

airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

**ACE MO E2 St. Louis, Spirit of St. Louis Airport, MO**

Spirit of St. Louis Airport, MO  
(Lat. 38°39'44" N., long. 90°39'07" W.)

Within a 4.3-mile radius of Spirit of St. Louis Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Kansas City, MO, on February 21, 2003.

**Paul J. Sheridan,**  
*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 03-5930 Filed 3-11-03; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2002-14089; Airspace Docket No. 02-ACE-13]

**Modification of Class E Airspace; Caruthersville, MO**

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Direct final rule; confirmation of effective date.

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

**EFFECTIVE DATE:** 0901 UTC, April 17, 2003.

**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, 2003 (68 FR 490). 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 17, 2003. 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 March 3, 2003.

**Paul J. Sheridan,**  
*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 03-5929 Filed 3-11-03; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2003-14221; Airspace Docket No. 03-ACE-2]

**Modification of Class E Airspace; Sikeston, MO**

**AGENCY:** Federal Aviation Administration, DOT.  
**ACTION:** Direct final rule; confirmation of effective date.

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

**EFFECTIVE DATE:** 0901 UTC, April 17, 2003.

**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 17, 2003 (68 FR 2424). 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 17, 2003. 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 March 3, 2003.

**Paul J. Sheridan,**  
*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 03-5928 Filed 3-11-03; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2002-14129; Airspace Docket No. 02-ACE-14]

**Establishment of Class E Surface Area Airspace and Modification of Class E Airspace; Jefferson City, MO**

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

**ACTION:** Final rule.

**SUMMARY:** This document establishes a Class E surface area at Jefferson City, MO for those times when the air traffic control tower (ATCT) is closed. It also makes editorial changes to the legal descriptions of Class E airspace designated as an extension to the Class D surface area and to Class E airspace extending upward from 700 feet above the surface of the earth at Jefferson City, MO.

**EFFECTIVE DATE:** 0901 UTC, April 17, 2003.

**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:**

**History**

On Friday, January 17, 2003, the FAA proposed to amend 14 CFR part 71 to establish a Class E surface area and to modify Class E airspace at Jefferson City, MO (68 FR 2462). The proposal was to establish a Class E surface area at Jefferson City, MO for those times when the air traffic control tower (ATCT) is closed. It also proposed to make editorial changes to the descriptions of Class E airspace designated as an extension to the Class D surface area and to Class E airspace extending upward from 700 feet above the surface of the earth at Jefferson City, MO. Interested parties were invited to participate in this rulemaking proceeding by submitting written