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**Federal Aviation
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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: Accommodating Approved Harness-Type Child Restraint Systems (CRS)

Purpose: This InFO clarifies the meaning of regulations regarding an aircraft operator's authority to determine the most appropriate passenger seat for use by a child using an approved CRS, including a harness-type CRS.

Discussion: Language in 14 CFR parts 121, 125, and 135 permits a child using an approved CRS, including a harness-type CRS approved under § 21.305(d), to occupy any passenger seat, with one exception. Those rules permit an operator to use its discretion in identifying the most appropriate forward-facing passenger seat location, considering safe operating practices.

In other words, an aircraft operator may establish policies based on safe operating practices that define seat locations on specific aircraft for passengers who use a CRS. However, a blanket airline policy prohibiting the use of a CRS on an entire aircraft or fleet of aircraft which have seats appropriate for the CRS is not consistent with the requirements in parts 121, 125, and 135.

Recommended Action: Directors of safety, directors of operations, training managers, and crewmembers should understand regulations in parts 121, 125, and 135 with regards to seat locations for children using an approved CRS. Directors of safety and/or operations should ensure their carrier's policy for the use of a CRS, including a harness-type CRS approved by § 21.305(d), complies with the applicable regulations in parts 121, 125, or 135.