

REMARKS PREPARED FOR DELIVERY BY LT. GEN BENJAMIN O. DAVIS
(USAF-RET.) TO NORTHEASTERN CHAPTER SOCIETY OF AMERICAN
TRAVEL WRITERS, 12 NOON, BILTMORE HOTEL, NEW YORK CITY,
WINDSOR ROOM, 18TH FLOOR, OCTOBER 20, 1970

GENTLEMEN:

I AM DELIGHTED THAT LES LOVELL SAW FIT TO INVITE ME TO SPEAK TO YOU THIS AFTERNOON. MY SUBJECT IS A VITAL ONE - AIR TRANSPORTATION SECURITY - VITAL TO THE TRAVELING PUBLIC, VITAL TO CIVIL AVIATION, AND HENCE VITAL TO OUR ECONOMY AND TO OUR NATIONAL WELL-BEING.

THE CRIME OF AIR PIRACY HAS BEEN HIGH IN THE NEWS RECENTLY. PIRACY, ITSELF, HOWEVER, IS AN OLD CRIME, AND THE U.S. POLICY ON THIS CRIME HAS REMAINED CONSTANT SINCE 1815. JAMES MONROE, OUR FIFTH PRESIDENT, WHEN HE WAS SECRETARY OF STATE AND HAD TO FACE THE PROBLEM OF THE BARBARY PIRATES, STATED QUITE SIMPLY, UNEQUIVOCALLY, AND CLEARLY: "IT'S THE OBJECT OF THE UNITED STATES TO PUT AN END TO THESE ODIIOUS PRACTICES." PRESIDENT NIXON WAS EQUALLY FORTHRIGHT IN HIS STATEMENT LAST MONTH WHEN HE ANNOUNCED OUR PRESENT PROGRAM TO DEAL WITH AIR HIJACKING AND SABOTAGE: "THE MENACE OF AIR PIRACY MUST BE MET - IMMEDIATELY AND EFFECTIVELY," OUR GOVERNMENT, THEN, IS APPLYING ITS RESOURCES AND ITS RESOLVE TO INSURE THE SAFETY AND SECURITY OF THE MEN, WOMEN, AND CHILDREN WHO FLY OUR AIRLINES. I CANNOT STRESS TO YOU TOO MUCH JUST HOW MUCH PRESIDENT NIXON AND SECRETARY VOLPE CONCERN THEMSELVES WITH EVEN THE SMALLEST DETAILS OF OUR NATIONAL PROGRAM TO DRAMATICALLY IMPROVE AIR TRANSPORTATION SECURITY.

LET ME SAY TO YOU IN AS CONCISE A MANNER AS I CAN WHAT AIR TRANSPORTATION SECURITY MEANS TO ME. FIRST, LET'S AGREE THAT THE HIJACKING ASPECT, THOUGH IT ATTRACTS THE HEADLINES, IS BY NO MEANS THE WHOLE STORY. WE'VE GOT TO APPROACH AIR TRANSPORTATION SECURITY FROM A SYSTEMS POINT OF VIEW. ALTHOUGH THE TERM SURELY INVLUDES THE AIR WORTHINESS OF THE AIRCRAFT AND SUCH SAFETY PRACTICES AS QUALITY MAINTENANCE AND GOOD OPERATIONAL PROCEDURES, I AM LIMITING THE SUBJECT TO INCLUDE ONLY THE INTEGRITY OF THE AIRPORT AND ITS TERMINAL BUILDING, THE SAFETY OF THE AIRCRAFT AS IT SITS ON THE RAMP, INSURANCE THAT ONLY SANITIZED CARGO, MAIL, AND LUGGAGE GOES INTO THE BELLY OF THE AIRCRAFT, AND LASTLY THAT PASSENGERS AND CREW WHO GO ABOARD THE AIRCRAFT DO NOT HAVE ON THEIR PERSONS OR IN THEIR CARRY-ON LUGGAGE ANY MATERIAL THAT WILL ENDANGER EITHER THE AIRCRAFT OR ITS PASSENGERS. NOTE THAT I INCLUDED CREW LUGGAGE. IT ISN'T THAT WE DON'T TRUST THE CREW - ITS SIMPLY THAT THE CREW CAN'T BE POSITIVE THAT THEY HAVE WATCHED THEIR LUGGAGE CONTINUOUSLY, THAT NO ONE HAS INTRODUCED INTO IT A SABOTAGE DEVICE. I'M AFRAID WE MUST APPLY THE SAME PHILOSOPHY TO DIPLOMATIC PERSONNEL AND THEIR LUGGAGE. WE IN NO WAY WANT TO INFRINGE UPON THEIR IMMUNITY; WE WANT ONLY TO MAKE THINGS A BIT SAFER FOR THEM AND THEIR TRAVELING COMPANIONS.

