

that an Environmental Impact Statement (EIS) will be prepared for proposed improvements at Lihue Airport. To ensure that all significant issues related to the proposed actions are identified, one (1) public scoping meeting will be held on Kauai, and two (2) combined governmental agency and public scoping meetings will be held (one on Kauai, one on Oahu).

FOR FURTHER INFORMATION CONTACT:

David J. Welhouse, Airport Planner, HNL-621, Federal Aviation Administration, Honolulu Airports District Office, Box 50244, Honolulu, Hawaii 96850-0001, Telephone (808) 541-1243. Comments on the scope of the EIS should be submitted to the address above and must be received no later than Friday, December 4, 1998.

SUPPLEMENTARY INFORMATION: The FAA in cooperation with the State of Hawaii, Department of Transportation, Airports Division will prepare a joint Environmental Impact Statement (EIS) for proposed improvements at Lihue Airport in accordance with the requirements of the National Environmental Policy Act of 1969, as amended, and Chapter 343, Hawaii Revised Statutes, as revised.

The Joint Lead Agencies will be the Federal Aviation Administration (FAA) and the State of Hawaii, Department of Transportation, Airports Division. The proposed improvements at Lihue Airport include, but are not limited to:

1. Extend the Strengthen Runway 17/35 from 6,500 feet up to 10,000 feet.
- Relocate the Instrument Landing System (ILS) and Approach Lighting System (ALS) on Runway 35.
2. Expand passenger terminal, gates, aircraft parking apron, and auto parking lot.
3. Acquire approximately 48 acres to ensure compatible land use.
4. Acquire approximately 155 acres for airport development.
5. Expand air cargo facility.
6. Expand fuel farm.

ALTERNATIVES: Alternatives to be considered include:

1. Extend and strengthen Runway 17/35 from 6,500 ft. up to 10,000 ft.; expand passenger terminal, gates, apron, auto parking lot, air cargo facility, and

fuel farm; acquire land for airport development and to ensure compatible land use (preferred alternatives).

2. Alternative expansion at Lihue Airport such as different runway lengths.

3. Alternative modes of travel.

4. Utilization of other existing State airports.

5. No action.

Comments and suggestions are invited from Federal, State, and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and *must be received no later than Friday, December 4, 1998.*

PUBLIC SCOPING MEETINGS: To facilitate receipt of comments, one (1) public scoping meeting and two (2) combined governmental agency and public scoping meetings will be held to solicit input from the public and various Federal, State, County, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The first meeting will be held on Thursday, November 19, 1998, for governmental agencies and the public located on Kauai in the Kauai War Memorial Convention Hall at 2:00 p.m., HST. The second meeting will be held on Thursday, November 19, 1998, for the public at the Kauai War Memorial Convention Hall at 7:00 p.m., HST. The third meeting will be held on Monday, November 23, 1998, for governmental agencies and the public located on Oahu in the Hawaii Department of Transportation, Airports Division conference room at Honolulu International Airport Interisland Terminal at 9:00 a.m., HST.

Issues in Hawthorne, California on October 16, 1998.

Herman C. Bliss,

Manager, Airports Division Western-Pacific Region.

[FR Doc. 98-28828 Filed 10-27-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-4510]

General Motors Corporation, Receipt of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) has determined that certain 1998 and 1999 GM passenger cars were not in full compliance with 49 CFR 571.110, Federal Motor Vehicle Safety Standard (FMVSS) No. 110, "Tire selection and rims," and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." GM has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S4.3(b) of FMVSS No. 110 states that each vehicle shall have a placard, permanently affixed to the glove compartment door or an equally accessible location, that displays the designated seating capacity, in terms of the total number of occupants and the number of occupants for each seat location.

