

approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov).

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office. (ii) AMOCs approved previously for AD 2022–07–15 are approved as AMOCs for the corresponding provisions of EASA AD 2023–0093R1 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (j)(2) of this AD, if any service information contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

#### (k) Additional Information

For more information about this AD, contact Timothy Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3667; email [Timothy.P.Dowling@faa.gov](mailto:Timothy.P.Dowling@faa.gov).

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on February 7, 2024.

(i) Airbus Alert Operators Transmission A32N025–22, Rev 01, dated May 10, 2023, including Appendixes 1 through 3, dated May 2023.

(ii) European Union Aviation Safety Agency (EASA) AD 2023–0093R1, dated May 15, 2023.

(4) The following service information was approved for IBR on May 2, 2022 (87 FR 22438, April 15, 2022).

(i) Airbus Alert Operators Transmission A32N025–22, Rev 00, dated February 24, 2022, including Appendixes 1 through 4, dated February 21, 2022.

(ii) [Reserved]

(5) For EASA AD 2023–0093R1, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(6) For Airbus service information identified in this AD, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No. 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); website [airbus.com](http://airbus.com).

(7) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(8) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on December 14, 2023.

**Victor Wicklund,**

*Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2023–28851 Filed 1–2–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 31525; Amdt. No. 576]

#### 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.

**DATES:** Effective 0901 UTC, January 25, 2024.

#### FOR FURTHER INFORMATION CONTACT:

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., STB Annex, Bldg 26, Room 217, Oklahoma City, OK 73099. Telephone: (405) 954–1139.

**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 circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

#### Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a

regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on December 22, 2023.

**Thomas J. Nichols,**

*Aviation Safety, Flight Standards Service,  
Manager, Standards Section, Flight  
Procedures & Airspace Group, Flight  
Technologies and Procedures Division.*

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal

Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, January 25, 2024.

#### PART 95—IFR ALTITUDES

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113 and 14 CFR 11.49(b)(2).

■ 2. Part 95 is amended to read as follows:

#### REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT

[Amendment 576 effective date January 25, 2024]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3272 RNAV ROUTE T272 Is Amended by Adding</b>			
HALLSVILLE, MO VORTAC .....	TYMME, IL WP .....	2700	6000
<b>Is Amended to Delete</b>			
HALLSVILLE, MO VORTAC .....	VANDALIA, IL VOR/DME .....	2700	6000
<b>§ 95.3320 RNAV Route T320 Is Amended to Read in Part</b>			
BEADS, NY FIX .....	ORCHA, NY WP .....	2000	17500
<b>§ 95.3358 RNAV Route T358 Is Amended by Adding</b>			
TWIRK, MD WP .....	*HAMRR, MD WP .....	**5000	17500
*3200—MCA HAMRR, MD WP, NW BND			
**3200—MOCA			
HAMRR, MD WP .....	DANII, MD WP .....	*6000	17500
*3100—MOCA			
AVALO, NJ FIX .....	BRIGS, NJ FIX .....	2000	17500
BRIGS, NJ FIX .....	MANTA, NJ FIX .....	*2500	17500
*1300—MOCA			
MANTA, NJ FIX .....	BEADS, NY FIX .....	*2500	17500
*1300—MOCA			
BEADS, NY FIX .....	ORCHA, NY WP .....	2000	17500
ORCHA, NY WP .....	JORDN, NY FIX .....	2000	17500
JORDN, NY FIX .....	SANDY POINT, RI VOR/DME .....	1900	17500
SANDY POINT, RI VOR/DME .....	INNDY, MA FIX .....	2100	17500
INNDY, MA FIX .....	BURDY, MA FIX .....	2000	17500
BURDY, MA FIX .....	HAVNS, MA WP .....	2000	17500
HAVNS, MA WP .....	*GRGIO, MA WP .....	**2500	17500
*1600—MCA GRGIO, MA WP, N BND			
**1400—MOCA			
GRGIO, MA WP .....	LBSTA, MA FIX .....	1900	17500
LBSTA, MA FIX .....	MESHL, ME FIX .....	*2500	17500
*1200—MOCA			
MESHL, ME FIX .....	*SAPPE, ME FIX .....	**2500	17500
*1300—MCA SAPPE, ME FIX, NE BND			
**1200—MOCA			
SAPPE, ME FIX .....	AUGUSTA, ME VOR/DME .....	2300	17500
<b>Is Amended to Delete</b>			
TWIRK, MD WP .....	MOYRR, MD WP .....	*5000	17500
*3200—MOCA			
MOYRR, MD WP .....	DANII, MD WP .....	*6000	17500
*3100—MOCA			
<b>§ 95.3440 RNAV ROUTE T440 Is Added to Read</b>			
ELMIRA, NY VOR/DME .....	BIPOD, PA FIX .....	4000	17500
BIPOD, PA FIX .....	TWIIN, PA FIX .....	4400	17500
TWIIN, PA FIX .....	LACIE, PA FIX .....	4700	17500
LACIE, PA FIX .....	LOPEZ, PA FIX .....	4900	17500
LOPEZ, PA FIX .....	WLKES, PA WP .....	4600	17500
WLKES, PA WP .....	EXAGE, PA FIX .....	*4600	17500

