



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

InFO 09002
DATE: 2/6/09

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Regulatory Requirements Regarding Accommodation of Child Restraint Systems

Purpose: To clarify regulations regarding accommodation of Child Restraint Systems (CRS). This InFO cancels InFO 09001, Regulatory Requirements Regarding Accommodation of Child Restraint Systems.

Discussion: No operator may prohibit a child (an individual who has not reached his or her 18th birthday) from using an approved CRS when the parent or guardian purchases a seat for the child, the child is accompanied by a parent or guardian and the child is within the weight limits for the CRS. If an approved CRS, for which a ticket has been purchased, does not fit in a particular seat on the aircraft, it is the responsibility of the aircraft operator to accommodate the CRS in another seat. The regulations also permit an operator to use its discretion in identifying the most appropriate forward-facing passenger seat location, considering safe operating practices. For example:

- 1) A CRS with a base that is too wide to fit properly in a seat with rigid armrests can be moved to a seat with moveable armrests that can be raised to accommodate the CRS.
- 2) An aft-facing CRS that cannot be installed properly because of minimal pitch (distance between seats) between rows can be moved to a bulkhead seat or a seat in a row with additional pitch.
- 3) A harness type CRS (approved under 14 CFR part 21, § 21.305(d)) with an upper strap that is not able to encircle some sleeper seats or very large first class seats can be moved to another seat that can accommodate the strap.

An operator may have policies, based on safe operating practices that establish certain seat locations for passengers who use a CRS on a specific aircraft. However, prohibiting the use of a CRS (if a ticket has been purchased) when there are seats on the aircraft, in the same class of service, where the CRS could be used safely is not consistent with the requirements stated in parts 121, 125 and 135.

Recommended Action: Directors of safety, directors of operations, directors of marketing and customer service, training managers and crewmembers should understand regulations in parts 121, 125 and 135 regarding the use of approved CRS and should revise their procedures, manuals and training programs accordingly.