

(1) Install an additional thrust reverser system locking feature (sync-lock installation) in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994.

**Note 2:** Revision 2 of Boeing Service Bulletin 757-78-0032 references Rolls-Royce Service Bulletins RB.211-78-9613 and RB.211-78-9627 as additional sources of service information. The intent of paragraph (b)(1) of this AD is that the appropriate revision levels of the Rolls-Royce service bulletins to be used in conjunction with Boeing Service Bulletin 757-78-0032 are as follows: Rolls-Royce Service Bulletin RB.211-78-9613, dated December 3, 1992, or Revision 1, dated March 5, 1993, or Revision 2, dated October 1, 1993; and Rolls-Royce Service Bulletin RB.211-78-9627, dated December 3, 1992.

(2) Install a revised thrust reverser sync-lock in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994, and Rolls-Royce Service Bulletin RB.211-78-9822, dated October 1, 1993.

**Note 3:** Rolls-Royce Service Bulletin RB.211-78-9822 references Rolls-Royce Service Bulletin RB.211-78-9613 as an additional source of service information for airplanes equipped with Rolls-Royce RB211-535E4/E4B engines. Rolls-Royce Service Bulletin RB.211-78-9613 references Rolls-Royce Service Bulletin RB.211-78-9627 as an additional source of service information. The FAA's intent is that the appropriate revision levels to be used in conjunction with Rolls-Royce Service Bulletin RB.211-78-9822 are as follows: Rolls-Royce Service Bulletin RB.211-78-9613, Revision 2, dated October 1, 1993; and Rolls-Royce Service Bulletin RB.211-78-9627, dated December 3, 1992.

(c) Within 4,000 hours time-in-service after accomplishing the modification required by paragraph (b) of this AD, or within 4,000 hours time-in-service after July 20, 1994, whichever occurs later; and thereafter at intervals not to exceed 4,000 hours time-in-service: Accomplish the "Thrust Reverser Sync-Lock Integrity Test" specified below to verify that the sync-locks have not failed in the "unlocked" state. Prior to further flight, repair any discrepancy found, in accordance with procedures described in the Boeing 757 Maintenance Manual.

#### THRUST REVERSER SYNC-LOCK INTEGRITY TEST

##### 1. General

A. Use this procedure to test the integrity of the thrust reverser sync locks. The procedure must be performed on each engine.

##### 2. Thrust Reverser Sync Lock Test

A. Prepare for the thrust reverser sync lock test.

(1) Open the AUTO SPEEDBRAKE circuit breaker on the overhead circuit breaker panel, P11.

(2) Do steps 2.A.(2)(a) through 2.A.(2)(f) to supply power to the thrust reverser system:

(a) Make sure the thrust levers are in the idle position.

(b) Make sure the thrust reversers are retracted and locked.

(c) Make sure these circuit breakers on the main power distribution panel, P6, are closed:

(1) L ENG SYNC LOCK

(2) R ENG SYNC LOCK-ALTN

(d) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:

(1) LANDING GEAR POS SYS 1

(2) T/R IND R

(3) T/R CONT-ALTN-R

(4) T/R IND L

(5) T/R CONT L

(6) R ENG SYNC LOCK

(7) T/R CONT R

(8) EICAS CMPTR LEFT

(9) EICAS UPPER IND

(10) EICAS CMPTR RIGHT

(11) EICAS LOWER IND

(12) EICAS DISPLAY SW

(13) EICAS PILOTS DSP

(14) AIR/GND SYS 1

(15) AIR/GND SYS 2

(16) LANDING GEAR POS SYS 2

(17) PROX SW TEST

(e) Supply electrical power.

(f) Supply pressure to the left (for the left engine) or right (for the right engine) hydraulic system.

B. Do the thrust reverser sync lock test.

(1) Use the SENSOR CHANNEL SELECT thumb switches to set the PSEU code for the auto-restow proximity sensor.

(a) On PSEU (-17), The left engine code is 433.

(b) On PSEU (-16), The left engine code is 105.

