DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0313; Directorate Identifier 2008–NM–144–AD; Amendment 39–15769; AD 2008–26–03]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model DHC–8–102, DHC–8–103, DHC–8–106, DHC–8–201, DHC–8–202, DHC–8–301, DHC–8–311, and DHC–8–315 Airplanes Equipped With a Cockpit Door Electronic Strike System Installed in Accordance With Supplemental Type Certificate (STC) ST02014NY

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

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) 2008–26–03. This AD requires modifying the electronic strike system of the cockpit door. This AD results from a report indicating that the equipment is defective. We are issuing this AD to prevent failure of this equipment, which could compromise flight safety.

DATES: This AD becomes effective April 13, 2009 to all persons.

We must receive comments on this AD by May 7, 2009.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov*. Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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 this AD, 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.

FOR FURTHER INFORMATION CONTACT: Fabio Buttitta, Aerospace Engineer, Systems and Flight Test Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7303; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION:

Discussion

Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, notified us that an unsafe condition may exist on Bombardier Model DHC–8–102, DHC–8–103, DHC–8–106, DHC–8–201, DHC–8–202, DHC–8–301, DHC–8–311, and DHC–8–315 airplanes equipped with a cockpit door electronic strike system installed in accordance with supplemental type certificate (STC) SA03–70 issue No. 1 or issue No. 2 (which is equivalent to STC ST02014NY). TCCA advises that the electronic strike system of the cockpit door is defective. (STC SA03–70 issue No. 3 incorporates the enhanced security measures for these doors.) Defective equipment, if not corrected, could compromise flight safety. Transport Canada Civil Aviation (TCCA) issued Canadian airworthiness directive CF–2008–26R1, dated August 15, 2008 (referred to after this as the Mandatory Continuing Airworthiness Information or ''MCAI'') to ensure the continued airworthiness of these airplanes in Canada.

FAA's Determination and Requirements of this AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI referenced above. We are issuing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

Therefore, we are issuing AD 2008–26–03 to prevent failure of the electronic strike system, which could compromise flight safety. This AD requires modifying the electronic strike system of the cockpit door in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA.

None of the airplanes affected by this action are on the U.S. Register. Therefore, providing notice and opportunity for public comment is unnecessary before this AD is issued, and this AD may be made effective in less than 30 days after it is published in the **Federal Register**. However, this rule is necessary to ensure that the described unsafe condition is addressed if any of these products are placed on the U.S. Register in the future. The AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2009–0313; Directorate Identifier 2008–NM–144–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to *http://www.regulations.gov*, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

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 have 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 that the regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the 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.

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 airworthiness directive (AD):

2008–26–03 TTF Aerospace LLC: Amendment 39–15769. Docket No. FAA–2009–0313; Directorate Identifier 2008–NM–144–AD.

Effective Date

(a) This sensitive security airworthiness directive (AD) is effective April 13, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC–8–102, DHC–8–103, DHC–8–106, DHC–8–201, DHC–8–202, DHC–8–301, DHC–8–311, and DHC–8–315 airplanes, certificated in any category, equipped with a cockpit door electronic strike system installed in accordance with supplemental type certificate (STC) ST02014NY (which is equivalent to STC SA03–70).

Unsafe Condition

(d) This AD results from a report indicating that the equipment is defective. We are issuing this AD to prevent failure of this equipment, which could compromise flight safety.

Compliance

(e) Comply with this AD within the compliance times specified, unless already done.

Modification

(f) Within 90 days after the effective date of this AD, modify the electronic strike system of the cockpit door in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, New York ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Fabio Buttitta, Aerospace Engineer, Systems and Flight Test Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7303; fax (516) 794–5531.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Related Information

(h) Canadian airworthiness directive CF–2008–26R1, dated August 15, 2008, also addresses the subject of this AD.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on March 30, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9–7781 Filed 4–6–09; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 232, 239 and 249

[Release Nos. 33–9002A; 34–59324A; 39–2461A; IC–28609A; File No. S7–11–08]

RIN 3235–AJ71

Interactive Data To Improve Financial Reporting

AGENCY: Securities and Exchange Commission.

ACTION: Final rule; correction.

SUMMARY: We are making technical corrections to rules adopted in Release No. 33–9002 (January 30, 2009), which were published in the **Federal Register** on February 10, 2009 (74 FR 6776). The rules relate to requiring specified public companies and foreign private issuers to provide financial statement information to the Commission and on their corporate Web sites in interactive data format using the eXtensible Business Reporting Language (XBRL).

DATES: *Effective Date:* April 13, 2009.

FOR FURTHER INFORMATION CONTACT: Mark W. Green, Senior Special Counsel (Regulatory Policy), Division of Corporation Finance at (202) 551–3430; or Jeffrey W. Naumann, Assistant Director, Office of Interactive Disclosure at (202) 551–5352, U.S. Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549–3628.

SUPPLEMENTARY INFORMATION: We are correcting Rules 201,[1] 202[2] and 405[3] of Regulation S–T[4] and Forms F–9[5] and F–10[6] under the Securities Act of 1933 (Securities Act)[7] and Forms 20–F,[8] 40–F[9] and 6–K[10] under the Securities Exchange Act of 1934 (Exchange Act)[11] as published.[12]

I. Discussion of Corrections

A. Rule 201—Temporary Hardship Exemption

In the introductory text of paragraph (a)[13] of Rule 201, we inadvertently omitted language that became part of the text effective January 1, 2009[14] and serves to exclude from temporary hardship exemption availability an application for an order under any section of the Investment Company Act.[15] We are correcting that omission.

[1] 17 CFR 232.201.

[2] 17 CFR 232.202.

[3] 17 CFR 232.405.

[4] 17 CFR 232.10 *et seq.*

[5] 17 CFR 239.39.

[6] 17 CFR 239.40.

[7] 15 U.S.C. 77a *et seq.*

[8] 17 CFR 249.220f.

[9] 17 CFR 249.240f.

[10] 17 CFR 249.306.

[11] 15 U.S.C. 78a *et seq.*

[12] The corrections we are making in this release do not affect the amendments we adopted in Release No. 33–9006 (Feb. 11, 2009) [74 FR 7748] even though some of the amendments restated text that we now are correcting. We anticipate, however, that we will make conforming corrections to such amendments.

[13] 17 CFR 232.201(a).

[14] See Release No. 33–8981 (Oct. 29, 2008) [73 FR 65516].

[15] 15 U.S.C. 80a–1 *et seq.*