



Fact Sheet on H.R. 1775: The Saracini Aviation Safety Act of 2013

Lead sponsor: Rep. Mike Fitzpatrick (R-PA)

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- H.R. 1775 would require airlines to install secondary barriers on most commercial aircraft. The legislation is named in honor of Captain Victor J. Saracini, who was killed when terrorists hijacked United Flight 175 on September 11, 2001.
- In 2001, Congress mandated the installation of reinforced cockpit doors on most commercial aircraft as the first step toward preventing another 9/11-style breach of the cockpit.
- In 2003, the Federal Aviation Administration required that airlines use approved procedures¹ for protecting the cockpit when the reinforced door is opened during flight for pilots' meals, restroom use, and other reasons.
- To provide better security, one legacy airline in 2003 developed and installed on many of its aircraft a lightweight, wire-mesh gate—called a secondary barrier—that is installed between the passenger cabin and the cockpit door. The secondary barrier is locked into place and blocks access to the cockpit whenever the cockpit door is open during flight; its principal purpose is to provide a few vital seconds to delay anyone from gaining access to the flight deck when the fortified door is open.
- Voluntary airline industry movement toward adopting secondary barriers began in 2003, but commitment to deploying these devices has since waned significantly. H.R. 1775 simply fulfills Congress's intent from more than a decade ago to make cockpits more secure.

¹ FAA Notice 8400.51, "Procedures for Opening, Closing and Locking of Flightcrew Compartment Doors," September 17, 2003

- As recent events have demonstrated, Americans still remain vulnerable to terrorist attacks. In addition to the Boston Marathon bombings and the attempted attack on a train traveling between Canada and New York, there have been at least 10 hijacking attempts around the world since 2007. The U.S. government has repeatedly and recently confirmed that aviation, in particular, is still a target of radical terrorists and the threat of hijackings is real.
- Secondary barriers are estimated to cost between \$5,000 and \$12,000 per aircraft.
- A 2008 to 2011 study conducted by RTCA at the request of industry stakeholders, and co-chaired by United Airlines and Boeing, concluded that the secondary barriers are a safe, cost-effective, and efficient way to protect the cockpit. Additionally, 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.”
- A recent cost/benefit analysis demonstrates that the use of secondary barriers has the ability to create significant efficiencies for taxpayers, airlines, and the government that far outweigh the cost of installing secondary barriers by allowing for more effective deployment of federal air marshals to flights exposed to the most risk.
- ALPA urges all Members of Congress to cosponsor H.R. 1775, the Saracini Aviation Safety Act of 2013.