(c) The right engine PSEU code is 099.

**Note:** Step 2.B.(2) will cause the Hydraulic Isolation Valve (HIV) to open for approximately 5 seconds. Steps 2.B.(3) through 2.B.(5) must be done during this 5 second time. Steps 2.B.(2) through 2.B.(5) may be repeated if necessary.

(2) Push the TARGET TEST switch on the PSEU and hold for one second.

(3) Make sure the TARGET NEAR light on the PSEU comes on after approximately four seconds.

(4) Make sure that the EICAS Advisory message L(R) REV ISLN VAL shows for approximately 3 seconds and then does not show.

(5) Make sure the sync lock manual unlock lever on the right sleeve of the reverser does not extend.

(6) Push and release the RESET switch on the PSEU.

(7) Open the applicable circuit breaker(s):

(a) For the left engine;

L ENG SYNC LOCK (Panel P6)

(b) For the right engine;

R ENG SYNC LOCK (Panel P11)

R ENG SYNC LOCK-ALTN (Panel P6)

(8) Move the left (right) reverse thrust lever up and rearward to the reverse thrust position.

(9) Make sure that the thrust reverser does not extend.

(10) Move the left (right) reverse thrust lever to the forward and down position.

C. Put the airplane back to its usual condition.

(1) Remove hydraulic pressure.

(2) Close the applicable circuit breaker(s).

(a) For the left engine;

L ENG SYNC LOCK (Panel P6)

(b) For the right engine;

R ENG SYNC LOCK (Panel P11)

R ENG SYNC LOCK-ALTN (Panel P6)

(3) Close the AUTO SPEEDBRAKE circuit breaker on the overhead circuit breaker panel, P11.

(4) Remove electrical power.

D. Repeat the thrust reverser sync lock test on the other engine.

(d) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) The installation shall be done in accordance with Boeing Service Bulletin 757-78-0032, Revision 2, dated May 12, 1994, and/or Rolls-Royce Service Bulletin RB.211-78-9822, dated October 1, 1993. This incorporation by reference was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of July 20, 1994 (59 FR 31512, June 20, 1994). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(g) This amendment becomes effective on September 18, 1998.

Issued in Renton, Washington, on August 28, 1998.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane*

*Directorate, Aircraft Certification Service.*

[FR Doc. 98-23742 Filed 9-2-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### 14 CFR Part 71

[Airspace Docket No. 98-AGL-32]

### Modification of Class E Airspace; Prairie Du Chien, WI; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the legal description of a final rule

that was published in the **Federal Register** on July 23, 1998 (63 FR 39497), Airspace Docket No. 98-AGL-32. The final rule modified Class E Airspace at Prairie Du Chien, WI.

**EFFECTIVE DATE:** 0901 UTC, October 08, 1998.

**FOR FURTHER INFORMATION CONTACT:** Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:**

### History

**Federal Register** Document 98-19582, Airspace Docket No. 98-AGL-32, published on July 23, 1998 (63 FR 39497) rule modified Class E Airspace at Prairie Du Chien, WI. One error was discovered in the legal description for the Class E airspace for Prairie Du Chien, WI. This action corrects that error.

### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace Prairie Du Chien, WI, as published in the **Federal Register** July 23, 1998 (63 FR 39497), (FR Doc. 98-19582), is corrected as follows:

### PART 71—[CORRECTED]

#### § 71.1 [Corrected]

#### AGL WI E5 Prairie Du Chien, WI [Corrected]

On page 39498, Column 1, in the Class E airspace designation for Prairie Du Chien, WI, incorporated by reference in Sec. 71.1, change the coordinates for the Waukon VORTAC to "(lat. 43°16'48"N, long. 91°32'15"W)".

Issued in Des Plaines, IL on August 21, 1998.