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINT—Continued

[Amendment 576 effective date January 25, 2024]

From	To	MEA	MAA
*4000–MOCA EXAGE, PA FIX .....	TALLI, PA FIX .....	4000	17500
<b>§ 95.3445 RNAV Route T445 Is Amended to Delete</b>			
WESTMINSTER, MD VORTAC .....	HARRISBURG, PA VORTAC .....	3800	17500
LYKOM, PA WP .....	STUBN, NY WP .....	4900	17500
STUBN, NY WP .....	BEEPS, NY FIX .....	4500	17500
<b>Is Added to Read</b>			
LYKOM, PA WP .....	ELMIRA, NY VOR/DME .....	4900	17500
ELMIRA, NY VOR/DME .....	BEEPS, NY FIX .....	4500	17500
<b>95.3455 RNAV ROUTE T455 Is Added to Read</b>			
ALLENTOWN, PA VORTAC .....	RACKI, PA FIX .....	4000	17500
RACKI, PA FIX .....	WLKES, PA WP .....	*4600	17500
*4000–MOCA			
WLKES, PA WP .....	SWANK, PA FIX .....	4600	17500
SWANK, PA FIX .....	MUNCI, PA FIX .....	4800	17500
MUNCI, PA FIX .....	LYKOM, PA WP .....	4900	17500
LYKOM, PA WP .....	TRUER, PA FIX .....	4400	17500
TRUER, PA FIX .....	BLAZE, PA FIX .....	4600	17500
BLAZE, PA FIX .....	WIGGZ, PA WP .....	4600	17500
*4000–MOCA			
<b>§ 95.3457 RNAV Route T457 Is Added to Read</b>			
JIIMS, NJ WP .....	GABRS, NJ WP .....	1800	17500
GABRS, NJ WP .....	RIDNG, NJ WP .....	1900	17500
RIDNG, NJ WP .....	BOJID, PA WP .....	2600	17500
BOJID, PA WP .....	BOOCH, PA WP .....	2600	17500
<b>§ 95.3459 RNAV Route T459 Is Added to Read</b>			
JIIMS, NJ WP .....	LULOO, NJ WP .....	1900	17500
LULOO, NJ WP .....	SCOOL, PA WP .....	2300	17500
SCOOL, PA WP .....	DOGGR, PA WP .....	2400	17500
<b>§ 95.3476 RNAV Route T476 Is Added to Read</b>			
TUNDR, MD WP .....	FILRO, MD WP .....	1800	17500
FILRO, MD WP .....	TWANE, MD WP .....	1800	17500
TWANE, MD WP .....	EYEUP, MD WP .....	1800	17500
EYEUP, MD WP .....	COHLE, DE WP .....	1800	17500
COHLE, DE WP .....	WIMKA, NJ WP .....	1800	17500
<b>§ 95.3478 RNAV Route T478 Is Added to Read</b>			
RIVRS, IL WP .....	OXKEK, IL WP .....	*2700	17500
*2200–MOCA			
OXKEK, IL WP .....	SPINNER, IL VORTAC .....	2400	17500
SPINNER, IL VORTAC .....	CHAMPAIGN, IL VORTAC .....	3100	17500
CHAMPAIGN, IL VORTAC .....	SLONI, IL WP .....	2500	10000
SLONI, IL WP .....	LCOLN, IL WP .....	2500	10000
LCOLN, IL WP .....	BOLRR, IN WP .....	2500	10000
<b>§ 95.3739 RNAV Route T739 Is Added to Read</b>			
U.S. CANADIAN BORDER .....	DAVDA, NY WP .....	2000	17500
DAVDA, NY WP .....	SSENA, NY WP .....	2000	17500
SSENA, NY WP .....	U.S. CANADIAN BORDER .....	2600	17500
U.S. CANADIAN BORDER .....	CAMPO, ME FIX .....	5900	17500
CAMPO, ME FIX .....	MILLINOCKET, ME VOR/DME .....	6000	17500
MILLINOCKET, ME VOR/DME .....	PRENT, ME FIX .....	1900	17500
PRENT, ME FIX .....	U.S. CANADIAN BORDER .....	2800	17500
<b>§ 95.4000 High Altitude RNAV Routes</b>			
<b>§ 95.4042 RNAV Route Q42 Is Amended by Adding</b>			
LEWRP, MO WP .....	LCOLN, IL WP .....	*34000	45000

