

ant without the risk of gunfire. Such a device might be installed adjacent to the cockpit door for release rendering a potential cockpit intruder harmless without the risk of gunfire.

The past skyjackings have resulted in injury to flightcrews and in at least one instance possibly resulted in the death of 43 people.

The costs involved in protective or educational programs for installing necessary devices is minimal.

The APA highly urges that this reoccurring problem be given immediate attention.

Mr. FRIEDEL. If a man wants to skyjack a plane and he puts a gun at the stewardess' head and he seizes the pilot, would the pilot let him shoot the stewardess or open the door and let him in?

Mr. JENNINGS. Every situation has to be judged on its own facts. But at the present time we don't know of any training being given flightcrews in such hypothetical situations.

Some criteria of good judgment is needed. It is important that the captain exercise the best judgment possible for the safety of his aircraft.

We think this should be skulled around and discussed with various alternatives.

Our recommendation No. 6 does give a possible answer for the man who has gotten a stewardess or a passenger as a hostage in such a situation.

In the recent Delta Airlines situation, the stewardess was coming up apparently with some coffee or something for the flightcrew, gave a rap on the door and the door was immediately opened. The skyjacker was seated in the first-class cabin up front. He then took this opportunity when she had this tray and she opened the door with her foot and he went right in behind her.

At the present time, even those airlines that have peephole devices aboard their aircraft in discussing it with flightcrews, generally what occurs when the rap comes on the door, the flight engineer is seated at his position which is behind the first officer, he reaches over and opens the door.

It is a rare occurrence when that flight engineer goes up to the peephole to identify. That could be potentially almost any person. We think it should be mandatory that the flightcrew identify the person at the door before opening the door. Large one-way mirrors may be more useful.

The next potential idea for reducing such a risk would be a debilitating weapon, one that would not necessarily kill but would at least incapacitate without too much danger the person who is the assailant at the cockpit door. A double-door entry could make an enclosed space for this purpose.

We talked about toxic gases in airplanes that could be a danger. This might be one that would be a solution that would debilitate the potential intruder.

The use of gunfire aboard aircraft, of course, presents a potential hazard. We have checked reports of the major airframe manufacturers and a random bullet penetrating the skin of a fuselage of a jet at altitudes where you might worry about rapid loss of pressure apparently will not affect the structure of the aircraft and will not cause any major accident if a gun goes off.