I BELIEVE VERY STRONGLY THAT AIR TRANSPORTATION SECURITY BEGINS ON THE GROUND. ONE REASON FOR THIS BELIEF IS THAT WHEN

WE SECURE THE GROUND ENVIRONMENT OF THE AIRCRAFT AND WHAT GOES ABOARD IT, WE HAVE GONE A LONG WAY TO ELIMINATE NOT ONLY THE HIJACKING THREAT, BUT ALSO ANOTHER THREAT THAT HAS BECOME SO VERY REAL IN RECENT YEARS - THE THREAT OF SABOTAGE. I DON'T WANT TO TALK ABOUT BOMBINGS OF POLICE STATIONS, COURT HOUSES, OR MATHEMATICS AND ROTC BUILDINGS ON CAMPUSES, OR OF VANDALISM - I'D LIKE TO FORGET THAT THERE IS A BERNADETTE DOHRN, THAT LAST WEEK WAS A NATIONAL WEEK OF REVOLUTION, OR THAT ORGANIZATIONS DEDICATED TO DESTRUCTION EVEN EXIST IN THIS COUNTRY. BUT THE FACT IS THAT THEY DO EXIST HERE, AND BY THEIR OWN TESTIMONY THEY ACTIVELY PLOT DESTRUCTION OF VALUABLE PROPERTY AND LIVES. THERE ARE SABORTEURS IN OUR MIDST, AS WELL AS HIJACKERS, THE POINT IS THAT THE THREAT TO AIR TRANSPORTATION SECURITY HAS ENTERED THE EXTREMELY DANGEROUS PHASE THAT PRODUCED THE LOSS OF THREE VALUABLE AIRCRAFT NEAR AMMAN, JORDAN LAST MONTH AND THE WANTON DESTRUCTION OF THE PAN AM BOEING 747 IN CAIRO. SINCE THERE MAY WELL BE A KAMIKAZE PHILOSOPHY INVOLVED HERE, OUR APPROACH HAS GOT TO BE TO KEEP BAD PEOPLE AND BAD THINGS OFF AIRPLANES. WE CAN DO IT, AND WE ARE DOING IT, AND WE'LL DO IT EVEN BETTER IN THE FUTURE. AT THE MOMENT, WE'RE TAKING OUT SOME EXTRA INSURANCE - SOMETHING ADDED TO OUR PRECAUTIONS ON THE GROUND. WE ARE FLYING LAW ENFORCEMENT PERSONNEL, ANONYMOUSLY, ABOARD INTERNATIONAL AS WELL AS DOMESTIC FLIGHTS. SOME 700 OF THESE SKY MARSHALS ARE FLYING TODAY - I'LL TELL YOU MORE ABOUT THEM LATER.

WE'RE ASKING OTHER NATIONS TO JOIN US IN THE BATTLE AGAINST AIR PIRACY. ON 18 SEPTEMBER SECRETARY VOLPE, AT PRESIDENT NIXON'S DIRECTION PRESENTED TO THE ICAO COUNCIL A REQUEST FOR INTERNATIONAL CONCERTED ACTION. THE UNITED STATES PROPOSED A RESOLUTION CALLING ON THE MEMBER STATES OF ICAO TO TAKE JOINT ACTION, INCLUDING SUSPENSION OF INTERNATIONAL AIR TRANSPORT SERVICES WITH STATES, WHICH, FOR PURPOSES OF INTERNATIONAL BLACKMAIL, DETAIN PASSENGERS, CREW OR AIRCRAFT; OR STATES WHICH FAIL TO EXTRADITE OR PROSECUTE PERSONS RESPONSIBLE FOR SUCH ACTS. THE ICAO COUNCIL ADOPTED A MODIFIED VERSION OF THIS RESOLUTION, A RESOLUTION THAT REQUIRES CONSULTATIONS OF INTERESTED NATIONS AS TO COURSES OF ACTION TO BE TAKEN FOLLOWING A HIJACKING. THIS RESOLUTION IS PRESENTLY BEING CONSIDERED BY THE LEGAL COMMITTEE OF ICAO DURING ITS CURRENT LONDON MEETING.

