

Farmingdale, NY—Addressing a glaring vulnerability in commercial airline security, Congressman Israel unveiled new legislation to protect cockpit doors from terrorist attacks on Friday at Republic Airport in Farmingdale. After the announcement, Captain Ed Folsom, the Security Council Chairman for the Airline Pilots Association, boarded a jet to demonstrate how the cockpit door is left vulnerable to hijacking attempts and other threats when a crew member opens the door to use the restroom or change position during long flights.

"We learned on 9/11 that terrorists will exploit every weakness in commercial aviation," said Congressman Israel. "Without secondary cockpit barriers, the door is literally wide-open to terrorist whenever the crew members leave the cockpit to use the restroom, change positions during a long flight or conduct visual inspections. A secondary barrier closes that vulnerability for a fraction of the installation costs of an in-flight entertainment center."

"While we've been fortunate to avoid another attack since September 11th, 2001, there have been 6 hijackings around the world in just the past year. We know terrorists want to once again hijack American airliners and use them as weapons of mass destruction.," said Captain Ed Folsom, the Security Council Chairman for the Airline Pilots Association. "We know terrorists want to once again hijack American airliners and use them as weapons of mass destruction. After 9/11, the federal government took some steps to secure the flight deck, but we have since learned that a hardened cockpit door alone will not protect us from another attack. Every airliner needs a secondary barrier in order to protect the flight deck while the door is open. A secondary barrier gives our crews the distance and precious seconds they need to identify and react to an attempted flight deck attack by securing the flight deck door.

"Currently United Airlines has committed to installing secondary barriers on their entire fleet and have barriers on their 757s and 747s," continued Folsom. "Northwest Airlines has recently begun installation of secondary barriers as well. The Airline Pilots Association commends both of these airlines for their leadership, and calls on Congress to act quickly and pass Congressman Israel's bill."

A July 2007 white paper issued by ALPA entitled "Flight Deck Barriers And Flight Deck Access Procedures" recommends that commercial airlines be required to install secondary flight deck barriers and appropriate flight deck access procedures on all airliners by Jan. 1, 2010. It reports that secondary barriers should be able to delay, by at least 5 seconds, anyone trying to attack the cockpit.

Congressman Israel first drew attention to the need for a secondary barriers in 2004, when he announced plans for legislation with a pilot from his Congressional district and family members of 9/11 victims. In response to his urging and others in Congress, the Transportation Security Administration (TSA) issued a report to Congress in June 2005 on Secondary Flight Deck Barriers. The report found that secondary barriers would provide an additional layer of security at a relatively low cost, but nonetheless expressed concern with the cost imposition on airlines.

Congressman Israel's legislation requires the Administrator of the Federal Aviation

Administration (FAA) to issue an order requiring the installation of secondary barriers on commercial airliners. The estimated cost to install a secondary barrier ranges between \$5,000-\$10,000. As a comparison, it costs nearly \$1 million for airlines to install in-flight entertainment systems on their aircraft.