

submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-123-AD." The postcard will be date stamped and returned to the commenter.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding the following new airworthiness directive:

**97-15-06 Boeing:** Amendment 39-10079. Docket 97-NM-123-AD.

**Applicability:** Model 737, 747, 757, and 767 series airplanes equipped with IPECO

pilots' seats; as listed in Boeing Service Bulletins 737-25-1334, 747-25-3132, 757-25-0183, and 767-25-0244; all dated December 19, 1996; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent uncommanded movement of the pilots' seats during acceleration and take-off of the airplane; accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a one-time operational test of the pilots' seats and the seat locks to determine that the lock pin of the seat track fully engages in all lock positions of the seat track, in accordance with Boeing Service Bulletin 737-25-1334 (for Model 737 series airplanes), 747-25-3132 (for Model 747 series airplanes), 757-25-0183 (for Model 757 series airplanes), or 767-25-0244 (for Model 767 series airplanes); all dated December 19, 1996; as applicable.

(1) If the seat lock pin fully engages in all lock positions of the seat track, no further action is required by this AD.

(2) If the seat lock pin does not fully engage in all positions of the seat track, prior to further flight, re-align the seat tracks, in accordance with the applicable service bulletin specified in paragraph (a) of this AD.

(b) 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) Special flight permits may be issued in accordance with sections 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.

(d) The actions shall be done in accordance with Boeing Service Bulletin 737-25-1334, dated December 19, 1996; Boeing Service Bulletin 747-25-3132, dated December 19, 1996; Boeing Service Bulletin 757-25-0183, dated December 19, 1996; or Boeing Service Bulletin 767-25-0244, dated December 19, 1996. This incorporation by reference was

approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. 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.

(e) This amendment becomes effective on July 31, 1997.

Issued in Renton, Washington, on July 9, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## INTERNATIONAL TRADE COMMISSION

### 19 CFR Part 201

### Debt Collection—Procedural Rules for Salary Offset, Administrative Offset, and Tax Refund Offset

**AGENCY:** International Trade Commission.

**ACTION:** Interim rules with request for comments.

**SUMMARY:** The U.S. International Trade Commission (the Commission) is issuing interim regulations setting forth procedures for the collection of debts owed the Commission. The Debt Collection Improvement Act of 1996, as well as earlier Federal statutes on debt collection, require agencies to promulgate regulations on this subject. In these interim regulations, the Commission sets forth the procedures it plans to follow in collecting debts through salary offset, administrative offset, and tax refund offset.

**DATES:** These regulations are effective July 16, 1997. Comments must be submitted on or before September 15, 1997.

**ADDRESSES:** Written comments (original and 14 copies) may be submitted to the Secretary, U.S. International Trade Commission, 500 E Street, SW., Washington, D.C. 20436.

**FOR FURTHER INFORMATION CONTACT:** Gail S. Usher, Office of the General Counsel, telephone (202) 205-3152. Hearing-impaired individuals are advised that information on this matter can be obtained by contacting the Commission's TDD terminal at (202) 205-1810.