

AIRBUS



BOMBARDIER



April 26, 2018

The Honorable Bill Shuster (R-PA)
Chairman, House Transportation & Infrastructure Committee
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Peter DeFazio (D-OR)
Ranking Member, House Transportation & Infrastructure Committee
2164 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Shuster and Ranking Member DeFazio,

Thank you for your leadership and commitment to a long-term reauthorization of the Federal Aviation Administration (FAA). We have been proud partners with the FAA in ensuring safety and security of airline passengers and crew through efficient design and delivery of safe and compliant aircraft. Safety and security will always be the first priority of both aircraft manufacturers and the U.S. airline industry.

We are concerned about a provision in H.R. 4 that would mandate the installation of a secondary cockpit barrier on all new aircraft. As you know, there were many major security initiatives implemented after the events of September 11th, including the installation of fortified cockpit doors on all commercial aircraft. Since these changes were enacted, there has not been a single unauthorized breach of an aircraft flight deck. Government mandates without credible analysis and industry involvement can create market disruptions without any beneficial impact or value related to the safety of the aircraft, and this new mandate would be such an example. A secondary barrier may seem like a minor change, but due to certification requirements and extensive re-engineering work, it is a lengthy, complex and a costly process to incorporate changes to aircraft.

The decision to install secondary cockpit barriers should – consistent with TSA’s dynamic, risk-based approach to security – remain with individual carriers, and not result from a one-size-fits-all federal mandate that does not take into account the operational complexity of the U.S. aviation system and the variations of fleet configuration. Threat analysis, facts and data should drive policy decisions on the security of aircraft. Aircraft manufacturers and air carriers actively communicate and collaborate with both government and industry partners to continually review and revise emerging threats and intelligence. TSA and industry stakeholders should focus their resources on further enhancing risk-based security programs and deploying more sophisticated technology based on situational facts and intelligence, not emotion.

We all agree that safety and security comes first, but the unintended consequences of adding new mandates that come with significant costs but provide little security benefit beyond existing policies should be opposed. While we support H.R. 4, and its many important policy provisions, we are hopeful that as the process moves forward that we can work with you to identify a compromise on this requirement.

Sincerely,

Airbus
The Boeing Company
Bombardier
Embraer