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Federal Aviation
Administration

InFO

Information for Operators

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Flight Standards Service
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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: Use of Child Restraint Systems (CRS) in Oblique Seats

Purpose: This InFO clarifies the regulatory prohibition regarding the use of CRSs in oblique seats.

Background: Several air carriers have installed, or plan to install, oblique seats (over an 18 degree angle and up to a 28 degree angle from the aircraft centerline) in their premium class cabins. However, the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.107, part 121, § 121.311, part 125, § 125.211 and part 135, § 135.128 only allow CRSs to be secured to a forward-facing seat (seats that are installed up to an 18 degree angle from the aircraft centerline).

Discussion: The regulatory provisions of §§ 91.107, 121.311, 125.211 and 135.128 were derived from dynamic performance testing, which also served as a basis for Federal Aviation Administration (FAA) approval of certain CRSs used in aircraft. The CRSs used during testing were installed in a *forward-facing* FMVSS-213 standard seat assembly test fixture. However, CRSs have not been tested in oblique seats. Without dynamic testing data regarding the efficacy of an FAA-approved CRS in an *oblique* seat assembly, the FAA is unable to determine if occupants of CRSs in oblique seats are equally as safe as occupants of a CRS in a forward facing seat.

In the future, based on additional dynamic testing data, the FAA may revise the current requirements. At this time, however, the use of a CRS in an oblique seat is not in compliance with FAA regulations, which require all FAA-approved CRSs be properly secured to an approved forward-facing seat or berth.

Recommended Action: Directors of safety, directors of operations, directors of inflight training, instructors and crewmembers operating under parts 121, 125, 135 and 91, as applicable, should be aware of the regulatory prohibition regarding the use of CRSs in oblique seats. In addition, air carriers should establish procedures to ensure CRSs are not used in oblique seats.

Contact: Questions or comments regarding this InFO should be directed to the Part 121 Air Carrier Operations Branch, AFS-220 at (202) 267-8166.