THIS ACTION BY THE ICAO COUNCIL IS TRULY SIGNIFICANT -- THIS IS THE FIRST REAL RECOGNITION THAT AIR PIRACY IS SUCH A THREAT TO THE SAFETY AND SECURITY OF INTERNATIONAL AIR TRANSPORTATION THAT JOINT ACTION BY THE NATIONS IS AN APPROPRIATE WAY TO ENFORCE INTERNATIONAL LEGAL OBLIGATIONS. WE ARE WATCHING CLOSELY AND CAREFULLY THE PROGRESS BEING MADE BY THE ICAO LEGAL COMMITTEE IN ITS CURRENT DELIBERATIONS ON THIS SUBJECT.

IT IS INTERESTING AND MOST IMPORTANT THAT THE COUNTRIES WHICH PROVIDE BY FAR THE GREAT MAJORITY OF THE INTERNATIONAL AIR TRANSPORT SERVICE OF THE WORLD VOTED IN FAVOR OF THE RESOLUTION. THE FOURTEEN VOTES FOR THE RESOLUTION WERE THOSE OF AUSTRALIA, BELGIUM, BRAZIL, CANADA, COLUMBIA, DENMARK, FEDERAL REPUBLIC OF GERMANY, GUATEMALA, ITALY, JAPAN, THE NETHERLANDS, SPAIN, THE UNITED KINGDOM, AND THE UNITED STATES. THESE COUNTRIES RECOGNIZE THE HEAVY RESPONSIBILITY THEY OWE TO THE TRAVELING PUBLIC WHICH THEY CARRY ABOARD THEIR AIRCRAFT.

THE ICAO LEGAL COMMITTEE IS ALSO CONCERNING ITSELF WITH PUNISHMENT OF PERSONS GUILTY OF SABOTAGE.

AND A DIPLOMATIC CONFERENCE IS ALREADY SCHEDULED TO CONVENE AT THE HAGUE IN DECEMBER TO COMPLETE THE HIJACKING TREATY.

SO, WE LOOK FOR THREE INTERNATIONAL INSTRUMENTS -- ANTI-HIJACKING, ANTI-SABOTAGE, AND SUSPENSION OF AIR SERVICE, TO AID US IN OUR FIGHT AGAINST THOSE WHO THREATEN THE VERY EXISTENCE OF INTERNATIONAL AIR TRANSPORT.

REMEMBER, IF A HIJACKER KNOWS THAT HE WILL BE DEALT WITH SEVERELY WHEN HE REACHES HIS DESTINATION, EITHER BY PUNISHMENT OR RETURN TO THE COUNTRY WHERE THE FLIGHT ORIGINATED, WE ARE UNLIKELY TO HAVE FURTHER HIJACKING.

YOU ARE AWARE OF CURRENT LEGISLATION -- SENATOR MAGNUSON'S BILL, JUST SIGNED LAST WEEK BY THE PRESIDENT. THIS NEW LAW EXTENDS UNITED STATES JURISDICTION TO INCLUDE LOCATIONS OF AIRCRAFT UNDERGOING ACTS OF PIRACY OR SABOTAGE THAT WOULD BE ILLEGAL OVER UNITED STATES TERRITORY -- A MAJOR PIECE OF LEGISLATION THAT WILL BE A VALUABLE LEGAL TOOL FOR US TO USE.

IN ADDITION, THERE AWAITS SENATE COMMERCE COMMITTEE ACTION ON DEPARTMENT OF TRANSPORTATION LEGISLATION WHICH WE HOPE WILL PROVIDE AUTHORIZATION FOR US TO USE INCREASED REVENUES -- A \$3.00 HEAD TAX ON INTERNATIONAL FLIGHTS AND ONE-HALF OF ONE PERCENT OF TICKET PRICE ON DOMESTIC FLIGHTS -- TO BUY THE SERVICES OF AIR MARSHALS AND THEIR SUPPORT. WE HOPE TO HAVE \$28 MILLION FOR THE REMAINDER OF THIS FISCAL YEAR AND MORE THAN \$50 MILLION FOR FISCAL 72.

