

DRAFT RECOMMENDATIONS FOR SAFELY TRANSPORTING CHILDREN IN SPECIFIC SITUATIONS IN EMERGENCY GROUND AMBULANCES—Continued

<p>If the Ideal is not Practical or Achievable.</p>	<p>For mother and newborn, transport the newborn in an approved size-appropriate child restraint system that complies with the injury criteria of FMVSS 213 in the rear facing EMS provider seat with a forward-facing belt path that prevents both lateral and forward movement (convertible or integrated child restraint system and not an infant only seat), leaving the cot<sup>21</sup> for the mother.</p> <p>When available resources prevent meeting the criteria shown for situations 1 through 4 for all child patients, including mother and newborn, transport using space available in a non-emergency mode, exercising extreme caution and driving at reduced (i.e., below legal maximum) speeds.</p> <p>If additional units may be needed based upon preliminary reports, backup units should be put on standby.</p>
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Prepared under NHTSA Contract DTNH22-08-C00085, EMS Solutions for Safely Transporting Children in Emergency Vehicles, with Maryn Consulting, Inc.

<sup>6</sup> Please consult Appendix C, General Considerations and Selecting Child Restraint Systems for Ground Ambulance Transport, for guidance on how to select equipment that may be used to meet the requirements of each of the recommendations. EMS providers are encouraged to check with equipment manufacturers for detailed information on the proper use and installation, results of crash testing, and possible limitations of any equipment that may be considered for use to fulfill the recommendations for the safe transportation of children in emergency ground ambulances.

<sup>7</sup> There may be considerations of adding specific conditions for this use, e.g., crash tested seat meeting FMVSS 213 and adequate space in front of the seat.

<sup>8</sup> The Working Group recommends that all EMS agencies plan, in advance, with other public health, public safety, and other partners for those situations where uninjured or not ill infants and children may be on the scene—as primary patients or not—so such events can be successfully mitigated and the uninjured infants and children can be transported as safely and as quickly as possible.

<sup>9</sup> See Footnote 1.

<sup>10</sup> <sup>11</sup> All children transported on a cot shall be restrained to the cot with the 5-point cot restraint system that includes three horizontal restraints across the torso (chest, waist, and knees) and one vertical restraint across each shoulder.

<sup>12</sup> See Footnote 1.

<sup>13</sup> See Footnotes 5 and 6.

<sup>14</sup> Ibid.

<sup>15</sup> See Footnote 1.

<sup>16</sup> See Footnotes 5 and 6.

<sup>17</sup> Ibid.

<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

<sup>20</sup> The Working Group recommends that all EMS systems “pre-plan”, i.e., plan in advance for those situations where multiple infants and children may be on the scene—as primary patients or not—so such events can be successfully mitigated. Pre-planning for such events must also involve other public health, public safety and other partners to be most successful. An example of such an event is one that involves multiple patients, i.e., infants and/or children who need to be transported (to include labor with the mother and one or more newborns).

<sup>21</sup> All children transported on a cot shall be restrained to the cot with the 5-point cot restraint system that includes three horizontal restraints across the torso (chest, waist, and knees) and one vertical restraint across each shoulder.

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**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**

**Noise Exposure Map Notice New Smyrna Beach Municipal Airport, New Smyrna Beach, FL**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of New Smyrna Beach for New Smyrna Beach Municipal Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

**DATES:** *Effective Date:* The effective date of the FAA’s determination on the noise exposure maps is July 8, 2010.

**FOR FURTHER INFORMATION CONTACT:** Ms. Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National

Drive, Suite 400, Orlando, FL 32822, 407-812-6331.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for New Smyrna Beach Municipal Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective July 8, 2010. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR Part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken

or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the City of New Smyrna Beach. The documentation that constitutes the “Noise Exposure Maps” as defined in Section 150.7 of 14 CFR Part 150 includes: Figure 6.1, 2009 Noise Contours; Figure 6.2, 2014 Noise Contours; Figure 5-1, Runway 02 Flight Tracks; Figure 5-2, Runway 07 Flight Tracks; Figure 5-3, Runway 11 Flight Tracks; Figure 5-4, Runway 20 Flight Tracks; Figure 5-5, Runway 25 Flight Tracks; Figure 5-6, Runway 29 Flight Tracks; Figure 5.7, Helicopter Flight Tracks; Figure 5.8 Local Flight Tracks; Table 5.1, 2008 Annual Operations; Table 5.2, 2008 Annual-Average Day Fleet Mix (Itinerant Operations); Table 5.3, 2008 Annual Average Day Fleet Mix (Local Operations); Table 5.4 2013 Annual Operations; Table 5.5, 2013 Annual-Average Day Fleet Mix (Itinerant Operations); Table 5.6, 2013 Annual Average Day Fleet Mix (Local Operations); Figure 5.10, Percentage Runway Utilization; and Table 5.11,

