contacting the person listed under **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC, on June 22, 1998.

Katherine Hakala,

Acting Assistant Executive Director for General Aviation Operations, Aviation Rulemaking Advisory Committee.

[FR Doc. 98–16955 Filed 6–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 98–03–C–00–DSM To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Des Moines International Airport, Des Moines, IA

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 Des Moines 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) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 27, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. William F. Flannery, Aviation Director, Des Moines International Airport, at the following address: Des Moines International Airport, 5800 Fleur Drive, Suite 201, Des Moines, Iowa 50321–2854.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Des Moines, Des Moines International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426–4730. 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 the Des Moines 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) (Public Law 101–508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 8, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the dity of Des Moines, Iowa, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 24, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00.

Proposed charge effective date: December, 2001.

Proposed charge expiration date: June, 2005.

Total estimated PFC revenue: $8,458,474.

Brief description of proposed project(s): Terminal lobby restroom renovation; terminal passenger skywalk; terminal passenger skywalk lobby; terminal passenger holdroom expansion; and terminal ticket counter reconfiguration and replacement.

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 Des Moines International Airport.

Issued in Kansas City, Missouri on June 9, 1998.

James W. Brunskill,

Acting Manager, Airports Division, Central Region.

[FR Doc. 98–16961 Filed 6–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (98–3)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Board has approved the third quarter 1998 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The third quarter 1998 RCAF (Unadjusted) is 0.998. The third quarter 1998 RCAF (Adjusted) is 0.629. The third quarter 1998 RCAF–5 is 0.626.

EFFECTIVE DATE: July 1, 1998.

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 565–1549. 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, NW, Washington, DC 20423–0001, telephone (202) 289–4357. [Assistance for the hearing impaired is available through TDD services (202) 565–1695.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: June 18, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98–16928 Filed 6–24–98; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33616]

Union Pacific Railroad Company—Trackage Rights Exemption—Central California Traction Company

Central California Traction Company (CCT) has agreed to grant local trackage rights to Union Pacific Railroad Company (UP) over 2.9 miles of CCT's rail line between milepost 41.9 near Eldercreek Road and milepost 44.8, near Polk Junction, in the Sacramento Industrial Park and Fruitridge, in and near the City of Sacramento, Sacramento County, California. CCT is jointly owned by UP and The Burlington Northern and Santa Fe Railway Company (BNSF), and, after the trackage rights are effective, UP will handle rail cars as the operating agent for BNSF.

The transaction was scheduled to be consummated on or after June 12, 1998.

The purpose of the local trackage rights is to permit UP to serve customers on the line, which UP expects to result