

Secondary Cockpit Barriers

On June 14, 2023, in response to Congress and the advocacy of many supporters, the Federal Aviation Administration said that it will require new passenger airplanes 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 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) was signed into law on May 16, 2024. The Saracini Aviation Safety Act was incorporated into 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 operated under the provisions of part 121 of title 14, Code of Federal Regulations, that are not captured under another regulation or proposed regulation. It also requires the FAA to issue a final rule requiring installation of a secondary cockpit barrier on each commercial passenger aircraft operated under the provisions of part 121 of title 14, Code of Federal Regulations.

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 due to the passage of this legislation.

For questions or additional information please email GAC-Chairman@alliedpilots.org