this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2005–04–12 SAAB Aircraft AB: Amendment 39–13984. Docket No. FAA–2004–19752; Directorate Identifier 2004–NM–170–AD.

Effective Date

(a) This AD becomes effective April 1, 2005.

Applicability

(b) This AD applies to Saab Model SAAB SF340A series airplanes having serial numbers 004 through 159 inclusive, and Model SAAB 340B series airplanes having serial numbers 160 through 367 inclusive; certificated in any category; on which Saab Service Bulletin 340–24–026 (Modification 2533) has not been implemented.

Unsafe Condition

(c) This AD was prompted by reports of premature failures of the direct current (DC) starter generator prior to scheduled overhaul. We are issuing this AD to prevent failure of the starter generator, which could cause a low voltage situation in flight and result in increased pilot workload and reduced redundancy of the electrical powered systems.

Compliance

(d) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections for Wear of the DC Starter Generator Brushes and Leads

(e) For generators overhauled in accordance with Maintenance Review Board (MRB) Task 243104: Before 800 flight hours since the last overhaul or within 100 flight hours after the effective date of this AD, whichever occurs later, perform a general visual inspection for wear of the DC starter generator brushes and leads, in accordance with Saab Service Bulletin 340–24–035, dated July 5, 2004.

Note 1: For the purposes of this AD, a general visual inspection is ''a visual examination of a interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.''

Note 2: Saab Service Bulletin 340–24–035, dated July 5, 2004, references Goodrich Service Information Letter 23080–03X–24–01, dated July 1, 2004, as an additional source of service information.

(1) If the tops of the brush sets are above the top of the brush box, repeat the inspection at intervals not to exceed 800 flight hours.

(2) If the tops of the brush sets are below the top of the brush box, before further flight, measure the brushes and determine the remaining amount of brush life remaining, in accordance with the service bulletin.

(i) If the brush wear is within the limits specified in the service bulletin, repeat the inspection at intervals not to exceed 800 flight hours.

(ii) If the brush wear is outside the limits specified in the service bulletin, before further flight, replace the starter generator with a new or serviceable starter generator, in accordance with the service bulletin.

Inspections for Loose Rivets

(f) For generators overhauled in accordance with MRB Task 243104: Before 800 flight hours since last overhaul or within 100 flight hours after the effective date of this AD, whichever occurs later, perform a general visual inspection of each leading wafer brush for loose rivets, in accordance with Saab Service Bulletin 340–24–035, dated July 5, 2004. Repeat the inspections at intervals not to exceed 800 flight hours. If any rivet is loose, before further flight, replace the DC starter generator with a new or serviceable starter generator, in accordance with the service bulletin.

MRB Task 243103 or 243101

(g) For generators overhauled or with brush replacement accomplished in accordance with MRB Task 243103 or 243101, no action is required by this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(i) Swedish airworthiness directive 1–196 R1, effective July 15, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Saab Service Bulletin 340–24–035, dated July 5, 2004, including Attachment 1 (Goodrich Service Information Letter 23080–03X–24–01), dated July 1, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Saab Aircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.* You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL–401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on February 11, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–3281 Filed 2–24–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2003–16534; Airspace Docket No. 03–ASO–19]

Establishment of Class D and E Airspace; Olive Branch, MS and Amendment of Class E Airspace; Memphis, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; confirmation of effective date.

SUMMARY: This action confirms the new effective date for the establishment of Class D and E4 airspace at Olive Branch, MS and the amendment of Class E5 airspace at Memphis, TN. The construction of a new Federal contract tower with a weather reporting system was delayed; therefore, the effective date of the establishment of Class D and E4 airspace and amendment of Class E5 airspace was also delayed.

DATES: The effective date of April 15, 2004, published on February 3, 2004, (69 FR 5009), and subsequently delayed indefinitely (69 FR 8555), is now 0901 UTC, May 12, 2005.

FOR FURTHER INFORMATION CONTACT: Mark D. Ward, Manager, Airspace and Operations Branch, Air Traffic Division,

Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

SUPPLEMENTARY INFORMATION:

History

Docket No. 16534; Airspace Docket No. 03–ASO–19, published in the **Federal Register** on February 3, 2004 (69 FR 5009), established Class D and E4 airspace at Olive Branch, MS and amended Class E5 airspace at Memphis, TN. The construction of a federal contract tower with a weather reporting system at Olive Branch Airport made this action necessary. This action was originally scheduled to become effective on April 15, 2004; however, an unforeseen delay in beginning construction on the tower required the effective date of this action to be delayed. Construction is now nearing completion.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Confirmation of Effective Date

The effective date of Docket No. 16534; Airspace Docket No. 03–ASO–19 is hereby confirmed to be May 12, 2005.

