

103<sup>D</sup> CONGRESS  
1<sup>ST</sup> SESSION

# H. R. 1533

To amend the Federal Aviation Act of 1958 to require the use of child safety restraint systems approved by the Secretary of Transportation on commercial aircraft.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 30, 1993

Mr. LIGHTFOOT (for himself, Mrs. UNSOELD, Mr. DE LUGO, Mr. VENTO, Mr. JACOBS, Mr. SHAYS, Mr. ACKERMAN, Mr. CLINGER, Mr. FROST, Ms. NORTON, Mr. WYNN, Mr. LANTOS, Mr. McDERMOTT, Mr. FILNER, Mr. LEACH, Mrs. MEEK, Mr. FISH, Mrs. MALONEY, Mr. TOWNS, Mr. ROMERO-BARCELÓ, Mr. LAZIO, Ms. ROYBAL-ALLARD, Ms. KAPTUR, and Mr. HANCOCK) introduced the following bill; which was referred to the Committee on Public Works and Transportation

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## A BILL

To amend the Federal Aviation Act of 1958 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,*

3 **SECTION 1. CHILD RESTRAINT SYSTEMS ON COMMERCIAL**  
4 **AIRCRAFT.**

5 (a) IN GENERAL.—Section 601 of the Federal Avia-  
6 tion Act of 1958 (49 U.S.C. App. 1421) is amended by  
7 adding at the end the following new subsection:

1       “(g) CHILD RESTRAINT SYSTEMS.—Not later than  
2 90 days after the date of the enactment of this subsection,  
3 the Secretary shall issue regulations requiring the use of  
4 child safety restraint systems approved by the Secretary  
5 on any aircraft operated by an air carrier in providing  
6 interstate air transportation, intrastate transportation, or  
7 overseas air transportation. Such regulations shall estab-  
8 lish age or weight limits for children who are to use such  
9 systems.”.

10       (b) CONFORMING AMENDMENT.—The table of con-  
11 tents contained in the first section of such Act is amended  
12 by inserting at the end of the matter relating to section  
13 601 the following new item:

      “(g) Child restraint systems.”.

14 **SEC. 2. INTERNATIONAL STANDARD.**

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

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