MOAs will contribute to attainment of the ozone standard in the DFW ozone nonattainment area. The EPA is approving these revisions to the Texas SIP to regulate emissions of NO_x in accordance with the requirements of the Federal Clean Air Act (ACT).

DATES: This final rule is effective on May 22, 2002.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the following locations. Persons interested in examining these documents should make an appointment with the appropriate office at least 24 hours

before the visiting day. Environmental Protection Agency, Region 6, Air Planning Section (6PD–L), 1445 Ross Avenue, Suite 700, Dallas, Texas 75202–2733. Texas Natural Resource Conservation Commission, 12100 Park 35 Circle, Austin, Texas 78753.

FOR FURTHER INFORMATION CONTACT:

Herbert R. Sherrow, Jr., Air Planning Section (6PD–L), EPA Region 6, 1445 Ross Avenue, Dallas, Texas 75202–2733, telephone (214) 665–7237.

SUPPLEMENTARY INFORMATION:

Throughout this document “we,” “us,” and “our” means EPA.

What Is the Background for This Action?

The Texas Natural Resource Conservation Commission (TNRCC) submitted the Agreed Orders and MOAs with airlines and airport owners and operators along with the repeal of the GSE rule on July 2, 2001.

The TNRCC submitted a SIP revision with a revised GSE emissions inventory based on a more detailed survey of local GSE equipment on October 15, 2001.

For further discussion of these submittals, see the proposed approval, 67 FR 5078, February 4, 2002, and the related Technical Support Document.

A proposed approval of the Agreed Orders and MOAs issued to airport owners and airlines regarding pollution controls on GSE and the revised GSE emissions inventory for the DFW area were published at 67 FR 5078, February 4, 2002. We also indicated that we could not take final action on the State's GSE rule, previously submitted, since the State had withdrawn the rule.

What Is Included in the State's Agreed Orders, MOAs and Revised Emissions Inventory?

The State signed Agreed Orders with American Airlines/American Eagle Airlines, Delta Airlines, and Southwest Airlines; and MOAs with the City of Dallas, the City of Fort Worth, and the Dallas/Fort Worth International Airport Board. The Agreed Orders and MOAs make specific local NO_x emission reductions from sources under the control of the airlines and owners and operators enforceable.

The revised emissions inventory, upon which the reductions are based, was compiled from a comprehensive survey of GSE equipment at the airports.

What Comments Did EPA Receive in Response to the Proposed Approval of Agreed Orders, MOAs, and a Revised Emissions Inventory for DFW Ground Support Equipment?

We received no adverse comments in response to the proposed action. We