

FIGURE 1 TO PARAGRAPH (g) OF THIS AD—ENGINE FUEL SHUTOFF VALVE (FUEL SPAR VALVE) POSITION INDICATION OPERATIONAL CHECK—Continued

AWL No.	Task	Interval	Applicability	Description
				<p>c. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 2 Engine changes from OFF to BRIGHT then DIM.</p> <p>d. If the test fails (bright light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28–22–11).</p> <p>D. Perform an inspection of the engine fuel spar valve actuator position.</p> <p>NOTE: This inspection may be used whenever the SPAR VALVE light does not function properly.</p> <p>1. Make sure the L FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position.</p> <p>NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection.</p> <p>2. Inspect the left engine fuel spar valve actuator located in the left rear spar.</p> <p>NOTE: The left engine fuel spar valve actuator is on the left wing front spar outboard of the engine strut. Access is through access panel 521BB on the left wing leading edge.</p> <p>a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position.</p> <p>b. Repair or replace any engine fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28–22–11).</p> <p>3. Make sure the R FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position.</p> <p>NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection.</p> <p>4. Inspect the right engine fuel spar valve actuator located in the right rear spar.</p> <p>NOTE: The right engine fuel spar valve actuator is on the right wing front spar outboard of the engine strut. Access is through access panel 621BB on the right wing leading edge.</p> <p>a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position.</p> <p>b. Repair or replace any engine fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28–22–11).</p>

**(h) No Alternative Actions or Intervals**

After accomplishment of the maintenance or inspection program revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle Aircraft Certification Office (ACO) FAA, has the authority to 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector,

or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(j) Related Information**

For more information about this AD, contact Rebel Nichols, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6509; fax: 425–917–6590; email: [rebel.nichols@faa.gov](mailto:rebel.nichols@faa.gov).

**(k) Material Incorporated by Reference**

None.

Issued in Renton, Washington, on September 7, 2015.

**Jeffrey E. Duven,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2015–23117 Filed 9–15–15; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 95**

**[Docket No. 31039; Amdt. No. 522]**

**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, October 15, 2015.

**FOR FURTHER INFORMATION CONTACT:**

Richard A. Dunham, 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 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 September 11, 2015.

**John Duncan,**

*Director, Flight Standards Service.*

**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, October 15, 2015.

**PART 95—[AMENDED]**

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

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

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

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT**

[Amendment 522, effective date October 15, 2015]

From	To	MEA
<b>COLOR ROUTES</b>		
<b>§ 95.512 GREEN FEDERAL AIRWAY G12 IS AMENDED TO READ IN PART</b>		
ELFEE, AK NDB .....	BORLAND, AK NDB/DME .....	10000
BORLAND, AK NDB/DME .....	PORT HEIDEN, AK NDB/DME .....	10000
PORT HEIDEN, AK NDB/DME .....	CHINOOK, AK NDB .....	2500
<b>§ 95.6001 VICTOR ROUTES—U.S.</b>		
<b>§ 95.6002 VOR FEDERAL AIRWAY V2 IS AMENDED TO READ IN PART</b>		
*BEEZR, WA FIX .....	ELLENSBURG, WA VORTAC .....	**8000
<b>§ 95.6006 VOR FEDERAL AIRWAY V6 IS AMENDED TO READ IN PART</b>		
DRYER, OH VOR/DME .....	*MOROW, OH FIX .....	3100
*5000—MCA MOROW, OH FIX, E BND		
MOROW, OH FIX .....	*HIRES, OH FIX .....	**5000
*3500—MCA HIRES, OH FIX, W BND		
**2700—MOCA		
**3000—GNSS MEA		
<b>§ 95.6031 VOR FEDERAL AIRWAY V31 IS AMENDED TO READ IN PART</b>		
ROCHESTER, NY VOR/DME .....	*AIRCO, NY FIX .....	4000

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

[Amendment 522, effective date October 15, 2015]

