

enforcement activities are generally referred to as 'matching' programs because two lists of names are checked for match using automated assistance. This routine use is advisory in nature and does not offer unrestricted access to systems of records for such law enforcement and related antifraud activities. Each request will be considered on the basis of its purpose, merits, cost effectiveness and alternatives using 'Instructions on reporting computer matching programs to the Office of Management and Budget (OMB), Congress and the public', published by the Director, OMB, dated September 20, 1989.

10. It shall be a routine use of the information in any DOT system of records to provide to the Attorney General of the United States, or his/her designee, information indicating that a person meets any of the disqualifications for receipt, possession, shipment, or transport of a firearm under the Brady Handgun Violence Prevention Act. In case of a dispute concerning the validity of the information provided by DOT to the Attorney General, or his/her designee, it shall be a routine use of the information in any DOT system of records to make any disclosures of such information to the National Background Information Check System, established by the Brady Handgun Violence Prevention Act, as may be necessary to resolve such dispute.

Public comment is invited on the intention to establish General Routine Use Number 10.

Issued in Washington, DC, on January 30, 1997.

Michael P. Huerta,
Associate Deputy Secretary, Acting Chief
Information Officer.

[FR Doc. 97-3000 Filed 2-5-97; 8:45 am]
BILLING CODE 4910-62-P

Federal Aviation Administration

Proposed Advisory Circular 25.812-XX, Photoluminescent Floor Proximity Emergency Escape Path Marking Systems

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability of proposed Advisory Circular (AC) 25.812-XX and request for comments..

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) which provides guidance material for use in demonstrating compliance with the provisions of part 25 of the Federal

Aviation Regulations (FAR) regarding floor proximity emergency escape path marking (FPEEPM) systems using photoluminescent elements. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

DATES: Comments must be received on or before March 10, 1997.

ADDRESSES: Send all comments on proposed AC to: Federal Aviation Administration, Attention: Frank Tiangsing, Regulations Branch, ANM-114, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine Burks, Transport Standards Staff, at the address above, telephone (206) 227-2114.

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the draft AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25.812-XX and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

Discussion

Manufacturers of photoluminescent materials have begun marketing FPEEPM systems utilizing such material. These systems do not require electrical power, which has been an integral part of all previous FPEEPM systems. Instead, the elements of these new systems are "Charged" by incident light provided by the normal airplane passenger cabin lighting, including sunlight which enters the cabin when the cabin window shades are open during daylight hours. When the cabin darkens, the elements "discharge the stored energy in the form of a luminescent glow."

Since these systems employ a different technology from those currently installed in airplanes, guidance in the form of an advisory circular is deemed necessary to ensure appropriate procedures are followed in the evaluations of these systems.

Issued in Renton, Washington, on January 30, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service,
ANM-100.

[FR Doc. 97-2961 Filed 2-5-97; 8:45 am]

BILLING CODE 4910-13-M

Approval of Noise Compatibility Program, McGhee Tyson Airport, Knoxville, TN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Metropolitan Knoxville Airport Authority under the provision of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On April 28, 1993, the FAA determined that the noise exposure maps submitted by the Metropolitan Knoxville Airport Authority under Part 150 were in compliance with applicable requirements. On January 17, 1997, the Administrator approved the McGhee Tyson Airport noise compatibility program. All of the recommendations of the program were approved in full or in part. The noise compatibility program updates the original noise compatibility program, approved May 5, 1989, for McGhee Tyson Airport.

EFFECTIVE DATE: The effective date of the FAA's approval of the McGhee Tyson Airport noise compatibility program is January 17, 1997.

FOR FURTHER INFORMATION CONTACT: Peggy S. Kelley, Federal Aviation Administration, Memphis Airports District Office, 2851 Directors Cove, Suite 3, Memphis, Tennessee 38131-0301; Telephone 901-544-3495, Ext. 19. Documents reflecting the FAA action may be reviewed at the same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for McGhee Tyson Airport, effective January 17, 1997.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures