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**"Implementing the Federal Aviation Administration Reauthorization of 2018" Hearing
Before the U.S. House Transportation and Infrastructure Committee
Subcommittee on Aviation**

**Oral Statement
Thursday, September 26, 2019**

As Prepared for Delivery

Thank you, Chairman Larsen, Ranking Member Graves, and subcommittee members.

I'm proud to represent the more than 63,000 members of the Air Line Pilots Association, which is the world's largest nongovernmental aviation safety organization.

We commend this committee for its leadership in guiding Congress to pass a strong, safety-focused, and forward-thinking FAA reauthorization. The true test of success, however, will be how and when the Executive Branch implements these lifesaving advancements. Frankly, we are deeply dismayed by the lack of follow-through.

A few weeks ago, the United States recognized the 18th anniversary of the attacks of 9/11. Mandating the installation of secondary flight deck barriers is one of the most important and cost-effective security enhancements identified after the attacks.

In the reauthorization, Congress called for the FAA to issue a rule mandating these barriers for all newly manufactured passenger aircraft by October 5, 2019. Rather than issuing the order as Congress intended, the FAA has bowed to a blatant stall tactic promoted by special interests and created an Aviation Rulemaking Advisory Committee that has now requested more study.

Secondary flight deck barriers are already protecting U.S. airliners. I know because I've flown the Boeing 757 equipped with these security devices. The standard established at FAA's request in 2009 is effective. No more study is needed.

ALPA thanks the 110 U.S. House members, including lawmakers on this committee, who signed a letter leaving no doubt that they expect the FAA to meet their deadline. We have the data. We know what works. It's time to implement the law.

In addition, the FAA reauthorization legislation also prescribed the automatic acceptance of voluntary safety reports obtained through the Aviation Safety Action Program or ASAP. ASAP is a nonpunitive safety reporting program that allows frontline employees, including pilots, to voluntarily report safety issues.

Right now, weeks can pass before these reports are reviewed. Requiring their automatic acceptance means safety information will be reviewed more quickly—potentially preventing accidents. We've been waiting three years for the FAA to publish an advisory circular requiring automatic acceptance of these reports. Again, we know what works. Let's implement the law.

In addition, the reauthorization directs the FAA to update its requirement for airline pilots to wear oxygen masks above certain altitudes. Currently, if one pilot leaves the flight deck while above flight level two five zero, the other must wear his or her mask.

Because of hygiene concerns and a priority on using masks only in emergencies, the International Civil Aviation Organization established an altitude standard of above flight level four one zero—a change that ALPA supports. The reauthorization directs the FAA to issue new regulations consistent with those of ICAO no later than October 5, 2019. Again, we know what works, and we urge the FAA and U.S. airlines to act.

Airline pilots are pleased that the FAA reauthorization maintains lifesaving pilot qualification and training regulations. Thanks to this committee's leadership, these rules have helped ensure that the United States has not had a single fatality in Part 121 passenger flight operations due to a pilot training issue in the past decade. ALPA pilots will spare no effort in fighting any attempt to weaken these requirements.

Through ALPA's affiliation with the International Federation of Air Line Pilots' Associations, we are proactively engaging ICAO to establish a review of pilot qualification and training standards given today's complex operating environment.

We know—as do our passengers—that the presence of at least two fully qualified, highly trained, and adequately rested pilots on board airliners contributes to a proactive, risk-predictive safety culture and is a major reason why U.S. air transportation is so safe.

Congress clearly had the interests of the traveling public at heart in passing this FAA reauthorization—others should follow your lead and implement it as intended. We know that, for our passengers, crews, and shippers, every day of delay is one too many.

Thank you for the opportunity to be here today.