

## **2017 ALPA Aviation Security Conference**

Wednesday, March 29

Remarks by Capt. Tim Canoll, ALPA President

*As prepared for delivery*

Thank you, Capt. DePete, for that introduction. And thank you, ladies and gentlemen, for joining us here today at ALPA's 2017 Aviation Security Conference. As it turns out, the timing of this conference could not have been better due to all that is going on with respect to terrorism and airline security.

But I would like to start with a little prologue. In the wake of the 9/11 attacks on the United States, ALPA pilots turned tragedy into action by immediately helping to lead the Department of Transportation's Airport and Aircraft Security Rapid Response Team. The team forged and submitted security recommendations to the U.S. Department of Transportation less than two weeks after that terrible day.

In Canada, ALPA called for bringing air marshals on board aircraft in the wake of the attacks. Canada did so by putting in place the Canadian Air Carrier Protective Program, which includes Royal Canadian Mounted Police Aircraft Protective Officers, some of whom are with us here today.

But ALPA's dedicated response to the 9/11 attacks was no one-off. For more than 85 years, our pilots have demonstrated a deep appreciation of the essential nature of air transportation security—and the need for constant vigilance and innovation to advance it in the face of ever-changing threats. We understand that the security of the North American airline industry is indeed our nations' security.

For example, as early as 1961, ALPA took a stand against the threat posed by terrorist action aboard aircraft by urging President Kennedy to sign legislation that made aircraft hijacking a federal crime.

In 1972, ALPA demanded that President Nixon require the implementation of physical passenger screening, which he did by legislation signed in 1974.

As part of the Association's push for enhanced security following the 9/11 attacks, our union's advocacy led to the Arming Pilots Against Terrorism Act, which established a program to select, train, and equip pilots as Federal Flight Deck Officers. We'll hear more about the FFDO program later today. ALPA also played a pivotal role in pushing for the installation of reinforced cockpit doors on U.S. and Canadian airliners and in revising anti-hijacking procedures known as the Common Strategy.

ALPA helped establish Known Crewmember, TSA's first risk-based security initiative, which provides enhanced security screening for airline crewmembers, in partnership with Airlines for America and the TSA.

The KCM program has provided more than 65 million screenings since risk-based security screening of crewmembers began in 2008. Fifty-nine airlines now use the system, and nearly 400,000 screenings are conducted at a total of 160 checkpoints each week at 73 airports.

Whether past or present, our union regards aviation security as national security—both in the United States and Canada. In 2017, we're working harder than ever to advance aviation security. In February, for example, ALPA joined Canada's Minister of Transport, the Honourable Marc Garneau, at a news conference marking National Aviation Day in Canada. We used the opportunity to urge Canadians to reach out to law enforcement if they witness someone pointing a laser at an aircraft.

The illegal use of lasers is just one example of the many technological threats that the airline industry confronts every day.

Unmanned aircraft systems are another evolving technology that poses significant risk to aviation. We know from the FAA's recently released 2016 data that UAS are more often encountered in environments that are far too close to airliners carrying passengers and cargo.

From a drone reported at the same altitude as a Boeing 777 on five-mile final approach to San Francisco International Airport to a near mid-air collision reported by an airline pilot on six-mile final at New York's LaGuardia Airport, these incidents are happening more frequently. While flying remains extremely safe, the odds are increasingly working against us when it comes to UAS.

While aircraft accidents have helped spur the development and implementation of new technologies in our industry, we can't let this be the case with UAS. The aftermath of the Delta Flight 191 accident that occurred in 1985 when the flight encountered a microburst while on approach to land in Dallas resulted in the development of onboard radar to help avoid wind shear.

Likewise, in 1986 when an Aeromexico DC-9 on approach to Los Angeles crashed after colliding with a general aviation aircraft, the U.S. government began efforts to require all airliners to be equipped with collision-avoidance systems.

We have too many examples of how tragedy has spurred the development and implementation of new technology. As I said, we can't allow an accident to be required before we do more to safeguard air transportation against unsafe and unsecure operation of UAS. Capitalizing on emerging UAS detection and mitigation technologies is essential to ensuring safe and secure air transportation. Safety and security must be paramount whenever UAS are present in the airspace.

The topic of UAS security will lead off a packed agenda today that also includes issues such as enhancing airport security for cargo operations, a future vision for the FFDO program, and cybersecurity concerns in today's aviation environment.

Time and again, ALPA has served as a thought leader for the bold innovation that has reshaped and secured the North American airline industry in the face of unforeseen, and in some cases unimaginable, threats. We've driven new technology and safeguards that have taken air transportation a quantum leap forward and contribute to the overall security of our countries.

As I hope you've read in ALPA's latest policy blueprint, *We Keep America Flying*, we are pursuing a broad range of security recommendations for enhancing the future of air transportation in North America. Our blueprint is available on ALPA's website, so please take a moment to look it over if you haven't already.

You'll see that initiatives including addressing security on all-cargo flights, installing secondary cockpit barriers on airliners, and improving the cybersecurity of the national airspace system all rank high among our priorities.

Indeed, it's ALPA's resolute focus on security—both in air transportation and on a national level—that has prompted us to call on President Trump and Congress to exempt aviation safety and security regulations from the administration's "two for one" executive order.

When it comes to aviation safety and security, we should never apply a cookie-cutter policy. It's too risky—and it invites trouble. We know from history that air transportation plays an integral role in national security. We also know that regulatory action serves as an essential and effective element in securing our skies. We certainly won't be able to tolerate necessary regulations being sidelined because of this order. The administration needs to take action now by exempting aviation safety and security rules from the two for one mandate.

Recently, the Department of Homeland Security issued a directive to enhance security procedures for passengers at certain *last point-of-departure* airports on flights to the United States. It is important that these actions are coordinated with other government agencies and sectors of industry so that we can avoid any possible unintended consequences. Aviation continues to be a target of terrorist activity, which is why ALPA works with authorities around the world to safeguard air transport.

We are dedicated to helping create and execute a timely, effective, and appropriate response when intelligence warns about potential terrorist threats.

We look forward to working with the Trump administration, and specifically the Department of Homeland Security and the Transportation Security Administration, to advance what we believe to be our shared goals of fostering a secure, safe, and efficient air transportation system.

ALPA will also continue to work closely with Minister Garneau, Parliament, Transport Canada, and the Canadian Air Transport Security Authority, all of whom play key roles in air transportation security in Canada.

Enhancing aviation security is a dynamic process that must be informed by new discoveries, technological improvements, and procedural enhancements—in short, it must embrace constant innovation.

This spirit of innovation is a hallmark of ALPA's work. And it's why we're gathered today—to explore the new ideas that will drive aviation security forward. I invite each of you to do even more to engage with ALPA and the experts we have gathered here to create and act on the innovative thinking that will secure aviation and our nations.

I am pleased that Congressman John Katko will be with us here today. The congressman serves as the chair of the House Transportation Security Subcommittee. We are also pleased that Mr. John Mulligan, deputy director of the National Counterterrorism Center, will join us as well.

But it is now my pleasure to introduce Dr. Huban Gowadia, acting administrator of the Transportation Security Administration. We are delighted that you are here with us today and thank you for taking time from your schedule to join us.

Please join me in welcoming Acting Administrator Gowadia.