

## **AIR NAVIGATION ORDER 2000**

### **GENERAL EXEMPTION**

#### **CHILD RESTRAINT (PUBLIC TRANSPORT)**

1. The Civil Aviation Authority (“the Authority”), in exercise of its powers under Article 127 of the Air Navigation Order 2000 (“the Order”) hereby exempts any aircraft registered in the United Kingdom and flying for the purpose of the public transport of passengers, together with the operator and commander thereof from:-
  - a) the requirements of Article 14(2) and paragraph 4(2)(b), paragraph 4(13)(b) and paragraph 5 Scale B(i)(d) of Schedule 4 to the Order for such aircraft to be equipped with a child restraint device for every child under the age of two years on board, and
  - b) the requirements of Article 45(2)(d)(i),subject to the conditions set out below.
2. In relation to any flight in respect of which this Exemption is relied upon the following conditions shall apply:-
  - (a) The Commander of the aircraft shall from the moment when, after the embarkation of its passengers for the purpose of taking off, it first moves until after it has taken off, and before it lands until it comes to rest for the purpose of the disembarkation of its passengers, and whenever by reason of turbulent air or any emergency occurring during the flight he considers the precaution necessary, take all reasonable steps to ensure that:
    - (i) All passengers of three years of age or more are properly secured in their seats by safety belts (with diagonal shoulder strap where required to be carried) or safety harness.
    - (ii) All passengers under the age of three years but not less than two years are properly secured in their seats by safety belts (with diagonal shoulder strap where required to be carried) or safety harness, or are properly secured in a car type safety seat which either conforms with the characteristics listed in Part 1 of the Schedule hereto or is of a type specified in Part 2 of the Schedule hereto (hereinafter referred to as “a safety seat” for both Parts of the Schedule) and which safety seat is in turn properly secured to an aircraft passenger seat.
    - (iii) All passengers under the age of two years but not less than six months are properly secured by means of a child restraint device which meets the requirements of Scale B(i)(d) aforesaid or are properly secured in a car-type safety seat which conforms with the characteristics listed in Part 1 of the Schedule hereto and which safety seat is in turn properly secured to an aircraft passenger seat.
    - (iv) All passengers under the age of six months are properly secured by means of a supplementary loop restraint device which meets the requirements of Scale B(i)(d) aforesaid.
  - (b) A safety seat shall not be located in a row of seats which is either adjacent to an emergency exit or is immediately forward or aft of such a row.

- (c) (i) Subject to sub-paragraph (ii) below, no more than one safety seat shall be permitted in any one row which safety seat shall be located on a passenger seat adjacent to the fuselage of the aircraft.
  - (ii) If more than one child is travelling as part of a group, each such child may be placed in a safety seat in the same row provided that one safety seat is located on a passenger seat adjacent to the fuselage of the aircraft and provided further that without prejudice to paragraph (d) below, in such a case the only persons seated so that there is a safety seat between themselves and the nearest aisle shall be persons travelling as part of that group.
  - (d) At least one seat adjacent to a safety seat shall be occupied by a physically able person of not less than 14 years of age who is responsible for the occupant of the safety seat (“a responsible person”) except that when the seat is secured to an aisle seat the responsible person may be seated in the aisle seat immediately across the aisle from the safety seat.
  - (e) The safety seat shall be secured to the aircraft passenger seat by means of the adult safety belt, with the safety seat positioned on the cushion of the passenger seat.
  - (f) The operator of the aircraft shall, before permitting the use of a safety seat, take all reasonable steps to ensure that the safety seat conforms with Part 1 or Part 2 of the Schedule hereto.
  - (g) A safety seat shall only be used when fitted in the same direction as the passenger seat on which it is positioned and only if that passenger seat is aligned with the fore and aft axis of the aircraft.
  - (h) Each safety seat shall be secured to a passenger seat throughout the flight and no passenger other than the designated child may occupy that seat.
  - (i) A safety seat shall only be installed as an alternative to approved restraint devices in accordance with the installation directions detailed in the Schedule hereto.
  - (j) Where a safety seat is adjustable in recline it must be set upright for all occasions when passenger restraint devices are required to be used.
  - (k) Sub-paragraphs 2(b), (c) and (d) shall not apply if alternative seating arrangements which have been approved in writing by the Authority are complied with.
3. This Exemption shall remain in force from 1 October 2001 until 30 September 2002 unless previously revoked.

Signed.....  
G. B. Parker  
*for the Civil Aviation Authority*

4 September 2001  
Date.....

This Exemption will be revoked if at any time it would be inconsistent with a standard adopted pursuant to the European Commission Regulation on the Harmonisation of Technical Standards for Civil Aviation for it to remain in force.

**AIR NAVIGATION ORDER 2000**

**SCHEDULE**

**PART 1 - CAR-TYPE SAFETY SEATS**

Definition

Car-type safety seat. - A car-type safety seat is an assembly consisting of a shaped seat on which a child is restrained and which rests on an aircraft seat anchored only by the adult safety belt.

Car-type Safety Seat Characteristics

- a. A car-type safety seat (“safety seat”) must have a well-defined shell and, where there is a separate shell and understructure they must be securely attached to each other.
- b. A safety seat must be of such a design that a child can easily and quickly be secured in or removed from the seat.
- c. A safety seat must have a single release type harness which at least secures a child’s lap, torso and shoulders.
- d. The single release device for the harness of a safety seat must be of such a design as to prevent unreasonably easy release by the child occupying the safety seat.
- e. The harness straps of a safety seat must be of a minimum width of 1"/25mm.
- f. Any lift-type adjusters on the harness straps of a safety seat must be of a type that require a positive angular lift to release.

Car-type Safety Seat Installation Directions

- a. Safety seats with an integral harness must not be installed such that the adult safety belt is secured over the child.
- b. The buckle of an adult safety belt must not lie on any sub-frame member of the safety seat after tightening.
- c. The lower part of the safety seat whether it be the shell or understructure thereof must not unreasonably extend beyond the front of the passenger seat on which it rests.

**PART 2 - AIRCRAFT-TYPE SAFETY SEATS**

- 1. Aviation Furnishings International Limited -  
Type 2040-1 Carechair.  
  
Or
- 2. Any other Aircraft Type Child Seat which is specifically designed for aircraft applications and meets the minimum performance standards required by the Authority.