

105TH CONGRESS
1ST SESSION

H. R. 754

To amend title 49, United States Code, to require the use of child safety restraint systems approved by the Secretary of Transportation on commercial aircraft.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 13, 1997

Mr. DeFAZIO (for himself, Mr. SHAYS, Mr. CONYERS, Mr. HINCHEY, Mr. FILNER, Mrs. MORELLA, Mr. ABERCROMBIE, Mr. NADLER, Mr. EVANS, Mr. HORN, Ms. WOOLSEY, Mr. BLAGOJEVICH, Ms. NORTON, Ms. JACKSON-LEE of Texas, Mr. RAHALL, Mrs. CARSON, Mrs. MALONEY of New York, Mr. MASCARA, Mr. FLAKE, Mr. GONZALEZ, Mrs. CLAYTON, Mr. LANTOS, Ms. PELOSI, and Mr. DAN SCHAEFER of Colorado) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to require the use of child safety restraint systems approved by the Secretary of Transportation on commercial aircraft.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. CHILD RESTRAINT SYSTEMS ON COMMERCIAL**
 2 **AIRCRAFT.**

3 (a) IN GENERAL.—Chapter 447 of title 49, United
 4 States Code, is amended by adding at the end the follow-
 5 ing new section:

6 **“§ 44725. Child restraint systems**

7 “Not later than 90 days after the date of the enact-
 8 ment of this section, the Secretary shall issue regulations
 9 requiring the use of child safety restraint systems ap-
 10 proved by the Secretary on any aircraft operated by an
 11 air carrier in providing interstate air transportation, intra-
 12 state transportation, or overseas air transportation. Such
 13 regulations shall establish age or weight limits for children
 14 who are to use such systems.”.

15 (b) CLERICAL AMENDMENT.—The table of sections
 16 at the beginning of such chapter is amended by adding
 17 at the end the following new item:

“44725. Child restraint systems.”.

18 **SEC. 2. INTERNATIONAL STANDARD.**

19 It is the sense of Congress that the United States
 20 representative to the International Civil Aviation Organi-
 21 zation should seek an international standard to require
 22 that passengers on a civil aviation aircraft be restrained
 23 on takeoff and landing and when directed by the captain
 24 of such aircraft.