

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Docket No. FAA-2003-16749; Airspace  
Docket No. 03-ACE-93]

**Modification of Class E Airspace;  
Beloit, KS**

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

**ACTION:** Direct final rule; confirmation  
of effective date.

**SUMMARY:** This document confirms the  
effective date of the direct final rule  
which revises Class E airspace at Beloit,  
KS.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**FOR FURTHER INFORMATION CONTACT:**

Kathy Randolph, Air Traffic Division,  
Airspace Branch, ACE-520C, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329-2525.

**SUPPLEMENTARY INFORMATION:** The FAA  
published this direct final rule with a  
request for comments in the **Federal  
Register** on January 12, 2004 (69 FR  
1661), and subsequently published a  
correction to the direct final rule in the  
**Federal Register** on February 3, 2004  
(69 FR 5012). The FAA uses the direct  
final rulemaking procedure for a non-  
controversial rule where the FAA  
believes that there will be no adverse  
public comment. This direct final rule  
advised the public that no adverse  
comments were anticipated, and that  
unless a written adverse comment, or a  
written notice of intent to submit such  
an adverse comment, were received  
within the comment period, the  
regulation would become effective on  
April 15, 2004. No adverse comments  
were received, and thus this notice  
confirms that this direct final rule will  
become effective on that date.

Issued in Kansas City, MO, on February 23,  
2004.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central  
Region.*

[FR Doc. 04-5182 Filed 3-5-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Docket No. FAA-2003-16408; Airspace  
Docket No. 03-ACE-76]

**Modification of Class E Airspace;  
Plattsmouth, NE**

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

**ACTION:** Direct final rule; confirmation of  
effective date.

**SUMMARY:** This document confirms the  
effective date of the direct final rule  
which revises Class E airspace at  
Plattsmouth, NE.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**FOR FURTHER INFORMATION CONTACT:**

Brenda Mumper, Air Traffic Division,  
Airspace Branch, ACE-520A, DOT  
Regional Headquarters Building, Federal  
Aviation Administration, 901 Locust,  
Kansas City, MO 64106; telephone:  
(816) 329-2524.

**SUPPLEMENTARY INFORMATION:** The FAA  
published this direct final rule with a  
request for comments in the **Federal  
Register** on January 6, 2004 (69 FR 495)  
and subsequently published a correction  
to the direct final rule in the **Federal  
Register** on January 12, 2004 (69 FR  
1783). The FAA uses the direct final  
rule making procedure for a non-  
controversial rule where the FAA  
believes that there will be no adverse  
public comment. This direct final rule  
advised the public that no adverse  
comments were anticipated, and that  
unless a written adverse comment, or a  
written notice of intent to submit such  
an adverse comment, were received  
within the comment period, the  
regulation would become effective on  
April 15, 2004. No adverse comments  
were received, and thus this notice  
confirms that this direct final rule will  
become effective on that date.

Issued in Kansas City, MO, on February 23,  
2004.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central  
Region.*

[FR Doc. 04-5183 Filed 3-5-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 95

[Docket No. 30407; Amdt. No. 447]

**IFR Altitudes; Miscellaneous  
Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts  
miscellaneous amendments to the  
required IFR (instrument flight rules)  
altitudes and changeover points for  
certain Federal airways, jet routes, or  
direct routes for which a minimum or  
maximum en route authorized IFR  
altitude is prescribed. This regulatory  
action is needed because of changes  
occurring in the National Airspace  
System. These changes are designed to  
provide for the safe and efficient use of  
the navigable airspace under instrument  
conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, April 15,  
2004.

**FOR FURTHER INFORMATION CONTACT:**

Donald P. Pate, Flight Procedure  
Standards Branch (AMCAFS-420),  
Flight Technologies and Programs  
Division, Flight Standards Service,  
Federal Aviation Administration, Mike  
Monroney Aeronautical Center, 6500  
South MacArthur Blvd., Oklahoma City,  
OK 73169 (Mail Address: P.O. Box  
25082, Oklahoma City, OK. 73125)  
telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This  
amendment to part 95 of the Federal  
Aviation Regulations (14 CFR part 95)  
amends, suspends, or revokes IFR  
altitudes governing the operation of all  
aircraft in flight over a specified route  
or any portion of that route, as well as  
the changeover points (COPs) for  
Federal airways, jet routes, or direct  
routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when  
used in conjunction with the prescribed  
changeover points for those routes,  
ensure navigation aid coverage that is  
adequate for safe flight operations and  
free of frequency interference. The  
reasons and circumstances that create  
the need for this amendment involve  
matters of flight safety and operational  
efficiency in the National Airspace  
System, are related to published  
aeronautical charts that are essential to  
the user, and provide for the safe and  
efficient use of the navigable airspace.  
In addition, those various reasons or