



EASA

European Union Aviation Safety Agency



Flying

with children

When flying with children, always contact your airline or its National Aviation Authority to ensure that you have all the information you need.

The main questions to focus on are summarised here:

What options do I have when flying with children?



For Infants (aged up to and including 24 months)

- Infant is secured in a child seat on an aircraft seat;
- OR
- Infant may travel on an adult's lap secured by an 'infant seat belt'.

Infant travelling on parent's lap

The infant seat belt, to secure the infant, will be provided by cabin crew members and it must be used during taxiing, take-off, landing, turbulence and anytime the captain decides so. The infant seat belt must not be removed from the aircraft.



For Children (aged more than 24 months and less than 12 years)

- Child is secured on an aircraft seat using the standard aircraft seat lap belt;
- OR
- Child is secured in a child seat on an aircraft seat.

Several studies have concluded that the use of a child seat for both infants and children provides a level of safety equivalent to that provided to adult passengers.



How to use a child seat on board

- **Check** that your child seat is approved for *'use in aircraft'*. There will be a label/text on the child seat and the manufacturer's manual will contain instructions as to how to install it on an aircraft seat. This can be different than the installation in your car. Carry the manufacturer's instructions with you on your flight so the cabin crew can check the correct installation method.
- **Consult** your airline. Most airlines include information and tips on travelling with infants and children on their websites. Use of a child seat, even if it is approved for aircraft use, is at the discretion of the airline and depends on its policy. Your airline will provide you with all information you need.
- **Contact** your airline to check whether your child seat is acceptable for use on board. Remember to check whether the width and height of your child seat will fit the aircraft seat and to enquire about the procedures for its use on board.
- **Ask** the airline whether it provides child seats on board. EASA has certified an infant/child seat known as 'Child Restraint System (CRS)' suitable for infants and children up to 18 kg in weight or 100cm in height. It can be installed in forward-facing and rear-facing positions and on oblique-facing seats.
- **Window** passenger seat is the preferred location for use of a child seat. Other locations may be acceptable provided the child seat does not obstruct passenger access to the nearest exit. The number of child seats per seat row depends on the airline's policy.
- **Keep** the child seat secured to a passenger seat during all phases of flight, unless it is properly stowed when not in use.
- **If** the child seat can be reclined, it needs to be in an upright position whenever passengers are required to fasten their seat belts.
- **Avoid** installing your child seat on a seat next to the aisle or in a seat/row leading to an emergency exit. The child seat should not be located in a row immediately forward or aft of an emergency exit.
- **Don't attach** the child seat on a passenger seat equipped with an airbag or in the area of airbag deployment.

Countries outside the European Union may have different rules on infants and children. Consult your airline before your flight.

Child seat options

Car & Aircraft use



Forward-facing child seat

A forward-facing child seat can be installed on both a forward and a rear-facing aircraft seat but only when fitted in the same direction as the aircraft seat itself. If the aircraft seat is equipped with an airbag, speak to the cabin crew. Check the manufacturer's instructions for the correct installation technique on an aircraft seat. Installation may require a 'belt shortener'. If this is necessary, it will be stated in the manufacturer's instructions. The 'belt shortener' can be obtained from the child seat manufacturer.

Rear-facing child seat

A rear-facing (also referred to as 'aft-facing') child seat is recommended for use in cars for infants and children up to the age of 4 years. A rear-facing child seat can be used on board but can only be installed on a forward-facing aircraft seat. If the aircraft seat is equipped with an airbag, speak to the cabin crew. Check the manufacturer's instructions for the correct installation technique on an aircraft seat. Installation of your rear-facing child seat on an aircraft seat may require a 'belt shortener'. If this is necessary, it will be stated in the manufacturer's instructions. The 'belt shortener' can be obtained from the child seat manufacturer. The use of a rear-facing child seat on board an aircraft may be limited due to the distance between passenger seat rows (so-called 'seat pitch').

ISOFIX (or equivalent)

A child seat designed and approved to be attached to a seat only by means of ISOFIX or its equivalent (e.g. LATCH) can be installed only on aircraft seats equipped with such connecting (anchorage) points. Check your manufacturer's instructions for the approved installation technique(s) and whether your child seat is also approved to be attached to an aircraft seat by a seat belt.

High-back booster seat

A high-back booster seat may be approved in some regions of the world for use on board an aircraft. Some high-back booster seats can be used in Europe. If you have a high-back booster seat, check the manufacturer's instructions to see whether your child seat has been tested and is approved for use in aircraft. If you are not certain, contact the manufacturer of the child seat. You need to also consult your airline or its National Aviation Authority to find out whether national legislation allows a high-back booster seat on board.



Booster seat-cushion

A booster seat-cushion cannot be used in aircraft.



Other devices

Aircraft use only

MERU Travel Chair®

The **MERU Travel chair** is a support device for carriage of young passengers that need additional postural support in order to sit on an aircraft seat (this chair is not a certified child restraint device). This support device can be used on a variety of aircraft however the installation is limited to certain aircraft seats only. Contact your airline or your National Aviation Authority if you are planning to use the MERU Travel Chair on board.

For other individual medical seating aids, contact your airline or your National Aviation Authority.

Baby Bassinet

Please visit [EASA's website](#) for more frequently asked questions on the subject.