BUT WE'VE DONE A GREAT DEAL ALREADY WITHOUT LEGISLATION AND WITHOUT ADDITIONAL MONEY, AT PRESIDENT NIXON'S DIRECTION, THE DEPARTMENTS OF TREASURY, DEFENSE, JUSTICE, AND TRANSPORTATION HAVE -- FROM THEIR OWN RESOURCE DIVERSION -- PROVIDED US WITH THE 700 AIR MARSHALS FLYING TODAY, ALMOST 500 TREASURY AGENTS, FBI AGENTS, AND FAA PEACE OFFICERS WENT INTO IMMEDIATE ACTION WITH LITTLE OR NO PREPARATION. WE'VE HAD THE RECENT INCREASE OF 200 FROM DEFENSE, THE MILITARY PEOPLE FROM ALL SERVICES -- ARMY, NAVY, AIR FORCE, AND MARINES -- CAREFULLY SCREENED, TESTED, AND SELECTED --

ARE BEING TRAINED AT FORT DIX, NEW JERSEY. I HAD THE PLEASURE OF SPEAKING TO THE FIRST CLASS OF THESE MEN ON THEIR FIRST DAY OF TRAINING. THE YOUNGEST WAS 25 YEARS OF AGE, THE OLDEST 49, THE AVERAGE ABOUT 33 OR 4. ALL OF THE MILITARY IN THIS PROGRAM ARE MATURE INDIVIDUALS WHO HAVE YEARS OF LAW ENFORCEMENT BEHIND THEM, MEN WHO KNOW THE HEAVY RESPONSIBILITY THEY BEAR FOR THE LIVES OF THE CREW AND PASSENGERS AND THE SAFETY OF THE AIRCRAFT. THEY SERVE UNDER THE COMMAND OF THE AIRCRAFT CAPTAIN; THEY ARE ARMED WITH A .38 CALIBER SNUB-NOSED REVOLVER, WHICH FIRES HOLLOW-NOSED AMMUNITION AT A LOW-MUZZLE VELOCITY. THE BULLET FROM THIS REVOLVER WILL NOT SERIOUSLY DAMAGE THE AIRCRAFT AND WILL STOP A MAN WHO IS HIT ANYWHERE IN THE TORSO.

OUR MILITARY AIR MARSHALS WILL GROW IN STRENGTH DURING OCTOBER UNTIL OUR TOTAL STRENGTH IN THE AIR WILL EXCEED 1300. THESE MEN WILL BE FOUND ABOARD ALL AIRLINES ON ALL ROUTES TO EUROPE, THE CARIBBEAN, SOUTH AMERICA, JAPAN, HONOLULU, MIAMI, TO NEW YORK, MIAMI TO WEST COAST CITIES -- YOU MAY WELL BE SEATED NEXT TO AN AIR MARSHAL NO MATTER WHAT ROUTE YOU TAKE TO WHAT DESTINATION, ON THE AIRLINE OF YOUR CHOICE. IN THE MONTHS TO COME THE DEPARTMENT OF THE TREASURY WILL RECRUIT AND TRAIN PEOPLE FROM CIVILIAN LIFE TO REPLACE OUR MILITARY MARSHALS WHEN THEY RETURN TO UNIFORM.

BUT I STATED MY FIRM BELIEF THAT AIR TRANSPORTATION SECURITY BEGINS ON THE GROUND. AND I'VE EXPRESSED THE THOUGHT EARLIER THAT KEEPING BAD PEOPLE AND BAD THINGS FROM GETTING ABOARD AIRCRAFT WILL LARGELY SOLVE THE PROBLEM. THE DEPARTMENT OF TRANSPORTATION CREATED A TASK FORCE TO STUDY HIJACKING ALMOST TWO YEARS AGO - FEBRUARY 1969. THIS TASK FORCE PRODUCED ITS REPORT LAST JUNE, AND MOST OF THE PROGRESS WE HAVE MADE TO DATE IS LARGELY THE RESULT OF IMPLEMENTATION OF ITS REPORT RECOMMENDATIONS. FIRST, AND PERHAPS MOST IMPORTANT, THE TASK FORCE PRODUCED FOR OUR USE CERTAIN CRITERIA WHICH WE APPLY TO PASSENGERS. AT AIRPORTS WHERE THE FAA AIRPORT PLAN IS IN EFFECT YOU WILL SEE SIGNS WARNING PASSENGERS THAT THEIR BAGGAGE IS SUBJECT TO SEARCH, THAT A UNITED STATES MARSHAL IS ON DUTY AT THE GATE. THE BASIC REASON FOR THE SIZE IS THAT THE FAA TASK FORCE FOUND THAT MANY HIJACKERS ARE EASILY DISSUADED FROM THE ACT OF HIJACKING. WE BELIEVE THAT OBSTACLES PUT IN THEIR WAY CAUSE THIS APPRECIABLE NUMBER OF HIJACKERS TO ABANDON THE ATTEMPT. ONE OF THE MOST DAMAGING PRACTICES OF THE RECENT PAST WAS THE PUBLICIZED POSITION OF NON-RESISTANCE TO HIJACKING BY SOME AIRLINES.

