

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Clearfield-Jefferson Counties Regional Airport Authority.

Issued in Jamaica, New York on November 6, 1998.

**Thomas Felix,**

*Manager, Planning & Programming Branch, AEA-610, Eastern Region.*

[FR Doc. 98-30583 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Minot International Airport, Minot, North Dakota

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Minot International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before December 16, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael Ryan, Airport Director, of the Minot International Airport at the following address: City of Minot, North Dakota, 25 Airport Road, Suite 10, Minot, North Dakota 58701-1457.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Minot, North Dakota under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4385. The application may be

reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Minot International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On October 20, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Minot, North Dakota was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 19, 1999.

The following is a brief overview of the application.

*PFC application number:* 98-03-C-00-MOT.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* April 1, 1999.

*Proposed charge expiration date:* June 30, 2000.

*Total estimated PFC revenue:* \$228,720.00.

*Brief description of proposed project(s):* Runway 8/26 restoration and extension; Preparation of Passenger Facility Charge Application; Preparation of Airport Master Plan.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/ Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Airport Director's office at the Minot International Airport, Minot, North Dakota.

Issued in Des Plaines, Ill., on November 2, 1998.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 98-30580 Filed 11-13-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33662 (Sub-No. 1)]

#### The Burlington Northern And Santa Fe Railway Company—Trackage Rights Exemption—Omaha Public Power District

**AGENCY:** Surface Transportation Board.  
**ACTION:** Notice of Exemption.

**SUMMARY:** The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 33662<sup>1</sup> to permit the trackage rights to expire on December 31, 1998, in accordance with the agreement of the parties.<sup>2</sup>

**DATES:** This exemption is effective on December 16, 1998. Petitions to reopen must be filed by December 7, 1998.

**ADDRESSES:** An original and 10 copies of all pleadings referring to STB Finance Docket No. 33662 (Sub-No. 1) must be filed with the Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on petitioner's representative Sarah Whitley Bailiff, The Burlington Northern and Santa Fe Railway Company, 3017 Lou Menk Drive, P.O. Box 961039, Fort Worth, TX 76161-0039.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar (202) 565-1600. [TDD for the hearing impaired (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street,

<sup>1</sup> On September 22, 1998, The Burlington Northern and Santa Fe Railway Company (BNSF) filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the agreement by Omaha Public Power District (OPPD) to grant local trackage rights to BNSF between milepost 56.3 in Collegeview and milepost 6.0 in Arbor, in Otoe and Lancaster Counties, NE, a distance of approximately 50.3 miles. See *The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Omaha Public Power District*, STB Finance Docket No. 33662 (STB served Oct. 7, 1998). The exemption became effective on September 29, 1998, 7 days after the verified notice was filed, and the trackage rights agreement was scheduled to be consummated on October 1, 1998.

<sup>2</sup> Trackage rights normally remain in effect unless discontinuance authority or approval of a new agreement is obtained. See *Millford—Bennington Railroad Company, Inc.—Boston and Maine Corporation and Springfield Terminal Railway Company*, Finance Docket No. 32103 (ICC served Sept. 3, 1993).