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**Federal Aviation
Administration**

InFO

Information for Operators

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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 - Update

Purpose: This InFO cancels InFO 09002, clarifies regulations regarding accommodation of Child Restraint Systems (CRS), and provides updated information for CRSs with detachable bases (see Discussion subparagraph 4).

Discussion: No operator may prohibit a child (an individual who has not reached his or her 18th birthday) from using an approved CRS when a seat is purchased for the child, the child is accompanied by a parent or guardian and the child is within the weight limits for the CRS. [14CFR §§ 121.311 (b)(2)(i), 125.211(b)(2)(i), 135.128(a)(2)(i)]. 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 following are examples of design variations where accommodation is required.

- 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.
- 4) There are some aft facing CRS that have a detachable base that may keep the CRS from fitting properly in the seat. The following visual cues will assist the passenger and the aircraft operator to determine if the detachable base is necessary.
 - a) If there is no belt path on the aft facing CRS, then it must be used with the detachable base on aircraft.
 - b) If there is a belt path on the aft facing CRS and the CRS is properly labeled, then it does not need to be used with the detachable base on aircraft.

c) FMVSS-213 labeling standards do not require labeling on the detachable base.

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.

Contact: Questions or comments regarding this INFO should be directed to AFS-200, Air Transportation Division, at 202-267-8166.