3. Specified Data Elements

We will conduct the match using the Social Security number, name, date of birth, and VA claim number on both the VA file and the Supplemental Security Record.

4. Frequency of Matching

VA will furnish us with an electronic file containing VA compensation and pension payment data monthly. The actual match will take place approximately during the first week of every month.

E. Inclusive Dates of the Matching Program

The effective date of this matching program is November 11, 2014 provided that the following notice periods have lapsed: 30 days after publication of this notice in the **Federal Register** and 40 days after notice of the matching program is sent to Congress and the Office of Management and Budget. The matching program will continue for 18 months from the effective date and, if both agencies meet certain conditions, it may extend for an additional 12 months thereafter.

[FR Doc. 2015–05510 Filed 3–9–15; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF STATE

[Public Notice: 9058]

Prepare for the One Hundred and Second Session of the International Maritime Organization's (IMO) Legal Committee; Notice of Public Meeting

The Department of State will conduct an open meeting at 10:00 a.m. on Friday, April 3rd, 2015, in Room 2E16–06, United States Coast Guard Headquarters, 2703 Martin Luther King Jr. Ave SE., Washington, DC 20593–7213. The primary purpose of the meeting is to prepare for the one hundred and second Session of the International Maritime Organization's (IMO) Legal Committee to be held at the IMO Headquarters, United Kingdom, April 14–April 16, 2015.

The agenda items to be considered include:

- Adoption of the agenda and report on delegation credentials
- HNS Protocol, 2010
- Fair treatment of seafarers in the event of a maritime accident
- Piracy
- Technical cooperation activities related to maritime legislation
- Review of the status of conventions and other treaty instruments emanating from the Legal Committee

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Ms. Bronwyn Douglass, by email at *bronwyn.douglass@uscg.mil,* by phone at 202.372.3793, or in writing at Commandant (CG–094), ATTN: Office of Maritime & International Law, US Coast Guard STOP 7213, 2703 Martin Luther King Jr. Ave SE., Washington DC 20593–7213 not later than March 27, 2015, 7 days prior to the meeting. Requests made after March 27, 2015 most likely will not be accommodated, and same day requests cannot be accommodated due to the building's security process. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding security and parking may be found at: *http://www.uscg.mil/baseNCR/documents/visit_instructions.pdf.* Additional information regarding this and other IMO public meetings may be found at: *www.uscg.mil/imo.*

Dated: February 26, 2015.

Marc Zlomek,

U.S. Coast Guard Detailee, Office of Ocean and Polar Affairs, Department of State.

[FR Doc. 2015–05241 Filed 3–9–15; 8:45 am]

BILLING CODE 4710–09–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Emergency Locator Transmitters (ELTs)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice recommending voluntary change to securing existing ELTs as specified in Technical Standard Order (TSO)-C126b, 406MHz Emergency Locator Transmitter.

SUMMARY: FAA evaluated five separate courses of action with regard to the airworthiness approvals for securing ELTs with hook and loop fasteners. This notice summarizes the inadequacies of hook and loop fasteners as a means for securing ELTs, and avoids placing an undue burden on aircraft owners while acknowledging the voluntary efforts of ELT manufacturers to improve designs.

DATES: Comments must be received on or before April 9, 2015.

FOR FURTHER INFORMATION CONTACT: Ms. Charisse R. Green, AIR–131, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 267–8551, fax (202) 267–8589, email to: *Charisse.Green@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

Investigations of some recent aircraft accidents disclosed that ELTs mounted with hook and loop fasteners became dislodged from their mounting trays on impact. The separation of those ELTs from their mounting trays caused their antenna connection to sever, thus rendering the ELTs to be ineffective and unable to perform their intended function.

The FAA Modernization and Reform Act of 2012 (Pub. L. 112–95), Section 347(b)(1), required the FAA to determine if the ELT mounting requirements and retention tests specified by TSO–C91a and TSO–C126 were adequate to assess retention capabilities in ELT designs. Based on the determination, the Act, in Section 347(b)(2), required the Administrator to make any necessary revisions to the requirements and retention test to ensure ELTs remained properly retained in the event of an aircraft accident.

The FAA evaluated the mounting requirements and retention tests specified in TSO–C91a, TSO–C126, and TSO–C126a. After this evaluation, the FAA determined these standards did not adequately address the use of hook and loop fasteners. Hook and loop fasteners were not an acceptable means of compliance to meet the mounting and retention requirements of the ELT TSOs. While the evaluation of installation approval using hook and loop fasteners may meet the TSO requirements for retention forces in laboratory conditions, accident investigations found these fasteners did not perform their intended function.

FAA Concerns

The agency identified the following concerns after completing its evaluation of the use of hook and loop fasteners:

(1) Hook and loop fasteners fail to retain the ELT when insufficient tension is applied to close the fastener. There is no repeatable method for installation and no method to evaluate the tension of the hook and loop fastener. The allowance for pilots to secure ELTs to the aircraft when changing ELT batteries