

Safer Children – Testimonials

SAFER CHILDREN... Wanted: Good Common Sense...

Infant seats on airplanes are long overdue and the FAA is strongly urged to mandate this safety measure without further delay. Every person over two years of age, traveling on aircraft, is required to be seat belted for take-off and landing, and whenever the captain deems it unsafe to be unbuckled -- yet the most vulnerable, children under two years of age, are allowed to sit on a passenger's lap. This not only places the child/infant at risk of becoming a human missile, but also any passenger whom the child impacts. This unsafe practice has endured far too long, and in past years caused deaths in Sioux City and Charlotte NC. Will it take another death to finally produce responsibility and safety for these helpless children?

It is unconscionable that infant safety should be so callously ignored and left to chance and luck. There is no documentation for the injuries 'lap' children have incurred through turbulence or an infrequent crash, but they are on the front line of risk in any 'g-force' type situation. Children under the age of 2 are required to be in a child seat on all U.S. military aircraft, and commercial airlines have taken a step in the right direction by offering parents a half price ticket for their infant. Stop this 'russian roulette' mentality and require that our treasured children be placed in a child restraint seat with a seat belt, just as they are required in a car traveling at a fraction of air speed.

**Jan Lohr , Surviving Flight Attendant, United 232, Sioux City, IA, July 19, 1989.
janlohr28@aol.com**

A Personal Note from Stephanie Manus - 1999 – Facts and need are the same today!

My 2 year old is alive today because I choose to purchase a seat so that she could be secured in a child restraint seat. Emily 2, Lauren 4, and myself were passengers aboard American Airlines flight 1420, the plane which crashed upon landing at Little Rock Airport in Arkansas on June 1st, 1999 At 11:51p.m.

Never could I have imagined we would be in an airplane crash. I know that if it hadn't been for Emily being secured in her own seat that she would have died in the crash. The force of the plane crash landing and with the speed the plane was going, there was no way that I could have held onto her. The plane broke in half, whipped around and came to a slamming halt. Things had been thrown throughout the plane, and those that could, struggled to get out of the disaster.

The FAA and the airlines need to make it mandatory that all children be secured in a child restraint. This has taken a ridiculous amount of time already and there is no good reason for not having regulations mandating child restraints. FAA excuses need to stop and action needs to take place.

I am asking parents, guardians, and family members to take the necessary precautions to give our children a chance in case something in the air or on the ground should happen. Unfortunately, we don't know when these things will occur and that is why we need to secure our children in a child restraint to keep them safe. When you make a reservation also confirm a seat for all of your children, and prepare to have your child restraint seat with you when you travel by air, so that we take all the extra precautions that children deserve.

Please help us tell the FAA and the airlines that this is not only important but, an urgent matter. Everyday that goes by hundreds of children are put at risk simply by not being secured in a child restraint in flight. Let's help protect our children.

If you have any comments or concerns please e-mail me at jmanusjr@yahoo.com Thank you!
Stephanie Manus

From Vanessa Carrington – mother of two

"We reflect in disbelief to a time when children were in cars without car seats or seatbelts. How many lives could have been saved if we knew then what we know now? If airlines don't allow a passenger to keep a bag on their lap during taxi, take-off and landing, why would they allow a child on the lap? We know better and have the resources to require safety standards for those who cannot protect themselves. Safety for our children is our responsibility and their right."

Vanessa Carrington -mother of two
Mother on Pan Am 103 -December 21st, 1988
415-775-7009, San Francisco, California

"NADA/F GOALS" – We continue to support Required Child Restraint Seats (CRS):

At the NADA/F 1998 Annual Meeting the membership unanimously endorsed the following:
"The FAA should direct the airlines to require that all passengers under the age of two be secured in a child restraint seat. All passengers should have safe transportation, especially our children. The FAA hue and cry that parents will take to the highways does not stand the test--planes are full of children over the age of two. All children should have a seatbelt on board a flight, as required for the rest of the passengers."

December 15, 1999, Jane Garvey, FAA Administrator, stated that the FAA would mandate child restraint seats on airplanes for children under the age of 2. This followed years of recommendations by the NTSB, the Association of Flight Attendants, NADA/F and other safety groups. Children under age 2 can now travel as "lap children" on an adult's lap, which places them at risk of becoming human missiles during turbulence or an accident.

Fall 2001 NADA/F has asked Transportation Secretary Norman Mineta, FAA Administrator Jane Garvey, and/or President Bush to approve an Emergency Order to protect our children on commercial flights. Child restraint seats have been required since 1982 for children traveling in cars, traveling at 50-60 mph, a fraction of the 500-mph flight speed; and child restraint seats have long been required for all children on military flights.

As a consequence of the events that occurred on September 11, 2001, pilots are now permitted to take immediate response to in-flight dangers. Pilots at the aircraft controls may want to place their aircraft into unusual attitudes, such as near-acrobatic maneuvers, pulling high-Gs (both negative and positive), or a combination of control inputs in order to dislocate and thwart a threat. Pilots have informed us at NADA/F that they will be proactive to the fullest extent possible in saving their passengers and averting disaster. NADA/F wholeheartedly supports these heroic acts whereby lives can be saved.

Although such extreme actions may be necessary, they would cause abrupt changes in aircraft altitude not unlike clear air turbulence, when descent or ascent rates can instantaneously change at rates of 3000 to 4000 feet per minute (i.e., 60 to 70 feet per second), similar to falling three stories.

In light of these potentially necessary maneuvers, NADA/F requested the following Emergency Order in fall 2001 for the safety of all passengers:

- All children under the age of two are required to be in an approved child restraint seat. The approved seat should meet specific TSO, Technical Standard Orders, or, as an interim measure, meet certain standards used in the automobile industry.**

In summary, should pilots engage in defensive aerial maneuvers, unsecured passengers (especially infants and young children) are subjected to high rates of descent or ascent and are at risk of fatal injury in the same manner as caused from being thrown from a third floor window. Simple prevention and proactive regulation by the DOT and the FAA can prevent needless casualties and loss of life.

NADA/F member and former United Airlines Flight Attendant Jan Lohr stated,

"There is no moral justification for this delay. A policy, which now allows less protection for infants than for adults is a morally bankrupt and unconscionable policy. Family values begin at birth, not at age two. We urge the DOT and FAA to approve this long overdue, much needed, common sense mandate that ALL passengers, including infants, be protected with a safe seat restraint."

The American Academy of Pediatrics, on November 5, 2001, also called for an end to lap travel for children under two.

WHAT CAN WE DO? WE NEED YOUR HELP!

- When you fly, and purchase a seat for each child, ask the airlines if they offer in-flight child restraint seats, or if you should supply your own car seat(s). Make certain that children of all ages are safely secured.
- Tell the airlines that safe seats should be their requirement for ALL passengers!
- Clip, sign, and mail the form at the bottom to tell the FAA that you want action!
- Contact NADA/F if you would like to become more involved and work with others to Chair this Action! (888-444-NADA-phone)

Please mail the following to:
Federal Aviation Administration, Administrator, AOA-1
800 Independence Ave. S.W., Washington DC 20591



Dear FAA Administrator:

Please do everything possible to mandate that passengers under the age of two are also required to be secured in-flight by requiring the use of appropriate Child Restraint Devices. All passengers should have safe transportation, especially our children. We need your help to require the airlines to do the right thing as soon as possible.

Sincerely yours,

Name _____

Address _____

Additional Comments _____