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**“State of Aviation Safety” Hearing
before the U.S. House Transportation and Infrastructure Committee
Subcommittee on Aviation**

**Oral Statement
Wednesday, July 17, 2019**

Thank you, Chairman Larsen, Ranking Member Graves, and subcommittee members.

On behalf of ALPA pilots, I express my condolences to the loved ones of the victims of the Ethiopian Airlines and Lion Air accidents. We cannot know the depth of your grief, but we can share in your determination to leave a legacy of safety improvement for those you have lost.

As a 40-year pilot, the highest standards of safety have been at the forefront of my flying career. As president of ALPA, the world’s largest nongovernment aviation safety organization, I can tell you that *all* airline pilots share this dedication.

While airline accidents are rare, even one fatal accident is one too many. Over the years, ALPA has helped develop an investigation process to identify all the contributing factors, evaluate needed changes, and implement those changes to improve safety.

The results include the first officer qualification, experience, and training requirements that emerged from the Colgan Flight 3407 investigation. These requirements are a major reason why the U.S. industry has not experienced a pilot training, or operational-related fatality on a U.S. passenger airline in more than 10 years. And this is why ALPA has called upon the International Civil Aviation Organization to set global pilot standards.

Incredibly, even when safety improvements like these are codified in law, some still seek to undermine them.

While we’ve made strides, we have more work to do. ALPA will continue to help identify improvements not only during these investigations but also in the long-term through the industry’s risk-predictive, data-driven approach to enhancing safety. We will *never* stop fighting AGAINST those who put profits before the safety of passengers, cargo, and crews.

Our safety commitment means that ALPA will be fully involved in understanding what went wrong and evaluating how to move forward with the Boeing 737 MAX once the FAA review is complete. We’ve made clear that questions must be answered in areas including oversight, aircraft certification, and delegation of authority.

ALPA will work tirelessly to ensure that industry and government make the changes necessary to safeguard the system.

Equally important, our industry must be more determined than ever to prevail against special interests that would have us ignore the lessons from the past.

For example, we must deliver on Congress' intent to install secondary flight deck barriers on all newly manufactured passenger aircraft—a lesson from the 9/11 report.

And we still have work to do to achieve one level of aviation safety by applying science-based flight, duty, and rest requirements to pilots who fly cargo and mandating intrusion-resistant flight deck doors on cargo aircraft.

Likewise, our industry must continue to make improvements to safeguard the shipment of dangerous goods and lithium batteries and eliminate shipments of undeclared dangerous goods.

Today, ALPA released a new report that lays out the indisputable safety benefit of the presence of at least two fully qualified, adequately rested, and highly trained pilots on the flight deck.

We know—as do our passengers—that the presence of at least two pilots on board our airliners not only contributes to a proactive, risk-predictive safety culture, it's the reason why U.S. air transportation is so safe today.

The importance of a strong safety culture is one reason that ALPA opposes allowing foreign airlines with flag-of-convenience business models to serve the United States.

These schemes create an unstable work environment for employees that can discourage proactive safety reporting.

I commend Chair DeFazio, Aviation Subcommittee Chair Larsen, Vice Chair Davids, Rep. Davis, and this subcommittee for supporting legislation to enable the DOT to determine whether airlines using these harmful business practices should fly to the United States. The U.S. House included a similar provision in the recent FAA reauthorization, and I hope the Fair and Open Skies Act will move quickly.

As pilots, our priority is always safety. We make certain our industry learns from tragedy—and makes improvements.

Whether it's the decision on the return to service of the Boeing 737 MAX or to take off on every flight, it's safe to fly when the pilot-in-command says it is.

Thank you for giving me the opportunity to be here today.