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389; 49 U.S.C. 106(g); 14 CFR 11.69.

* * * * *

Issued in College Park, Georgia, on February 1, 2005.

Mark D. Ward,

Acting Area Director, Eastern EnRoute & Oceanic Operations, ATO–E.

[FR Doc. 05–3610 Filed 2–24–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 234

[Docket No. OST–2005–20331]

Reporting Directive Regarding Incidents Involving Animals During Air Transport

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Order.

SUMMARY: The Department is publishing the following reporting directive regarding the reporting requirements that are contained in the OST final rule on ''Reports by Carriers on Incidents Involving Animals During Air Transport.''

DATES: This order shall become effective after an OMB control number for the information collection requirements contained in the rule on ''Reports by Carriers on Incidents Involving Animals During Air Transport'' is assigned and announced in a separate document in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Blane A. Workie, Supervisory Trial Attorney, Office of the Assistant General Counsel for Aviation Enforcement and Proceedings, Office of the General Counsel, 400 7th Street, SW., Room 10424, Washington DC 20590, 202–366–9342 (voice), 202–366–7153 (fax), or *blane.workie@ost.dot.gov* (e-mail).

U.S. Department of Transportation, Office of the Secretary, Office of the General Counsel

[OST Docket 2005–20331]

Issued by the Department of Transportation, on the 15th day of February 2005.

In the Matter of a Reporting Directive on Incidents Involving Animals During Air Transport Issued Pursuant to 14 CFR 234.13; Order

The purpose of this order is to adopt a reporting directive to provide guidance to all U.S. air carriers that provide scheduled passenger air transportation regarding the new reporting requirements that are contained in the final rule on ''Reports by Carriers on Incidents Involving Animals During Air Transport'' and to answer questions that have been raised about the requirements in the rule.

Background

On February 14, 2005, the Department of Transportation (Department) published a final rule on ''Reports by Carriers on Incidents Involving Animals During Air Transport.'' 70 FR 7392. The rule, which applies to domestic and international scheduled-service transportation performed by U.S. air carriers with any size aircraft, adds a new § 234.13 to 14 CFR part 234.[1]

Section 234.13 requires each reporting air carrier to submit a report on any incidents involving the loss, injury, or death of an animal [2] during air transport [3] to the Department's Aviation Consumer Protection Division (ACPD) within 15 days of the end of each month. Each report must include the following information:

(1) Carrier and flight number;

(2) Date and time of the incident;

(3) Description of the animal, including name, if applicable;

(4) Identification of the owner(s) and/or guardian of the animal;

(5) Narrative description of the incident;

(6) Narrative description of the cause of the incident;

(7) Narrative description of any corrective action taken in response to the incident; and

(8) Name, title, address, and telephone number of the individual filing the report on behalf of the air carrier.

Section 234.13 also calls for the report to be submitted in the form and manner set forth in reporting directives issued by the Deputy General Counsel of the U.S. Department of Transportation. This reporting directive sets forth the form and manner in which carriers must submit the required data on loss, injury, or death of an animal during air transport. It is being issued as an order under the authority specified in 14 CFR 385.15(c).

Form and Manner of Reporting

All submissions must be made via e-mail to *animalreports@ost.dot.gov* except for situations where the carrier can demonstrate that it would suffer undue hardship if it were not permitted to submit the data by regular postal mail and ACPD has approved an exception. When submitting the information by postal mail under an exception, carriers

[1] The rule was originally published by the Department through its Federal Aviation Administration (FAA) on August 11, 2003 (68 FR 47798).

[2] Animal is defined in the rule as any warm or cold blooded animal which, at the time of transportation, is being kept as a pet in a family household in the United States.

[3] Under the rule, the air transport of an animal includes the entire period during which an animal is in the custody of an air carrier, from check-in or delivery of the animal prior to departure until the animal is returned to the owner or guardian of the animal at the final destination of the animal.