

3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 AD:

2009-22-11 Bell Helicopter Textron

Canada: Amendment 39-16064. Docket No. FAA-2009-1003; Directorate Identifier 2009-SW-25-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on November 16, 2009.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to the following model and serial-numbered helicopters with an anti-drive (swashplate) link assembly (link assembly), part number (P/N) 406-010-432-101, that has a serial number (S/N) prefix of "TI" or "TIFS", certificated in any category:

Model	Serial Nos.
407	53000 through 53887, 53890 through 53916, 53918, 53920, 53921, 53923 through 53926, and 53928.
427	56001 through 56074.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states during a preflight check it was observed that the swashplate link assembly bearing had moved in the lever race, making contact with the swashplate support. The MCAI AD also states that further investigation revealed that the bearing had not been staked correctly during manufacture. That condition, if not detected, could result in failure of a bearing, failure of the link assembly, and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Required as indicated, unless accomplished previously.

(1) Within 10 hours time-in-service (TIS), using a 10x or higher magnifying glass, inspect the link assembly and determine if the bearing, P/N 406-310-403-101, is correctly installed and properly staked in the link assembly. Also inspect to ensure that the bearing is not loose.

(2) Before further flight, replace any bearing that is incorrectly installed or improperly staked in the link assembly.

(3) Before further flight, replace the link assembly if the bearing is loose.

Differences Between This AD and the MCAI AD

(f) This AD differs from the MCAI AD as follows:

(1) This AD requires compliance within 10 hours TIS, the MCAI AD requires compliance within the next 10 flight hours, but no later than 30 days from the effective day of the MCAI AD, which was May 6, 2009; and

(2) This AD does not apply to Model 427 helicopters, S/N 58001 or 58002, because those serial-numbered helicopters are not eligible for an FAA certificate of airworthiness.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) The following documents contain related information:

(1) Transport Canada AD No. CF-2009-14, dated April 15, 2009;

(2) Bell Helicopter Alert Service Bulletin No. 407-09-87, dated March 27, 2009; and

(3) Bell Helicopter Alert Service Bulletin No. 427-09-24, Revision A, dated March 30, 2009.

Joint Aircraft System/Component (JASC) Code

(i) JASC Code 6230: Main rotor/swashplate.

Issued in Fort Worth, Texas on October 20, 2009.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E9-26120 Filed 10-29-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-0115; Directorate Identifier 2007-CE-080-AD; Amendment 39-16067; AD 2007-26-08 R1]

RIN 2120-AA64

Airworthiness Directives; Reims Aviation S.A. Model F406 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are rescinding an existing airworthiness directive (AD) for the products listed above. The existing AD resulted from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

On several occasions, leaks of the landing gear emergency blowdown bottle have been reported. Investigations revealed that the leakage was located on the nut manometer because of a design deficiency in the bottle head.

If left uncorrected, the internal bottle pressure could not be maintained to an adequate level and could result in a malfunction, failing to extend landing gears during emergency situations.

Since issuance of that AD, we have determined that the condition is not unsafe.

DATES: This AD becomes effective December 4, 2009.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on July 31, 2009 (74 FR 38140),

and proposed to rescind AD 2007–26–08, Amendment 39–15310 (72 FR 73258, December 27, 2007).

Since we issued AD 2007–26–08, we have reconsidered this AD with respect to the determination of an unsafe condition.

We issued AD 2007–26–08 in consideration of the MCAI from an aviation authority of another country to identify and correct an unsafe condition on an airplane. At that time, we were not aware that there were several Cessna Aircraft Company (Cessna) model airplanes equipped with the same blowdown bottle part number (P/N) 9910154–4.

Before issuing an AD on domestic products, we prepare a risk assessment of the unsafe condition. A risk assessment was done for the Cessna model airplanes. The result of that assessment was not high enough to support AD action since the system is a backup system to the primary landing gear extension system.

Based on this risk assessment, we reevaluated the existing AD against Reims Aviation Model 406 airplanes (AD 2007–26–08) and determined the condition identified in the AD is not an unsafe condition.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

FAA's Determination and Requirements of the AD Rescission

We are issuing this AD rescission because we evaluated all information and determined the condition identified in the existing AD is not unsafe and the AD is not necessary.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in

air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this AD:

- (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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD Docket.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 rescinding AD 2007–26–08, Amendment 39–15310 (72 FR 73258, December 27, 2007):

2007–26–08 R1 Reims Aviation S.A.:
Amendment 39–16067; Docket No. FAA–2007–0115; Directorate Identifier 2007–CE–080–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 4, 2009.

Affected ADs

(b) This AD rescinds AD 2007–26–08.

Applicability

(c) This AD applies to Model F406 airplanes, all serial numbers, that are:
(1) equipped with landing gear emergency blowdown bottle part number (P/N) 9910154–4; and
(2) certificated in any category.

Issued in Kansas City, Missouri, on October 23, 2009.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9–26126 Filed 10–29–09; 8:45 am]

BILLING CODE 4910–13–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 232

[Release Nos. 33–9077; 34–60875; 39–2468; IC–28984]

Adoption of Updated EDGAR Filer Manual

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission (the Commission) is adopting revisions to the Electronic Data Gathering, Analysis, and Retrieval System (EDGAR) Filer Manual to reflect updates to the EDGAR system made in EDGAR Release 9.17. The revisions were made primarily to enforce additional XBRL validation requirements to improve the quality of XBRL exhibits; to allow filers to electronically submit the withdrawal of application for exemptive or other relief from the Investment Companies Act as submission types APP WD and APP WD/A; and, to allow filers to add Subject Company related information for the submission types F–6, F–6/A, F–6EF, and F–6POS. The revisions to the Filer Manual reflect changes within Volume I entitled EDGAR Filer Manual, Volume I: "General Information," Version 8 (September 2009) and Volume