Amsafe CARES® device

If you have the CARES, contact your airline or its National Aviation Authority to check whether they permit this device on board.



Child seats accepted by EU rules



EU child seat

This child seat must have two approval markers:

- Label ECE R44-04 (the last two digits must be 03 or 04 or a higher number) or the label ECE R129, and
- Qualification sign* attesting that the child seat is approved for use in aircraft. This qualification sign is issued by an organisation conducting testing of child seats for use in aircraft. The technical standard must be acceptable to the airline and to its National Aviation Authority.

(*) There is no regulation governing the appearance of this qualification sign or whether it should be a label, another mark or a sentence in the manufacturer's instructions. If in doubt, check the manufacturer's instructions. Alternatively, contact the National Aviation Authority or the child seat manufacturer.

OPTION 1
(UN) ECE R44-04 and Qualification sign
'For Use in Aircraft'

ECE R44-04
Universal
Weight group Y



Approval number

AND

Qualification sign
(eg.: label)

ATTESTING THE CHILD SEAT
IS APPROVED FOR USE
IN AIRCRAFT

Picture: ECE R44-04: The shape and colour are for illustration purposes only.
Reference: Regulation No 44 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform provisions concerning the approval of restraining devices for child occupants of power-driven vehicles ('Child Restraint Systems').

OPTION 2
(UN) ECE R129 and Qualification sign
'For Use in Aircraft'

iSize
Universal ISOFIX
Size Range



Regulation No. 129/**
Approval Number

AND

Qualification sign
(eg.: label)

ATTESTING THE CHILD SEAT
IS APPROVED FOR USE
IN AIRCRAFT

Picture ECE R129: The shape and colour are for illustration purposes only.
Reference: Regulation No 129 of the Economic Commission for Europe of the United Nations (UN/ECE) – Uniform provisions concerning the approval of enhanced Child Restraint Systems used on board of motor vehicles (ECRS).

Examples of qualification signs issued by TÜV Rheinland Kraftfahrt GmbH in accordance with TÜV/958-01/2001: the older version of the label may contain the word 'Tested' or 'Geprüft'. The new version contains the term 'Certified' or 'Zertifiziert'. Information on child seats qualified for use in aircraft:

<https://www.tuv.com/landingpage/en/manufacturer-of-child-seats/index.html>



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Child seats from outside EU



USA



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Child seat approved for use in motor vehicles and in aircraft according to US FMVSS No 213 must bear one or two labels displaying these two sentences (the text is usually merged on one label):

'This child restraint system conforms to all applicable federal motor vehicle safety standards'

and

'This restraint is certified for use in motor vehicles and aircraft' - this sentence is in red letters

Canada

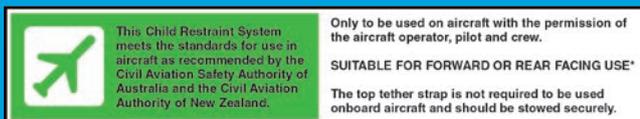


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Child seat approved in motor vehicles and in aircraft according to the Canadian technical standard CMVSS 213/213.1 and bearing the Canadian National Safety Mark:

http://www.tc.gc.ca/en/services/aviation/reference-centre/advisory-circulars/ac-605-003.html#s4_1

Australia / New Zealand



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Child seat approved for use in motor vehicles and in aircraft in accordance with the Australia/New Zealand's technical standard AS/NZS 1754:2013 and its later amendments, and bearing the label with the green part 'For Use in Aircraft':

<https://www.casa.gov.au/files/2352pdf>

<https://www.aviation.govt.nz/passenger-information/cabin-safety-for-passengers/child-restraints/>

The above options are non-exhaustive. A child restraint device* can also be certified for use in aircraft by EASA according to the European technical standard ETSO-C100c or through EASA Type Certificate or Supplemental Type Certificate. These two options are however more relevant to child seat manufacturers, airlines and National Aviation Authorities who can obtain more information from the EASA Certification directorate.

The parent may have a child restraint device* manufactured and tested according to technical standards other than those listed in the above options. Those other technical standards must have equivalent safety requirements and the product (the child restraint device) should be marked with a qualification sign showing the name of the qualification organisation and the identification number related to the associated qualification project. The qualification organisation and the child restraint device need to be acceptable to the airline and to its National Aviation Authority.

(*) *child seat or other restraint device*

If you have a child seat or a child restraint device and you are not sure to which category above it belongs to, contact your airline or its National Aviation Authority.

Did you know?



Maximum number of infants or children per passenger

EU rules do not mandate a specific number. This policy is established by the airline. This information will be provided by your airline or by the airline's National Aviation Authority.

The airline is responsible for the safety of all passengers and the passenger is responsible for his/her infant/child. Before the airline establishes a policy on the number of infants or children that can accompany one adult person, the airline considers many aspects such as evacuation, decompression, turbulence, how seats are arranged in the aircraft, the age of the child and the ability to understand and physically respond to instructions, and whether you (as the guardian) have the possibility to reach and help your infant/child in an emergency. Therefore following the airline's instructions is necessary.

How many passengers can share the same seat on a flight?

EU rules permit double-seat occupancy only in one case: one adult and one infant.

An illustration of a hand in a blue sleeve holding a white airplane. The background is light blue with several white cloud outlines.

Let's #haveasafeflight

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