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Mr. JENNINGS. The recent "skyjacking" experienced by National and Delta Airlines again emphasizes the need for effective steps to prevent such occurrences and to minimize the risk to passengers when a berserk passenger creates an en route flight emergency.

President Kennedy and former Director of the Federal Aviation Administration, N. E. Halaby, proposed special regulations, some of which were adopted.

The APA feels the following additional steps should be taken to insure greater security of aircraft.

1. A special transponder code should be set up to notify air traffic control facilities that the particular aircraft is undergoing a skyjacking operation. This would not require the use of radio communications but would be a signal receivable by Federal Aviation Administration ground radar facilities.

2. Uniform standards for training and arming of flightcrews should be established. At present, some airlines permit side arms at the pilot's option. Apparently no airlines pay for or provide for training in the use of such side arms.

3. A uniform standard should be adopted for devices allowing the flight crew to observe the passenger compartment through a one-way mirror or peephole. Use of such a device should be mandatorily required before the flight engineer or other crewmember opens the door. Doors should be bulletproofed with openings for a pistol from the cockpit side like an armored car.

At present, some flightcrews do not look before opening when a knock on the door occurs which presumably is a stewardess.

4. Uniform radio code signals or code words should be adopted to notify persons on the ground in contact with the aircraft by radio indicating a skyjacking is occurring.

5. Training should be given to flightcrews using hypothetical skyjacking situations such as a stewardess or passenger hostage.

6. Dehabilitating weapons such as some gases currently used in riot control and other military chemical agents can incapacitate an assail-