

## Secondary Cockpit Barriers

On June 14, 2023, 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 requires aircraft manufacturers to install a second physical barrier on planes used in commercial passenger service in the United States.

The requirements are to take effect two years from the effective date, which is expected to be in August 2023. Crewmembers' unions had urged that the rule take effect one year after publication, while Boeing, Airbus SE and a major airline group had called for three years.

"Every day, pilots and flight crews transport millions of Americans safely - and today we are taking another important step to make sure they have the physical protections they deserve," said U.S. Transportation Secretary Pete Buttigieg.

A 2018 federal law required the FAA to comply with this guidance by 2019, but the agency has said it was required to follow procedural rules before it could impose new regulations.

New legislation introduced in the House (Feb 2023) and the Senate (March 2023) entitled "***Saracini Enhanced Aviation Safety Act of 2023***" will require the installation of secondary cockpit barriers on existing aircraft not later than 18 months after the date of the enactment of the Act. If enacted, this law will require the Administrator of the Federal Aviation Administration to issue an order requiring installation of a secondary cockpit barrier on each covered aircraft. The term covered aircraft means a commercial passenger aircraft operating under the provisions of part 121 of title 14, Code of Federal Regulations.

For questions or additional information please email [GAC-Chairman@alliedpilots.org](mailto:GAC-Chairman@alliedpilots.org)