Percentage Helicopter Runway/Helipad Utilization. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on July 8, 2010.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR Part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR Part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following location: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822, 407-812-6331.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida, on July 8, 2010.  
**W. Dean Stringer,**  
*Manager, Orlando Airports District Office.*  
 [FR Doc. 2010-17512 Filed 7-16-10; 8:45 am]  
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## TREASURY DEPARTMENT

### Senior Executive Service; Special Inspector General for the Troubled Asset Relief Program; Performance Review Board

**AGENCY:** Treasury Department.

**ACTION:** Notice of members of the SIGTARP Performance Review Board.

**SUMMARY:** Pursuant to 5 U.S.C. 4314(c)(4), this notice announces the appointment of members of the Special Inspector General for the Troubled Asset Relief Program Performance Review Board (PRB). The purpose of this Board is to review and make recommendations concerning proposed performance appraisals, ratings, bonuses and other appropriate personnel actions for incumbents of SES positions in SIGTARP. The board will perform PRB functions for other bureau positions if requested.

*Composition of SIGTARP PRB:* The Board shall consist of at least three members. In the case of an appraisal of a career appointee, more than half the members shall consist of career appointees. The names and titles of the Board members are as follows:

Kevin Puvalowski, Regional Director.  
 Christy Romero, Chief of Staff.  
 Timothy Lee, Senior Policy Analyst.  
 Dr. Eileen Ennis, Deputy Special Inspector General, Operations.  
 Kurt Hyde, Deputy Special Inspector General, Audit.  
 Christopher Sharply, Deputy Special Inspector General, Investigations.  
 Brian Saddler, Chief Counsel to the Special Inspector General.

**DATES:** *Effective Date:* Membership is effective on the date of this notice.

**FOR FURTHER INFORMATION CONTACT:** Sally Ruble, Human Resources Specialist, 1801 L Street, NW., Washington, DC 20220. Telephone: 202 927-9457.

Dated: June 24, 2010.

**Deborah Mason,**  
*Director, Human Resources, Operations Division.*  
 [FR Doc. 2010-17584 Filed 7-16-10; 8:45 am]  
**BILLING CODE P**

## DEPARTMENT OF THE TREASURY

### Office of Thrift Supervision

#### Ideal Federal Savings Bank, Baltimore, Maryland; Notice of Appointment of Receiver

Notice is hereby given that, pursuant to the authority contained in section 5(d)(2) of the Home Owners' Loan Act, the Office of Thrift Supervision has duly appointed the Federal Deposit Insurance Corporation as sole Receiver for Ideal Federal Savings Bank, Baltimore, Maryland, (OTS No. 08283), on July 9, 2010.

Dated: July 12, 2010.

By the Office of Thrift Supervision.

**Sandra E. Evans,**

*Federal Register Liaison.*

[FR Doc. 2010-17333 Filed 7-16-10; 8:45 am]

**BILLING CODE 6720-01-M**

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## UNITED STATES SENTENCING COMMISSION

### Sentencing Guidelines for United States Courts

**AGENCY:** United States Sentencing Commission.

**ACTION:** Notice of proposed priorities. Request for public comment.

**SUMMARY:** As part of its statutory authority and responsibility to analyze sentencing issues, including operation of the Federal sentencing guidelines, and in accordance with Rule 5.2 of its Rules of Practice and Procedure, the United States Sentencing Commission is seeking comment on possible priority policy issues for the amendment cycle ending May 1, 2011.

**DATES:** Public comment should be received on or before August 18, 2010.

**ADDRESSES:** Send comments to: United States Sentencing Commission, One Columbus Circle, NE., Suite 2-500, South Lobby, Washington, DC 20002-8002, Attention: Public Affairs—Priorities Comment.

**FOR FURTHER INFORMATION CONTACT:** Michael Courlander, Public Affairs Officer, Telephone: (202) 502-4597.

**SUPPLEMENTARY INFORMATION:** The United States Sentencing Commission is an independent agency in the judicial branch of the United States Government. The Commission promulgates sentencing guidelines and policy statements for Federal sentencing courts pursuant to 28 U.S.C. 994(a). The Commission also periodically reviews and revises previously promulgated guidelines pursuant to 28 U.S.C. 994(o)