

# ***Saracini Aviation Safety Act (H.R. 911)***

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## **The Problem: The Threat of Terrorism is Real**

- As recent tragic events have shown, Americans still remain vulnerable to terrorist attacks.
- Since 2001, there have been at least 43 hijacking attempts around the world since, 5 of which were successful.
- After 9/11, the U.S. Congress mandated the installation of reinforced cockpit doors. While Federal Aviation Administration (FAA) regulations state that the reinforced cockpit doors should remain locked while closed, pilots and flight attendants must open the door frequently for restroom use, meals, rest times on international flights, etc. Simulations have shown that when the door is open, the cockpit can be breached and the plane hijacked in less than 4 seconds.
- Voluntary airline industry movement toward adopting secondary barriers began in 2003, but commitment to deploying these devices has waned significantly since 2010.

## **The Solution: The *Saracini Aviation Safety Act***

- The *Saracini Aviation Safety Act* is named in honor of Captain Victor J. Saracini, who was the pilot of United Airlines flight 175 that hit the South Tower of the World Trade Center on September 11, 2001.
- The legislation would direct the FAA to require the installation of secondary cockpit barrier doors on most commercial aircraft.
- Congress began the process of deploying a multifaceted flight deck security system by mandating reinforced cockpit doors. The *Saracini Aviation Safety Act* would simply fulfill the intent of these efforts that were started over a decade ago.
- This bill is endorsed by the Air Line Pilots Association (ALPA), the Allied Pilots Association (APA), the US Airline Pilots Association (USAPA), the Coalition of Airline Pilots Association (CAPA), the Association of Flight Attendants (AFA), NY / NJ Port Authority, the Federal Law Enforcement Officers Association (FLEOA) and 9/11 Families.

## **What is a Secondary Cockpit Barrier?**

- A secondary cockpit barrier door is a light weight wire-mesh gate installed between the passenger cabin and the cockpit door that is locked into place and blocks access to the flight deck whenever the cockpit door is opened during flight.
- Studies show that secondary cockpit barriers are the best way to ensure safety:
  - A 2007 RTCA study conducted at the request of the Airline Pilots Association International and the airline industry concluded that secondary cockpit

barrier doors are the most cost-effective, efficient, and safest way to protect the cockpit.

- A 2008 to 2011 study conducted by the Radio Technical Commission for Aeronautics at the request of the FAA and industry stakeholders, and co-chaired by United Airlines and Boeing, concluded that secondary cockpit barriers are the most cost-effective, efficient, and safest way to protect the flight deck.
- A 2013 study published in *Risk Analysis and the Journal of Policy Analysis and Management* in conjunction with the CATO Institute found that secondary barriers are “very cost-effective,” require little maintenance, and “reduce risk...at a modest cost.”
- The barriers provide a number of security benefits to airlines, pilots, flight attendants, and the traveling public, including providing a buffer zone that gives the crew the opportunity to assess a perceived threat, affording them critical extra seconds to react to an attempt to breach the cockpit, and creating a greater deterrent and more formidable obstacle to gaining access to the flight deck, especially when compared to a beverage cart or crew members acting as human shields in front of the cockpit door.
  - Even if an attacker is trained in how to unlock the secondary barrier, the presence of the barrier still allows the cockpit an extra 5 to 10 seconds to close the cockpit door and prevent a hijacking.

