Child Restraint Devices
Welcome Remarks

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Access the Mobile App
http://eventmobi.com/cs2014/

#IATA_CabinSafety
Child Restraint Devices: Global approach to child passenger safety
Child Restraint Devices:
Global approach to child passenger safety

**Introduction Remarks** (Johnny Chin & Manon Cadieux de Courville)
- Introduce participants
- Introduce objectives and structure of the workshop

**Goal:** Encourage all attendees to actively participate in the discussions. As a primary objective, we wish to develop an internationally recognized solution on accepted child restraint devices, bearing the following in mind:
  - Practicality
  - Affordability
  - Feasibility

Identify the various unilateral State regulations and the impact these are having on both operators and members of the travelling public.
Child Restraint Devices: Global approach to child passenger safety

**Regulatory Differences** (Operational Challenges):

- Defining what is considered an acceptable Child Restraint Device (Belly loops, Booster seats, etc.)

- Homogenizing policies on the acceptance of the Child Restraint Device across the other carriers.

- Differentiating between the Child Restraint Devices certified for air travel by certain States while not permitted in others.

- Educating cabin crew and the travelling public on these differences, particularly when using different carriers for travel.
# Regulatory Differences

<table>
<thead>
<tr>
<th>FAA</th>
<th>EASA</th>
<th>CASA</th>
<th>Transport Canada</th>
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</thead>
<tbody>
<tr>
<td>Below 20 lbs</td>
<td>AFT facing CRS</td>
<td>Below 2 yrs old</td>
<td>Below 22 lbs</td>
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<tr>
<td></td>
<td></td>
<td>Supplementary Loop Belt or</td>
<td>(10kg)</td>
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<tr>
<td></td>
<td></td>
<td>Child/Infant Safety Seats</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>(AFT or FWD facing)</td>
<td>AFT facing CRS</td>
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<tr>
<td>20 – 40 lbs</td>
<td>FWD facing CRS</td>
<td>4 yrs old and below</td>
<td>22 – 44 lbs</td>
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<tr>
<td></td>
<td></td>
<td>CRS</td>
<td>(10 – 20 kg)</td>
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<tr>
<td>22 – 44 lbs</td>
<td>CAReS Harness</td>
<td>Above 4 yrs old</td>
<td>22 - 66 lbs</td>
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<td></td>
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<td>(18 kg or 100 cm high)</td>
<td>(10 - 30 kg)</td>
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<tr>
<td>Above 40 lbs</td>
<td>Aircraft S/B</td>
<td>6 months and below</td>
<td>FWD facing CRS</td>
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<tr>
<td></td>
<td></td>
<td>Aft facing CRS</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Above 6 months</td>
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<tr>
<td></td>
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<td>FWD facing CRS</td>
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</tbody>
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**Note:**
- A person under the age of 2 may be held in arms and use of Supplementary Loop Belt is not recommended.
- Does not require, but encourage the use of approved child/infant safety seats.

**Note:**
- Infants below 2 yrs old
- Children 2 yrs and above but less than 12 yrs old
- Adults 12 yrs and above

**Note:**
- Infants below 3 yrs old
- Children 3 yrs and above but less than 13 yrs old
- Adults 13 yrs and above

**Note:**
- Infant: below 2 yrs old

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**Note:**
- Infant: below 2 yrs old
Refreshment Break
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Let’s discuss some options …

Harmonization of Regulations and Passenger Education, etc.

- Seating requirements
- Certification labelling for air travel
- Enhance Operator’s Website
- Enhance Passenger Education
- Engage manufacturers who specialized in the design of the Child Restraint Device
- Other considerations …
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Proposed solutions, not limited to:

- Operators to establish a partnership with their regulators and other safety groups, such as IATA and ICAO to promote global harmonization of regulations.
- Operators to review their website information to ensure the verbiage regarding the Child Restraint Device policy is not too cumbersome.
- What else?
Restraint Devices in practice

Margaret Zukas (CARES at AmSafe Aviation)

- Operational solutions
- Video Presentation
LUNCH

(Located in Castilla)
Welcome Reception
Hall Patio 17:30-18:30
Thank you