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINT—Continued

[Amendment 576 effective date January 25, 2024]

From	To	MEA	MAA
*18000—GNSS MEA *DME/DME/IRU MEA LCOLN, IL WP .....	SNKPT, IN WP .....	*34000	45000
*18000—GNSS MEA *DME/DME/IRU MEA SNKPT, IN WP .....	HIDON, OH WP .....	*24000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
<b>Is Amended to Delete</b>			
KIRKSVILLE, MO VORTAC .....	DANVILLE, IL VORTAC .....	*34000	45000
*18000—GNSS MEA *DME/DME/IRU MEA DANVILLE, IL VORTAC .....	MUNCIE, IN VOR/DME .....	*34000	45000
*18000—GNSS MEA *DME/DME/IRU MEA MUNCIE, IN VOR/DME .....	BRNAN, PA WP .....	*24000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
<b>Is Amended to Read in Part</b>			
HIDON, OH WP .....	BUBAA, OH WP .....	*24000	45000
*18000—GNSS MEA *DME/DME/IRU MEA BUBAA, OH WP .....	PSYKO, PA WP .....	*24000	45000
*18000—GNSS MEA *DME/DME/IRU MEA PSYKO, PA WP .....	BRNAN, PA WP .....	*24000	45000
*18000—GNSS MEA *DME/DME/IRU MEA BRNAN, PA WP .....	HOTEE, PA WP .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA HOTEE, PA WP .....	SPOTZ, PA WP .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA SPOTZ, PA WP .....	ZIMMZ, PA FIX .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
<b>§ 95.4046 RNAV Route Q46 Is Amended by Adding</b>			
VANTY, AK WP .....	BARROW, AK VOR/DME .....	*18000	45000
*GNSS REQUIRED			
<b>Is Amended to Delete</b>			
POINT HOPE, AK NDB .....	BARROW, AK VOR/DME .....	*18000	45000
*GNSS REQUIRED			
<b>§ 95.4951 RNAV Route Q951 Is Amended by Adding</b>			
DAVDA, NY WP .....	SSENA, NY WP .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA SSENA, NY WP .....	U.S. CANADIAN BORDER .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
<b>Is Amended to Delete</b>			
DAVDA, NY WP .....	SAVAL, NY WP .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA SAVAL, NY WP .....	U.S. CANADIAN BORDER .....	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA U.S. CANADIAN BORDER .....	U.S. CANADIAN BORDER .....	*18000	45000

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINT—Continued

[Amendment 576 effective date January 25, 2024]

From	To	MEA	MAA
*18000—GNSS MEA *DME/DME/IRU MEA			
From	To	MEA	
§ 95.6001 Victor Routes—U.S			
§ 95.6014 VOR Federal Airway V14 Is Amended to Delete			
ST LOUIS, MO VORTAC .....	VANDALIA, IL VOR/DME .....	2500	
VANDALIA, IL VOR/DME .....	TERRE HAUTE, IN VORTAC .....	2400	
§ 95.6067 VOR Federal Airway V67 Is Amended to Delete			
CORKI, IL FIX .....	VANDALIA, IL VOR/DME .....	2500	
VANDALIA, IL VOR/DME .....	SPINNER, IL VORTAC .....	2500	
§ 95.6107 VOR Federal Airway V107 Is Amended to Read in Part			
PANOCH, CA VORTAC .....	*CATHE, CA FIX .....	**7000	
*7000—MCA CATHE, CA FIX, NW BND			
**5800—MOCA			
CATHE, CA FIX .....	VINCO, CA FIX .....	7000	
VINCO, CA FIX .....	MABRY, CA FIX.		
	SE BND .....	7000	
	NW BND .....	6200	
MABRY, CA FIX .....	MISON, CA FIX.		
	SE BND .....	7000	
	NW BND .....	5500	
MISON, CA FIX .....	OAKLAND, CA VOR/DME.		
	SE BND .....	7000	
	NW BND .....	5100	
OAKLAND, CA VOR/DME .....	*COMMO, CA FIX .....	**5000	
*4200—MCA COMMO, CA FIX, W BND			
**4000—MOCA			
§ 95.6158 VOR Federal Airway V158 Is Amended to Delete			
DUBUQUE, IA VORTAC .....	POLO, IL VOR/DME .....	2800	
POLO, IL VOR/DME .....	SHOOF, IL FIX .....	2700	
§ 95.6171 VOR Federal Airway V171 Is Amended to Delete			
TERRE HAUTE, IN VORTAC .....	DANVILLE, IL VORTAC .....	2500	
DANVILLE, IL VORTAC .....	PEOTONE, IL VORTAC .....	2500	
§ 95.6172 VOR Federal Airway V172 Is Amended to Delete			
CEDAR RAPIDS, IA VOR/DME .....	LISBO, IA FIX .....	2700	
LISBO, IA FIX .....	LOTTE, IA FIX .....	3300	
LOTTE, IA FIX .....	POLO, IL VOR/DME .....	2700	
POLO, IL VOR/DME .....	DUPAGE, IL VOR/DME .....	2600	
§ 95.6208 VOR Federal Airway V208 Is Amended to Read in Part			
OCEANSIDE, CA VORTAC .....	*VISTA, CA FIX .....	3100	
*8000—MRA			
*5000—MCA VISTA, CA FIX, E BND			
VISTA, CA FIX .....	JULIAN, CA VORTAC .....	8000	
§ 95.6216 VOR Federal Airway V216 Is Amended to Read in Part			
LOTTE, IA FIX .....	WACKS, IL FIX .....	*4000	
*2300—MOCA			
WACKS, IL FIX .....	JANESVILLE, WI VOR/DME.		
	NE BND .....	2800	
	SW BND .....	4000	
§ 95.6251 VOR Federal Airway V251 Is Amended to Delete			
CHAMPAIGN, IL VORTAC .....	*DANVILLE, IL VORTAC .....	2500	

