here the large discrepancy between the certificate of service and the postmark demands an explanation. As a result, Blue Ridge Airlines is ordered to show cause, on or before September 14, 1998, why the discrepancy exists. Failure to file a response, on or before September 14, 1998, will result in the dismissal of Blue Ridge Airline's appeal, leaving only Complainant's appeal to be decided.

In the Matter of Blue Ridge Airlines

[Order No. 98–17 (9/11/98)]

Notice of Appeal Accepted as Timely. In an earlier order (Order No. 98–16), Blue Ridge Airlines was ordered to show cause why there was a large discrepancy between the date on the certificate of service attached to Blue Ridge Airlines' notice of appeal and the postmark date on the envelope. Blue Ridge Airlines has filed a timely response in which its Chief Executive Officer (CEO) attests that Blue Ridge Airlines mailed the notice of appeal on time. Blue Ridge Airlines' CEO points out that the post office may have delayed processing the envelope containing the notice of appeal. Under the circumstances, Blue Ridge Airlines' notice of appeal is accepted as timely.

Notice of Appeal Construed as Brief. Although Blue Ridge Airlines failed to perfect its appeal by filing an appeal brief, its notice of appeal contains sufficient information and argument to meet the requirements for an appeal brief. Complainant FAA is granted 35 days to file a reply brief.

Commercial Reporting Services of the Administrator's Civil Penalty Decisions and Orders

1. *Commercial Publications:* The Administrator's decisions and orders in civil penalty cases are available in the following commercial publications:

Civil Penalty Cases Digest Service, published by Hawkins publishing Company, Inc., P.O. Box 480, Mayo, MD, 21106, (410) 498–1677;

Federal Aviation Decisions, Clark Boardman Callaghan, a subsidiary of West Information Publishing Company, 50 Broad Street East, Rochester, NY 14694, 1–800–221–9428.

2. *CD–ROM.* The Administrator's orders and decisions are available on CD–ROM through Aeroflight Publications, P.O. Box 854, 433 Main Street, Gruver, TX 79040, (806) 733–2483.

3. *On-Line Services.* The Administrator's decisions and orders in civil penalty cases are available through the following on-line services:

- Westlaw (the Database ID is FTRAN–FAA).
- LEXIS [Transportation (TRANS) Library, FAA file].
- Compuserve.
- FedWorld.

Docket

The FAA Hearing Docket is located at FAA Headquarters, 800 Independence Avenue, SW, Room 926A, Washington, DC, 20591 (tel. no. 202–267–3641.) The clerk of the FAA Hearing Docket is Ms. Stephanie McClain. All documents required to be filed in civil penalty proceedings must be field with the FAA Hearing Docket Clerk at the FAA Hearing Docket. (See 14 CFR 13.210.) Materials contained in the dockets of any case not containing sensitive security information (protected by 14 CFR Part 191) may be viewed at the FAA Hearing Docket.

In addition, materials filed in the FAA Hearing Docket in non-security cases in which the complaints were filed on or after December 1, 1997, are available for inspection at the Department of Transportation Docket, located at 400 7th Street, SW, Room PL–401, Washington, DC, 20590, (tel. no. 202–366–9329.) While the originals will be retained in the FAA Hearing Docket, the DOT Docket will scan copies of 1997, into their computer database. Individuals who have access to the Internet can view the materials in these docket using the following Internet address: http://dms.dot.gov.

FAA Offices

The Administrator's decisions and orders, indexes, and digests are available for public inspection and copying at the following location in FAA headquarters:

FAA Hearing Docket, Federal Aviation Administration, 800 Independence Avenue, SW., Room 924A, Washington, DC 20591; (202) 267–3641

These materials are also available at all FAA regional and center legal offices at the following locations:

Office of the Regional Counsel for the Aeronautical Center (AMC–7), Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73125; (405) 954–3296

Office of the Regional Counsel for the Alaskan Region (AAL–7), Alaskan Region Headquarters, 222 West 7th Avenue, Anchorage, AL 99513; (907) 271–5269

Office of the Regional Counsel for the Central Region (ACE–7), Central Region Headquarters, 601 East 12th Street, Federal Building, Kansas City, MO 64106; (816) 426–5446

Office of the Regional Counsel for the Eastern Region (AEA–7), Eastern Region Headquarters, JFK International Airport, Federal Building, Jamaica, NY 11430; (718) 553–3285

Office of the Regional Counsel for the Great Lakes Region (AGL–7), 2300 East Devon Avenue, Suite 419, Des Plaines, IL 60018; (708) 294–7108

Office of the Regional Counsel for the New England Region (ANE–7), New England Region Headquarters, 12 New England Executive Park, Room 401, Burlington, MA 01803–5299; (617) 238–7050

Office of the Regional Counsel for the Northwest Mountain Region (ANM–7), Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, WA 98055–4056; (425) 227–2007

Office of the Regional Counsel for the Southern Region (ASO–7), Southern Region Headquarters, 1701 Columbia Avenue, College Park, GA 30337; (404) 305–5200

Office of the Regional Counsel of the Southwest Region (ASW–7), Southwest Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137–4298; (817) 222–5087

Office of the Regional Counsel for the Technical Center (ACT–7), Federal Aviation Administration Technical Center, Atlantic City International Airport, Atlantic City, NJ 08405; (609) 485–7087

Office of the Regional Counsel for the Western-Pacific Region (AWP–7), Western-Pacific Region Headquarters, 15000 Aviation Boulevard, Lawndale, CA 90261; (310) 725–7100

Issued in Washington, DC on October 16, 1998.

James S. Dillman,

Assistant Chief Counsel for Litigation.

[FR Doc. 98–28832 Filed 10–27–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement for Lihue Airport, Lihue, Kauai, HI

AGENCY: Federal Aviation Administration.

ACTION: Notice of intent to prepare an Environmental Impact Statement and hold three (3) scoping meetings for Lihue Airport, Lihue, Kauai, Hawaii.

SUMMARY: The Federal Aviation Administration (FAA), in cooperation with the State of Hawaii, Department of Transportation, Airports Division is issuing this notice to advise the public

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;