



WORKING PAPER

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 37 Other issues to be considered by the Technical Commission

**PROMOTING GLOBAL STANDARDIZATION OF THE
APPROVAL AND USE OF CHILD RESTRAINT SYSTEMS (CRS)**

(Presented by International Transport Workers' Federation (ITF))

EXECUTIVE SUMMARY

ICAO Standards require that each person on an aircraft be provided a seat or berth— for each person over an age to be determined by the State of the Operator. At the 38th Session of the General Assembly, held in 2013, the Technical Commission agreed on the need to develop harmonized provisions addressing child restraining devices and that the Council should be requested to develop appropriate provisions to address this issue. The ICAO Cabin Safety Group (ICSG) was tasked to develop guidance on the approval and use of Child Restraint Systems (CRS) on board aircraft. The ICSG is an international, joint Industry-Regulatory group composed of cabin safety experts from civil aviation authorities, airlines, aircraft manufacturers and international organizations. It serves as the expert group, providing advice to ICAO on cabin-safety-related matters, and assisting in the development or revision of requirements, guidance material and implementation support to enhance cabin safety on a global scale. The ITF is an active member of this group. After two years of work, the ICSG completed the Manual on the Approval and Use of Child Restraint Systems (Doc 10049). States that adopt the guidance contained in this manual will ensure that each infant or small child traveling on board an aircraft is in a dedicated seat and CRS appropriate to their size and weight, and afford them the same protections granted to all other aircraft occupants during critical phases of flight and turbulence. This paper summarizes the manual's guidance and provides suggestions for harmonizing the approval and use of CRS.

Action: The Assembly is invited to:

- a) note the work undertaken by ICSG since the 38th Assembly on the subject of CRS;
- b) request member States to implement the guidance included in Doc 10049 to ensure adequate approval and use of CRS at the national level;
- c) work with States and Industry to promote the use of suitable restraint systems for infants and children; and
- d) request the Council to develop clear, consistent guidance on the harmonization of CRS approvals to promote the mutual recognition of CRS among States and encourage their use at the international level.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	ITF human resources will be offered to help develop guidance material.
<i>References:</i>	Doc 10049, <i>Manual on the Approval and Use of Child Restraint Systems</i> .

¹ English, Arabic, Chinese, French, Russian and Spanish versions provided by ITF.

1. INTRODUCTION

1.1 Global standardization of regulations and guidance are core functions of ICAO. ICAO Standards in Annex 6 – Operation of Aircraft, Part I – International Commercial Air Transport-Aeroplanes state that aeroplanes shall be equipped with a seat or berth for each person over a certain age as determined by the State of the Operator. Use of seats or berths, and the proper use of occupant restraints provided on those seats or berths are two basic and key factors in enhancing the survival of occupants in an accident. However, seats and restraints on-board aircraft are designed for adults, not infants or children, whose sizes, weights, body proportions, and anatomies differ significantly from adults.

1.2 The majority of States require infants and children (defined by age, weight, and/or height) to use an approved CRS when travelling in a motor vehicle. In many States, there are no equivalent regulations for air travel. Certain States have regulations on CRS; others have recommendations on their use. Most States recommend that all occupants be restrained. However, there are variations in the types of CRS that may be used on board aircraft and in their effectiveness. Additionally, there is no internationally harmonized approach to double-seat occupancy. This means that parents may be permitted to lap-hold infants during a flight (with or without a supplemental restraint). Parents may do this assuming because it is permitted by regulations, that it is a safe practice.

1.3 Unfortunately, this assumption is contrary to expert opinion. In fact, it is not possible for a parent to physically restrain an infant or small child being held on the lap of a parent, especially during sudden accelerations and/or decelerations, unanticipated or severe turbulence, or during impact. An infant or small child carried on a parent's lap is not provided an equivalent level of safety as other occupants who are in their own seats or berths and properly restrained.

2. DISCUSSION

2.1 At the 38th Session of the General Assembly, held in 2013, the Technical Commission of the Assembly reviewed two working papers on CRS, one by the United States and one by the ITF, and agreed on the need to develop harmonized provisions addressing CRS. The ICAO Cabin Safety Group (ICSG) was tasked with developing guidance for the approval and use of CRS on board aircraft. That two-year effort resulted in the publication of Doc 10049, Manual on the Approval and Use of Child Restraint Systems.

2.2 Recognizing that there is no internationally harmonized approach to the approval, acceptability, and use of CRS on board aircraft, Doc 10049 contains guidance for States on those issues. This lack of harmonization between States has been one obstacle preventing a more consistent and seamless use of CRS when interlining between domestic and foreign operators on international flights. During discussions in the ICSG, representatives from States and Industry agreed that further efforts should be aimed at States, so that they may consider allowing operators to accept CRS approved for use by foreign States. Therefore, the experts in the group agreed that the next step in the issue of CRS implementation would be for States to broaden the categories of CRS approved for use on board aircraft to include CRS meeting the standards of the United Nations or approved by a foreign State. This would necessitate the development of clear, consistent guidance on the harmonization of CRS approvals to promote the mutual recognition of CRS among States and encourage their use at the international level.

2.3 Doc 10049 also, contains guidelines for public information campaigns to help parents understand the safety benefits of using CRS on board aircraft. Past experiences by other organizations, for example, on the use of restraints for infants and children in automobiles, have shown that public information campaigns help raise awareness of the issues and also make future initiatives or requirements more easily accepted. Similar benefits should be sought in aviation: Promotional campaigns to raise the awareness of parents increase their safety consciousness, and ultimately ensure that use of CRS on board aircraft becomes a social norm, as has occurred in automobiles across many States.

3. CONCLUSION

3.1 ICAO Doc 10049 provides guidance for the approval and use of CRS, to help ensure one level of safety for all aircraft passengers regardless of age, size, or weight. To ensure one level of safety for all passengers (child and adult), ICAO should encourage the implementation of the guidelines in Doc 10049 by the Member States. The manual was a major first step for the Organization, developed in collaboration with States and Industry. Further action is required on processes for the mutual recognition of CRS approvals between States. This is an important step to ensuring more widespread use of CRS. Promotional campaigns on the use of CRS, by States and Industry, can help raise the awareness and ultimately ensure that use of CRS on board aircraft becomes a social norm.

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