



AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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July 6, 2023

Dear Representative,

On behalf of over 74,000 airline pilots represented by the Air Line Pilots Association, International (ALPA), I am asking for your support of H.R. 911, the Saracini Enhanced Aviation Safety Act of 2023, which would require secondary barriers on all commercial passenger airliners. H.R. 911 was introduced by Reps. Brian Fitzpatrick (R-PA), André Carson (D-IN), Chris Smith (R-NJ), Josh Gottheimer (D-NJ), Tom Kean (R-NJ) and Stephen Lynch (D-MA) and will make our aviation system safer.

This legislation was named after Captain Victor J. Saracini. Captain Saracini was a pilot of United Flight 175 which was hijacked by terrorists on September 11, 2001. As a response to the events of 9/11 Congress and the Federal Aviation Administration made strides to require additional security of flight decks of airliners like those attacked on September 11th, including the installation of reinforced flight deck doors like those we have today.

However, after their installation and real-world use, it quickly became apparent there was an unintended security loophole because flight deck doors must be opened regularly during flight. The simple solution is secondary barriers. These are inexpensive, easy to install wire-mesh gates which are utilized when the flight deck door is opened for meals, restroom breaks, etc. These lightweight doors have been tested and would provide the flight crew valuable time to shut the flight deck door and prevent a breach of the cockpit.

The FAA recently issued a final rule to require secondary barriers on all newly-manufactured passenger aircraft. While this is welcome news and long past due, the majority of the U.S. fleet continues to operate with a significant security threat. In fact, events in recent years have proven that Americans are still vulnerable to terrorists while in the sky. In addition, dozens of unruly passenger incidents have led to passengers attempting to or succeeding in gaining access to U.S. and foreign airliners. This means that the aviation sector is still a target.

Over 20 years have passed since the events of September 11, 2001, and there are still significant threats and security risks in our aviation system. I urge you to cosponsor H.R. 911 to require secondary barriers on all passenger aircraft and include this important measure in the pending FAA reauthorization bill.

Sincerely,

Captain Jason Ambrosi
President, Air Line Pilots Association, International