

(3) Will not affect intrastate aviation in Alaska, and
 (4) 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, 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 removing airworthiness directive (AD) 2010–23–09, Amendment 39–16498 (75 FR 68179, November 5, 2010), and adding the following new AD:

2011–18–19 Austro Engine GmbH: Amendment 39–16801; Docket No. FAA–2010–1055; Directorate Identifier 2010–NE–35–AD.

Effective Date

(a) This airworthiness directive (AD) is effective October 6, 2011.

Affected ADs

(b) This AD supersedes AD 2010–23–09, Amendment 39–16498 (75 FR 68179, November 5, 2010).

Applicability

(c) This AD applies to Austro Engine GmbH model E4 diesel piston engines, with

high-pressure (HP) fuel pump, part number (P/N) E4A–30–100–000, installed.

Unsafe Condition

(d) This AD was prompted by Austro Engine GmbH introducing a new P/N fuel pump as mandatory terminating action to the repetitive inspections required by AD 2010–23–09, Amendment 39–16498 (75 FR 68179, November 5, 2010). We are issuing this AD to prevent engine power loss or in-flight shutdown, which could result in loss of control of the airplane.

Compliance

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

(1) Inspect the fuel pressure supply for excessive oscillations using the inspection schedule in Table 1 of this AD.

TABLE 1—INSPECTION SCHEDULE

Accumulated Time-Since-New (TSN) or Time Since Last Inspection (TSLI):	Compliance time:
45 flight hours or more	Within 10 flight hours after the effective date of this AD.
Fewer than 45 flight hours	Before 55 flight hours TSN or TSLI.
Repetitive inspections	Before 55 flight hours TSLI.

(2) Use Austro Engine GmbH Work Instruction No. WI–MSB–E4–009, dated October 7, 2010, to do the inspections.

(3) Replace the HP fuel pump before further flight with a new HP fuel pump, P/N E4A–30–200–000, if the oscillations exceed 300mV (750hPa).

Mandatory Terminating Action

(4) As mandatory terminating action to the repetitive inspections, within 120 flight hours after the effective date of this AD, replace the HP fuel pump, P/N E4A–30–100–000, with a HP fuel pump, P/N E4A–30–200–000. Austro Engine GmbH Mandatory Service Bulletin (MSB) No. MSB–E4–009/2 contains guidance on replacing the HP fuel pump.

Installation Prohibitions

(f) After the effective date of this AD, do not install any HP fuel pump P/N E4A–30–100–000, onto any engine.

(g) After the effective date of this AD, do not install any engine equipped with HP fuel pump P/N E4A–30–100–000, onto any airplane.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011–0039, dated March 8, 2011, and Austro Engine GmbH MSB No. MSB–E4–009/2, dated March 4, 2011, for related information.

(j) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7176; fax: 781–238–7199; e-mail: james.lawrence@faa.gov.

Material Incorporated by Reference

(k) You must use Austro Engine GmbH Work Instruction No. WI–MSB–E4–009, dated October 7, 2010, to do the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51, as of November 22, 2010.

(l) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A–2700 Weiner Neustadt, Austria, phone: +43 2622 23000; fax: +43 2622 23000–2711, or go to: <http://www.austroengine.at>. For information on the availability of this material at the FAA, call 781–238–7125.

(m) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on August 24, 2011.

Thomas A. Boudreau,
Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.
 [FR Doc. 2011–22347 Filed 8–31–11; 8:45 am]
BILLING CODE 4910–13–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR PART 240

[Release Nos. 33–9175A; 34–63741A; File No. S7–24–10]

RIN 3235–AK75

Disclosure for Asset-Backed Securities Required by Section 943 of the Dodd-Frank Wall Street Reform and Consumer Protection Act

AGENCY: Securities and Exchange Commission.

ACTION: Final rule; correcting amendment.

SUMMARY: We are making a technical correction to Rule 15Ga–1 adopted in Release No. 33–9175 (January 20, 2011), which was published in the **Federal Register** on January 26, 2011. The document contained an incorrect paragraph reference in an instruction to Rule 15Ga–1. This correction is being

published to correct the paragraph reference.

DATES: *Effective Date:* September 1, 2011.

FOR FURTHER INFORMATION CONTACT: Rolaine Bancroft, Senior Special Counsel, in the Office of Structured Finance, at (202) 551-3850, Division of Corporation Finance, U.S. Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549.

