

114TH CONGRESS
2D SESSION

H. R. 4573

To provide for research on the use of child restraint devices on commercial aircraft.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 12, 2016

Mr. PERLMUTTER introduced the following bill; which was referred to the Committee on Science, Space, and Technology

A BILL

To provide for research on the use of child restraint devices 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,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Lap Children Safety
5 Research Act”.

6 **SEC. 2. LAP CHILDREN SAFETY RESEARCH.**

7 (a) IN GENERAL.—Due to the fact that few child re-
8 straint devices are currently approved for use during crit-
9 ical phases of flight on commercial passenger aircraft, the
10 Administrator of the Federal Aviation Administration

1 shall ensure that research in this area encourages the as-
2 sessment and development of new and innovative tech-
3 nologies and devices which improve the safety for children,
4 parents, and other passengers.

5 (b) RESEARCH.—The Administrator shall require the
6 Civil Aeromedical Institute to initiate a research program
7 focused on improving the safety of child restraint devices
8 used during operations of a commercial passenger aircraft.

9 (c) REPORT.—Not later than 1 year after the date
10 of enactment of this Act, the Administrator shall transmit
11 a report on the results of the research conducted under
12 this section to the Committee on Science, Space, and
13 Technology of the House of Representatives and the Com-
14 mittee on Commerce, Science, and Transportation of the
15 Senate. This report shall include—

16 (1) an identification of the number of children
17 under age 2 traveling each year for the past 5 years
18 on commercial aircraft, and a description of the
19 types or methods of child restraint utilized, if any;

20 (2) an assessment of the safety of unrestrained
21 lap children under age 2 (being unrestrained or re-
22 strained only by the arms of the child's parent), and
23 whether this situation is the proper comparison for
24 child restraint devices to determine child safety;

1 (3) an evaluation of the requirements to dem-
2 onstrate an equivalent level of safety to TSO-C100c
3 for a child restraint device attached to a parent’s
4 seatbelt, or other known child restraint devices;

5 (4) an assessment of whether the standards in
6 section 571.213 of title 49, Code of Federal Regula-
7 tions, can be met by a child restraint device attached
8 to a parent’s seatbelt, or other known child restraint
9 devices, and whether certain child restraint devices
10 could offer additional protection compared to an un-
11 restrained lap child;

12 (5) the results of any testing performed by or
13 for the Civil Aeromedical Institute, in the last 5
14 years, in support of any evaluations described in this
15 section;

16 (6) a determination of whether the conclusions
17 in the Civil Aeromedical Institute’s 1994 report ti-
18 tled “The Performance of Child Restraint Devices in
19 Transport Airplane Passenger Seats” need to be up-
20 dated and the basis for such determination; and

21 (7) recommendations to the Administrator and
22 to the Congress on potential changes to the Code of
23 Federal Regulations or relevant laws to allow addi-
24 tional child restraint devices to be used during all

- 1 phases of flight to keep children, their parents, and
- 2 other passengers safe.