From May 3, 1998 to August 6, 1998 GM produced 303,936 U.S. passenger cars with errors in the occupant capacity numbers on the tire information placard. GM stated that the errors were caused by unforeseen changes in the computer program that generates the labels. The programming error resulted in the incorrect numbers for the center and rear positions. However, the correct number was provided for the front position. The following table summarizes the information on the subject placard:

	Front	Center	Rear	Total
As produced	2	2	0	3
Correct	2	0	3	5

GM supports its application for inconsequential noncompliance with the following statements:

1. The vehicle capacity weight, recommended cold tire inflation pressure, and recommended tire size designation information were not

affected by the programming change and that information is correct on the placards of the subject vehicles;

2. Occupant capacity information is provided to help customers avoid exceeding tire load limits. These errors will not contribute to overloading because the correct vehicle weight capacity is provided. The seating capacity is understated. The correct tire pressure information is also provided and the tire load limit will not be exceeded with all seating positions occupied; and

3. A customer would look at the number of seats and the number of safety belts in a car to determine its capacity, rather than look at the placard. If a customer does read the seat capacity numbers on the tire placard, it will be obvious that the numbers are incorrect because the sum of the seat numbers will not equal the total number of the label. It is unlikely that anyone will be confused about the seat capacity of these cars after looking at the seats and safety belts.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: November 27, 1998.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: October 21, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98-28896 Filed 10-27-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF VETERANS AFFAIRS

Privacy Act of 1974; Computer Matching Program

AGENCY: Department of Veterans Affairs.
ACTION: Notice of renewal—VA/IRS/SSA Match Program.

SUMMARY: Pursuant to 5 U.S.C. 552a, the Privacy Act of 1974, as amended, and the Office of Management and Budget (OMB) Guidelines on the Conduct on Matching programs, notice is hereby given of the conduct of an Internal Revenue Service (IRS) computer match. Previous matches with the IRS verified the self-reported income data of nonservice-connected veterans. The proposed expanded match encompasses those categories of veterans who are zero percent service-connected (non-compensable) receiving treatment for their nonservice-connected condition. Expanded veterans records included to conform to Pub. L. 104-262, Veterans Health Care Amendments Act.

EFFECTIVE DATE: The notice will be effective 30 days after publication in the **Federal Register**, (November 27, 1998), unless comments dictate otherwise.

ADDRESSES: Comments or inquiries may be mailed to the Chief Information Office, Department of Veterans Affairs, 810 Vermont Avenue, NW, Washington, DC 20420.

FOR FURTHER INFORMATION CONTACT: Janice E. Wheeler, Program Analyst, Health Eligibility Center Policy Division, Office of the Chief Information Officer, (202) 273-6276.

SUPPLEMENTARY INFORMATION: The Veterans Health Administration (VHA) has a statutory obligation (see 38 U.S.C.) to collect income information from certain veterans applying for medical care and to utilize that income data to determine the appropriate eligibility category for the applicant's medical care. Pub. L. 104-262 (Veterans Health Care Eligibility Reform Act of 1996) requires zero percent non-compensable, service-connected veterans seen for their nonservice-connected condition(s) complete a "Means Test." The purpose of completing the Means Test is to

determine if the veteran's income level allows VA to provide cost-free care for their nonservice-connected conditions. Pub. L. 101-508 (Omnibus Reconciliation Act of 1990) authorizes VHA to verify income data reported by nonservice-connected medical care applicants.

The goal of these matches is to validate social security numbers and to obtain IRS/SSA earnings data needed for the income verification process. For the information of all concerned, a summary report of the VHA matching program describing the computer matches follows. The VA records involved in the match are patient medical records maintained in the "Patient Medical Record, VA 24VA136." The IRS records are from the Wage and Information Returns (IRP) Master File, Privacy Act System TreasIRS 22.061. The SSA records are from the Earnings Recording and Self-Employment Income system, SSA/OSR 09-0-059. In accordance with 5 U.S.C. 552a(o)(2), copies of the computer matching report are being sent to both Houses of Congress. These matches are expected to commence no sooner than 30 days after publication of this notice in the **Federal Register**, (November 27, 1998), or 40 days after copies of this notice and the agreement are submitted to Congress and the Office of Management and Budget.

This renewal of the original matching agreement expires on December 31, 1999. It may be extended by the involved Data Integrity Boards (DIB) for a twelve month period provided all agencies involved certify to the DIBs, within three months of the termination date of the original match, that the matching program will be conducted without change and the matching programs have been conducted in compliance with the original matching agreement. The matches will not continue past the legislative authorized date to obtain this information.

Togo D. West, Jr.,

Secretary of Veterans Affairs.

[FR Doc. 98-28805 Filed 10-27-98; 8:45 am]

BILLING CODE 8320-01-M