WHEN THE PASSENGER PRESENTS HIS TICKET, THE AIRLINE EMPLOYEE APPLIES THE FAA CRITERIA. INCREASED EFFORTS IN INTELLIGENCE COLLECTION ACTIVITIES AND DETAILED STUDIES OF

CASE HISTORIES OF PREVIOUS HIJACKERS AND INCIDENTS HAVE GIVEN US DEFINITE IDEAS ABOUT THE NATURE OF THE POTENTIAL HIJACKER. THIS PROFILE, OR BEHAVIORAL PATTERN, IS NOT STATIC. IT IS BEING CONSTANTLY UPDATED AND REFINED WITH THE INTRODUCTION OF NEW INFORMATION. IN ADDITION, WE CAN INCREASE OR REDUCE AT WILL THE NUMBER OF FACTORS WE ACTIVELY USE IN THE PROFILE.

ALL PASSENGERS ARE SCREENED BY A MAGNETOMETER LOCATED AT THE GATE. THE MAGNETOMETER MEASURES THE AMOUNT OF FERROUS METAL THE PASSENGER CARRIES. IF THE MAGNETOMETER INDICATES THAT A PASSENGER MEETING THE FAA CRITERIA CARRIES AN AMOUNT OF METAL EQUIVALENT TO A DANGEROUS WEAPON, HE IS INVITED OUT OF LINE AND COURTEOUSLY INTERVIEWED BY A TICKET AGENT. IF THE INTERVIEW IS SATISFACTORY THE PASSENGER MOVES ON TO THE AIRCRAFT. BUT IF HE IS UN-COOPERATIVE, OR THE TICKET AGENT HAS REASON TO CONSIDER HIM A SECURITY RISK, HE IS DENIED PASSAGE ON THE AIRCRAFT. IT IS HERE THAT THE UNITED STATES MARSHAL ENTERS THE SCENE AND DETERMINES WHETHER THE INDIVIDUAL IS TO BE RELEASED, DETAINED FOR FURTHER QUESTIONING, OR ARRESTED. LASTLY, JUST A MONTH AGO CUSTOMS OFFICIALS BEGAN A SEARCH OF CARRY-ON LUGGAGE FOR FLIGHTS DEPARTING THE UNITED STATES.

FAA IS MOVING VIGOROUSLY TO IMPLEMENT ITS ANTI-HIJACKING SYSTEM, AND, IN ADDITION, SEVERAL AIRLINES ARE IMPLEMENTING THEIR OWN VERSION OF THE FAA SYSTEM FOR THEIR OWN OPERATIONS BOTH IN THE UNITED STATES AND OVERSEAS. THE DRAMATIC EXAMPLE,

OF COURSE, IS THE RESULT OBTAINED BY EASTERN AIRLINE IN REDUCTION OF HIJACKING BY IMPLEMENTING THE SYSTEM AT 24 OF ITS DOMESTIC STATIONS. ONE CAPTURED HIJACKER EXPLAINED HIS AVOIDANCE OF EASTERN AIRLINES AND SELECTION OF ANOTHER AIRLINE - HE WAS AWARE THAT EASTERN HAD AN ANTI-HIJACKING SYSTEM. TRANS WORLD AIRLINES USES THE ANTI-HIJACKING SYSTEM AT SIX DOMESTIC AIRPORTS AND SUFFICIENT MAGNETOMETER ON ORDER TO IMPLEMENT THE SYSTEM AT 22 ADDITIONAL AIRPORTS. AS I PASSED THROUGH ORLY ON TWA LATE LAST MONTH I WAS HELD AT THE GATE BY A FRENCH GUARD CARRYING A TOMMY GUN AND PATTED DOWN RATHER THOROUGHLY BY A FRENCH EMPLOYEE OF TWA. THE MAGNETOMETER WAS IN EVIDENCE AND IN USE. MANY OTHER DOMESTIC AIRLINES ARE RAPIDLY MOVING TO THIS SYSTEM.