From	To	MEA
*6000—MRA		
<b>§ 95.6031 VOR FEDERAL AIRWAY V31 IS AMENDED TO DELETE</b>		
AIRCO, NY FIX ..... *4000—GNSS MEA	U.S. CANADIAN BORDER .....	*8000
<b>§ 95.6036 VOR FEDERAL AIRWAY V36 IS AMENDED TO DELETE</b>		
U.S. CANADIAN BORDER ..... *2700—MOCA *3000—GNSS MEA #BUFFALO R-314 UNUSABLE BELOW 6000	BUFFALO, NY VOR/DME .....	#*6000
<b>§ 95.6077 VOR FEDERAL AIRWAY V77 IS AMENDED TO READ IN PART</b>		
*FLOSS, KS FIX ..... *5000—MRA **2900—MOCA	HEYDN, KS FIX .....	**5000
<b>§ 95.6098 VOR FEDERAL AIRWAY V98 IS AMENDED TO DELETE</b>		
U.S. CANADIAN BORDER ..... MASSENA, NY VORTAC ..... *2100—GNSS MEA #GNSS MEA ONLY MASSENA R-085 UNUSABLE. GNSS REQUIRED	MASSENA, NY VORTAC ..... U.S. CANADIAN BORDER .....	2100 #*2100
<b>§ 95.6132 VOR FEDERAL AIRWAY V132 IS AMENDED TO READ IN PART</b>		
WAIVE, KS FIX ..... *5000—MRA *5000—MCA FLOSS, KS FIX, SE BND	*FLOSS, KS FIX .....	3300
<b>§ 95.6164 VOR FEDERAL AIRWAY V164 IS AMENDED TO DELETE</b>		
U.S. CANADIAN BORDER ..... *6000—MCA BULGE, NY FIX, S BND BULGE, NY FIX ..... *2100—MOCA *3000—GNSS MEA	*BULGE, NY FIX ..... BUFFALO, NY VOR/DME .....	3100 *6000
<b>§ 95.6252 VOR FEDERAL AIRWAY V252 IS AMENDED TO DELETE</b>		
U.S. CANADIAN BORDER ..... BULGE, NY FIX ..... *2400—MOCA	BULGE, NY FIX ..... AIRCO, NY FIX .....	3100 *4000
<b>§ 95.6252 VOR FEDERAL AIRWAY V252 IS AMENDED TO READ IN PART</b>		
*AIRCO, NY FIX ..... *6000—MRA **2800—MOCA	GENESEO, NY VOR/DME .....	**4000
<b>§ 95.6280 VOR FEDERAL AIRWAY V280 IS AMENDED TO READ IN PART</b>		
CHISUM, NM VORTAC ..... *7500—MRA **5900—MOCA *FRAIZ, NM FIX ..... *7500—MRA **5900—MOCA DEBRA, NM FIX ..... NE BND ..... SW BND ..... *5800—MOCA BUHLS, KS FIX ..... *2900—MOCA STONS, KS FIX .....	*FRAIZ, NM FIX ..... DEBRA, NM FIX ..... TEXICO, TX VORTAC ..... STONS, KS FIX ..... HEYDN, KS FIX .....	**6500 **7500 *6500 *7500 *4500 *5000

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

[Amendment 522, effective date October 15, 2015]

From	To	MEA	
*2900—MOCA			
§ 95.6298 VOR FEDERAL AIRWAY V298 IS AMENDED TO READ IN PART			
PERTT, WA FIX .....	YAKIMA, WA VORTAC .....	6600	
§ 95.6426 VOR FEDERAL AIRWAY V426 IS AMENDED TO READ IN PART			
CARLETON, MI VORTAC ..... *3000—GNSS MEA SALFE, OH FIX ..... #UNUSABLE	SALFE, OH FIX .....  AMRST, OH FIX .....	*4000  #	
§ 95.6450 VOR FEDERAL AIRWAY V450 IS AMENDED TO READ IN PART			
MUSKEGON, MI VORTAC ..... *2400—MOCA GIBER, MI FIX ..... *2400—MOCA LUGGS, MI FIX ..... *2400—MOCA	GIBER, MI FIX .....  LUGGS, MI FIX .....  FLINT, MI VORTAC .....	*3000  *4000  *3000	
Airway segment		Changeover points	
From	To	Distance	From
§ 95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINT			
V2 IS AMENDED TO ADD CHANGEOVER POINT			
SEATTLE, WA VORTAC .....	ELLENSBURG, WA VORTAC .....	47	SEATTLE.
V198 IS AMENDED TO ADD CHANGEOVER POINT			
SEATTLE, WA VORTAC .....	ELLENSBURG, WA VORTAC .....	47	SEATTLE.
V450 IS AMENDED TO DELETE CHANGEOVER POINT			
MUSKEGON, MI VORTAC ..... MUSKEGON	FLINT, MI VORTAC .....	54	

[FR Doc. 2015–23265 Filed 9–15–15; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF THE TREASURY

## Internal Revenue Service

## 26 CFR Part 1

[TD 9738]

RIN 1545–BM72

## Clarification of the Coordination of the Transfer Pricing Rules With Other Code Provisions

**AGENCY:** Internal Revenue Service (IRS), Treasury.**ACTION:** Final and temporary regulations.**SUMMARY:** This document contains temporary regulations that clarify the coordination of the application of the arm's length standard and the best

method rule under section 482 of the Internal Revenue Code (Code) in conjunction with other provisions of the Code. The text of the temporary regulations also serves in part as the text of the proposed regulations (REG–139483–13) published in the Proposed Rules section of this issue of the **Federal Register**. This document also contains final regulations that add cross-references in the existing final regulations under section 482 to relevant sections of these temporary regulations.

**DATES:** *Effective date:* These regulations are effective on September 14, 2015.*Applicability date:* For dates of applicability, see § 1.482–1T(j)(7)(i).**FOR FURTHER INFORMATION CONTACT:** Frank W. Dunham III, (202) 317–6939 (not a toll-free call).**SUPPLEMENTARY INFORMATION:****Background**

Regulations under section 482 published in the **Federal Register** (33 FR 5848) on April 16, 1968, provided guidance on methods for applying the arm's length standard to evaluate controlled transactions, including transfers of tangible and intangible property, the provision of services, and loans or advances. Subsequent revisions and updates of the transfer pricing regulations were published in the **Federal Register** on July 8, 1994, Dec. 20, 1995, May 13, 1996, Aug. 26, 2003, Aug. 4, 2009, Dec. 22, 2011, and Aug. 27, 2013 (59 FR 34971, 60 FR 65553, 61 FR 21955, 68 FR 51171, 74 FR 38830, 76 FR 80082, and 78 FR 52854, respectively).