From	To	MEA	
DANVILLE, IL VORTAC .....	BOILER, IN VORTAC .....	2500	
<b>§ 95.6301 VOR Federal Airway V301 Is Amended to Read in Part</b>			
PANOCH, CA VORTAC .....	*SUNOL, CA FIX .....	6600	
*6500-MCA SUNOL, CA FIX, SE BND			
SUNOL, CA FIX .....	OAKLAND, CA VOR/DME .....	4800	
OAKLAND, CA VOR/DME .....	*COMMO, CA FIX .....	**5000	
*4200-MCA COMMO, CA FIX, W BND			
**4000-MOCA			
<b>§ 95.6458 VOR Federal Airway V458Is Amended to Read in Part</b>			
OCEANSIDE, CA VORTAC .....	*VISTA, CA FIX .....	3100	
*8000-MRA			
*5000-MCA VISTA, CA FIX, E BND			
VISTA, CA FIX .....	JULIAN, CA VORTAC .....	8000	
<b>§ 95.6311 Alaska VOR Federal Airway V311 Is Amended To Read In Part</b>			
ANNETTE ISLAND, AK VOR/DME .....	DWARF, AK FIX .....	*7000	
*5000-MOCA			
DWARF, AK FIX .....	UDENE, AK FIX .....	*9000	
*5600-MOCA			
UDENE, AK FIX .....	*TOKEE, AK FIX.		
	W BND .....	**10000	
	E BND .....	**9000	
*10000-MCA TOKEE, AK FIX, W BND			
**5000-MOCA			
TOKEE, AK FIX .....	WIBTA, AK FIX .....	*10000	
*4700-MOCA			
WIBTA, AK FIX .....	FLIPS, AK FIX.		
	W BND .....	*7500	
	E BND .....	*10000	
*6100-MOCA			
<b>§ 95.6318 Alaska VOR Federal Airway V318 Is Amended to Delete</b>			
ANNETTE ISLAND, AK VOR/DME .....	LEVEL ISLAND, AK VOR/DME .....	6000	
<b>§ 95.6453 Alaska VOR Federal Airway V453 Is Amended to Read in Part</b>			
DILLINGHAM, AK VOR/DME .....	ALTEY, AK FIX.		
	SE BND .....	*7000	
	NW BND .....	*8000	
*6500-MOCA			
From	To	MEA	MAA
<b>§ 95.7001 Jet Routes</b>			
<b>§ 95.7084 JET Route J84 Is Amended to Delete</b>			
NORTHBROOK, IL VOR/DME .....	DANVILLE, IL VORTAC .....	18000	35000
<b>§ 95.8005 JET ROUTES CHANGEOVER POINTS</b>			
Airway segment		Changeover points	
From	To	Distance	From
<b>§ 95.8005 Jet Routes Changeover Points J84 Is Amended to Delete Changeover Point</b>			
NORTHBROOK, IL VOR/DME .....	DANVILLE, IL VORTAC .....	67	NORTHBROOK.