

## Secondary Cockpit Barriers

On June 14, 2023, in response to Congress and the advocacy of many supporters, the Federal Aviation Administration announced it will require new passenger airplanes to have a secondary barrier to the flight deck to prevent intrusions. This ruling also requires aircraft manufacturers to install a second physical barrier on planes used in commercial passenger service in the United States.

The Saracini Aviation Safety Act was the impetus for this new requirement, named to honor the Captain of United Airlines Flight 175, Victor Saracini, who perished during the 9/11 terrorist attacks. The secondary physical barrier will help prevent potential hijackings and take a critical step toward protecting millions of passengers, pilots, and crewmembers who rely on air travel.

The **FAA Reauthorization Act of 2024** (HR 3935) became law on May 16, 2024, with the Saracini Aviation Safety Act contained in the law in section 350. This section directs the FAA to convene an Aviation Rulemaking Committee to review and develop findings and recommendations to require installation of a secondary cockpit barrier on commercial passenger aircraft, make recommendations for retrofitting existing aircraft, and issue a final rule requiring installation of secondary cockpit barriers.

Unfortunately, the FAA recently granted another extension, delaying the compliance deadline to Aug. 25, 2026. The FAA initially required installation of these barriers on new aircraft starting in 2023, with a compliance deadline of August 2025.

The Allied Pilots Association thanks Congress for their action in creating a more secure commercial travel environment. We look forward to seeing the barriers in action on the aircraft we operate.

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