**David B. Johnson,**

*Acting Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 98-23775 Filed 9-2-98; 8:45 am]

BILLING CODE 4910-13-M

### SECURITIES AND EXCHANGE COMMISSION

#### 17 CFR Part 240

[Release No. 34-40018A; IC-23200A; File No. S7-25-97]

RIN 3235-AH20

### Amendments to Rules on Shareholder Proposals; Corrections

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Correction to final rules.

**SUMMARY:** This document contains corrections to the final regulations which were published on May 28, 1998 [63 FR 29106] relating to amendments to rules on shareholder proposals.

**EFFECTIVE DATES:** September 3, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Sanjay M. Shirodkar, Division of Corporation Finance, at (202) 942-2900, or Doretha M. VanSlyke, Division of Investment Management, at (202) 942-0721, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549.

**SUPPLEMENTARY INFORMATION:** The Commission adopted amendments to rules on Shareholder Proposals on May 21, 1998. As published, the rules contain an error with respect to a cross-reference. In this release, this error is being corrected. Accordingly, the publications on May 28, 1998 of the final regulations, which were the subject of FR Doc. 98-14121, is corrected as follows:

On page 29119, in the first column, beginning in the third line, the reference to "§ 240.14a-8(d)(Question 4)" is revised to read "§ 240.14a-8(e)(Question 5)".

Dated: August 27, 1998.

**Jonathan G. Katz,**

*Secretary.*

[FR Doc. 98-23768 Filed 9-2-98; 8:45 am]

BILLING CODE 8010-01-M

### DEPARTMENT OF TRANSPORTATION

#### National Highway Traffic Safety Administration

#### Federal Highway Administration

#### 23 CFR Part 1225

[Docket No. NHTSA-98-4394]

RIN 2127-AH39

### Operation of Motor Vehicles by Intoxicated Persons

**AGENCY:** National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Interim final rule; request for comments.

**SUMMARY:** This interim final rule implements a new program established by the Transportation Equity Act for the 21st Century (TEA 21), under which States can qualify for incentive grant funds if they enact and enforce a law that provides that any person with a blood alcohol concentration of 0.08

percent or greater while operating a motor vehicle in the State shall be deemed to have committed a *per se* offense of driving while intoxicated or an equivalent *per se* offense. This interim final rule solicits public comments.

**DATES:** This interim final rule becomes effective on September 3, 1998. Comments must be received by October 19, 1998.

**ADDRESSES:** Written comments should refer to the docket number of this notice and be submitted (preferably two copies) to: Docket Management, Room PL-401, National Highway Traffic Safety Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. (Docket hours are Monday-Friday, 10 a.m. to 5 p.m., excluding Federal holidays.)

**FOR FURTHER INFORMATION CONTACT:** In NHTSA: Ms. Marlene Markison, Office of State and Community Services, NSC-01, telephone (202) 366-2121; or Ms. Heidi L. Coleman, Office of Chief Counsel, NCC-30, telephone (202) 366-1834.

In FHWA: Byron Dover, Office of Highway Safety, HHS-10, telephone (202) 366-2161; or Mr. Raymond W. Cuprill, HCC-20, telephone (202) 366-0834.

**SUPPLEMENTARY INFORMATION:** The Transportation Equity Act for the 21st Century (TEA 21), Pub. L. 105-178, was signed into law on June 9, 1998. Section 1404 of the Act established a new incentive grant program under Section 163 of Title 23, United States Code (Section 163). Under this new program, States may qualify for incentive grant funds by enacting and enforcing laws that provide that "any person with a blood alcohol concentration (BAC) of 0.08 percent or greater while operating a motor vehicle in the State shall be deemed to have committed a *per se* offense of driving while intoxicated (or an equivalent *per se* offense)."

This new program was put into place to address the issue of impaired driving, which continues to be a serious national problem with tragic consequences. The agencies believe that 0.08 BAC laws will have a significant impact on reducing this problem.

### Background

#### *The Problem of Impaired Driving*

Injuries caused by motor vehicle traffic crashes are a major health care problem in America and are the leading cause of death for people aged 6 to 27. Each year, the injuries caused by traffic crashes in the United States claim approximately 42,000 lives and cost