

From the survivability point of view there is no point in ensuring passenger survival if there are no flight attendants to supervise the subsequent emergency evacuation. Flight attendants seats are already more securely attached to the airframe of aircraft so that any crash loadings they are exposed to are not attenuated/cushioned to the same degree as those from a passenger seat having energy absorbing potential.

Mandating 16g seats will not improve infant survivability. Current rules requiring children under 2 years to be held by a parent (if no child safety seat is available/provided) are effectively a death warrant for the child. A rule mandating the use of rearward and forward facing child restraints is also required. At the 1999 NTSB meeting on child safety Jane Garvey (head of FAA) promised mandatory child restraints. In a separate interview with Air Safety Week she suggested an NPRM would be published by the end of 2000. What happened to it? The present status quo is effectively discrimination against children. If 16g seating is to be mandated then the seats should also provide better means of anchoring child restraints to ensure that the levels of safety achieved by child restraints in cars are also achieved by child restraints in aircraft. This is achievable as research at CAMI has demonstrated.