SUPPLEMENTARY INFORMATION: We are making the following correction to 17 CFR part 240, which was amended by Release No. 33-9175 (January 20, 2011), and was published in FR Doc. 2011-1504 on page 4489 in the **Federal Register** on January 26, 2011 (76 FR 4489).

List of Subjects in 17 CFR Part 240

Reporting and recordkeeping requirements, Securities.

For the reasons set out above, Title 17, Chapter II of the Code of Federal Regulations is amended as follows:

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

■ 1. The authority citation for part 240 continues to read as follows:

Authority: 15 U.S.C. 77c, 77d, 77g, 77j, 77s, 77z-2, 77z-3, 77eee, 77ggg, 77nnn, 77sss, 77ttt, 78c, 78d, 78e, 78f, 78g, 78i, 78j, 78j-1, 78k, 78k-1, 78 l, 78m, 78n, 78n-1, 78o, 78o-4, 78p, 78q, 78s, 78u-5, 78w, 78x, 78 ll, 78mm, 80a-20, 80a-23, 80a-29, 80a-37, 80b-3, 80b-4, 80b-11, and 7201 *et seq.*; and 18 U.S.C. 1350 and 12 U.S.C. 5221(e)(3), unless otherwise noted.

* * * * *

§ 240.15Ga-1 [Amended]

■ 2. Amend § 240.15Ga-1 by removing the phrase “Instruction to paragraphs (a)(1)(vii) through (xi): For purposes of these paragraphs (a)(1)(vii) through (xi)” and adding in its place “Instruction to paragraphs (a)(1)(vi) through (xi): For purposes of these (a)(1)(vi) through (xi)”.

Dated: August 25, 2011.

Elizabeth M. Murphy,
Secretary.

[FR Doc. 2011-22257 Filed 8-31-11; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2011-0734]

RIN 1625-AA00

Safety Zone; Thunder on the Gulf, Gulf of Mexico, Orange Beach, AL

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for a portion of the Gulf of Mexico for the waters off Orange Beach, Alabama. This action is necessary for the protection of crews, vessels, persons, and spectators on navigable waters during the Thunder on the Gulf high speed boat races. Entry into, transiting or anchoring in this zone is prohibited to all vessels, mariners, and persons unless specifically authorized by the Captain of the Port (COTP) Mobile or a designated representative.

DATES: This rule is effective from 10 a.m. October 6, 2011, until 4 p.m. October 9, 2011.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket USCG-2011-0734 and are available online by going to <http://www.regulations.gov>, inserting USCG-2011-0734 in the “Keyword” box, and then clicking “Search.” They are also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, 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 and U.S. Coast Guard Sector Mobile (spw), Building 102, Brookley Complex South Broad Street Mobile, AL 36615, between 8 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or e-mail LT Lenell J. Carson, Coast Guard Sector Mobile, Waterways Division; telephone 251-441-5940 or e-mail Lenell.J.Carson@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

The Coast Guard is issuing this temporary final rule without prior

notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because there is insufficient time to publish a NPRM. This recurring safety zone is included in a separate ongoing rulemaking project to update the list of recurring events and safety zones in the CFR. At this time, a NPRM could not be published without causing unnecessary delay for this year’s occurrence of this event and need for a safety zone. Additionally, the Coast Guard received the application for a Marine Event Permit related to this event on July 19, 2011, from the Gulf Coast Powerboat Association, noting their intention to hold their Thunder on the Gulf high speed boat races starting on October 6, 2011. Publishing a NPRM is impracticable because it would unnecessarily delay the required safety zone’s 2011 effective date. The safety zone is needed to protect persons and vessels from safety hazards associated with a high speed boat race and will be enforced with actual notice for short periods of time during the four day event.

Basis and Purpose

The Gulf Coast Powerboat Association applied for a Marine Event Permit to conduct a high speed boat race on the Gulf of Mexico, south of Orange Beach, Alabama to occur from October 6, 2011 through October 9, 2011. This event will draw in a large number of pleasure crafts and the high speed boats pose a significant safety hazard to both vessels and mariners operating in or near the area. The COTP Mobile is establishing a temporary safety zone for a portion of the Gulf of Mexico, Orange Beach, Alabama to protect persons and vessels during the high speed boat races.

The COTP anticipates minimal impact on vessel traffic due to this regulation. However, this safety zone is deemed necessary for the protection of life and property within the COTP Mobile zone.

Discussion of Rule

The Coast Guard is establishing a temporary safety zone for a portion of the Gulf of Mexico for the waters off Orange Beach, Alabama, enclosed by a box starting at a point on the shore at approximately 30°15’39” N, 087°36’42”