

113TH CONGRESS
1ST SESSION

H. R. 1745

To direct the Administrator of the Federal Aviation Administration to issue regulations regarding secondary cockpit barriers.

IN THE HOUSE OF REPRESENTATIVES

APRIL 25, 2013

Mr. ISRAEL (for himself and Mr. KING of New York) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Administrator of the Federal Aviation Administration to issue regulations regarding secondary cockpit barriers.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. FINDINGS.**

4 Congress makes the following findings:

5 (1) The safety and security of the civil air
6 transportation system is critical to the United States
7 security and its national defense.

8 (2) A safe and secure United States civil air
9 transportation system is essential to the basic free-

1 dom of Americans to move in intrastate, interstate,
2 and international transportation.

3 (3) Terrorists have previously used airline air-
4 craft as weapons and exploited United States avia-
5 tion security.

6 (4) Reinforced cockpit doors that must be
7 opened for physiological and operational needs
8 present a clear vulnerability when the doors are open
9 and this compromises the security and safety of the
10 aircraft and its passengers.

11 (5) Many all-cargo aircraft do not have a cock-
12 pit door installed for protection from passenger ag-
13 gressors and stowaways.

14 **SEC. 2. IMPROVED FLIGHT DECK INTEGRITY MEASURES.**

15 (a) IN GENERAL.—Not later than 180 days after the
16 date of enactment of this Act, the Administrator of the
17 Federal Aviation Administration shall issue regulations—

18 (1) requiring the installation of secondary bar-
19 riers preventing access to the flight deck of any com-
20 mercial aircraft operating under part 121 of title 14,
21 Code of Federal Regulations; and

22 (2)(A) for an aircraft that is equipped with a
23 cockpit door, requiring that such secondary barriers
24 remain locked while the aircraft is in flight and the

1 cockpit door separating the flight deck and the pas-
2 senger area is open; and

3 (B) for an aircraft that is not equipped with a
4 cockpit door, requiring that such secondary barriers
5 remain locked as determined by the pilot in com-
6 mand.

7 (b) CONSIDERATIONS.—In issuing regulations under
8 this section, the Administrator shall take into account—

9 (1) the most promising and cost effective of the
10 available technologies relating to secondary barriers
11 described in subsection (a); and

12 (2) the cost and time schedule for deploying
13 such barriers.

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