THINK OF THE BY-PRODUCTS AND SIDE EFFECTS OF UNIFORMED GROUND SECURITY, SURELY THE PISTOLS, NARCOTICS, KNIVES, AND OTHER CONTRABAND WE FIND IN FLOWER BOXES AND TOILETS AT AIRPORTS WHERE THESE SYSTEMS ARE IN EFFECT INDICATE A LESSENING OF AIR TRAFFIC IN NARCOTICS AND, PERHAPS MORE IMPORTANTLY, A VERY GREAT DECREASE IN THE AIRPORT THEFTS OF AIR FREIGHT. THIS IS ANOTHER REASON FOR THE LOCAL SECURITY COMMITTEES SPEARHEADED BY FAA AND IMPLEMENTED BY COORDINATED EFFORT OF AIRLINE OPERATORS. I THINK WE'VE ONLY BEGUN TO SCRATCH THE SURFACE AS FAR AS THE OVERALL BENEFITS TO BE DERIVED FROM OUR LAW ENFORCEMENT EFFORTS ARE CONCERNED. ALL OF THESE EFFORTS

COST MONEY IN THE FORM OF EQUIPMENT AND ADDITIONAL MANPOWER FOR FAA AND THE AIRLINES. FAA WILL SHORTLY ADD 400 PEOPLE TO ITS ROLLS FOR AIRPORT SECURITY AND GROUND CONTROL AND SUPERVISION OF AIR MARSHALS.

WE ARE MAKING A MAJOR RESEARCH AND DEVELOPMENT EFFORT IN THE AREA OF DETECTION DEVICES FOR WEAPONS AND EXPLOSIVES. THE PASSIVE MAGNETOMETER WE HAVE TODAY MAKES USE OF THE EARTH'S MAGNETIC FIELD. WE HOPE TO GET A BETTER MAGNETOMETER WITH A 400% PERFORMANCE IMPROVEMENT SHORTLY. THIS WILL BE AN ACTIVE DEVICE THAT CREATES ITS OWN MAGNETIC FIELD. THE MAGNETOMETER IS RELATIVELY INEXPENSIVE DEVICE THAT GIVES GOOD RESULTS. WE ARE TESTING BRITISH AS WELL AS AMERICAN DEVELOPMENTS.

I SAW A SHORT PULSE X-RAY DEVICE DEMONSTRATED AT NATIONAL AIRPORT THREE WEEKS AGO. THIS MACHINE SHOWED CLEARLY THE INDIVIDUAL KEYS ON MY KEY RING IN A CASE THAT HAD BEEN PACKED AWAY IN A PIECE OF LUGGAGE. THE STRENGTH OF THE X-RAY IS 1/200 THE STRENGTH OF AN ORDINARY CHEST X-RAY. IT WILL NOT DAMAGE FILM STORED BY THE TRAVELER IN HIS LUGGAGE. THIS DEVICE WILL SURELY PICK UP WEAPONS AND MAY BE APPLICABLE TO DETECTION OF EXPLOSIVES.

FAA IS SUPPORTING OTHER DEVELOPMENTS TO DETECT BOMBS AND EXPLOSIVE MATERIALS. THERE IS THE NEUTRON ACTIVATION SCHEME CURRENTLY UNDER EXAMINATION AND A VAPOR DETECTION SYSTEM THAT SHOWS CONSIDERABLE PROMISE. THE FAA IS ALSO

ACTIVELY EXAMINING POSSIBLE USES OF DOGS AT AIRPORTS IN AN APPLICATION OF THEIR DEMONSTRATED SUCCESS IN SMELLING OUT BOBBY TRAPS AND MINES IN VIET NAM.

IN EVERY CASE WE ARE JOINING HANDS WITH OTHER NATIONS IN THE RESEARCH AND DEVELOPMENT EFFORT WE MUST MAKE TO DEFEAT THIS THREAT TO AIR TRANSPORT. LATE IN SEPTEMBER I ACCOMPAINED SECRETARY VOLPE ON A TRIP TO SEVEN EUROPEAN COUNTRIES FOR THE SOLE PURPOSE OF COMPARING THE EFFORTS OF THESE COUNTRIES WITH OURS. WE ARE NOW EXCHANGING TECHNOLOGICAL INFORMATION WITH THESE COUNTRIES, AS WELL AS INFORMATION ON SECURITY PROCEDURES AND PRACTICES. ONE PROCEDURE WE FOUND UNIVERSALLY IN EFFECT IN EUROPE WAS THE MATCHING OF LUGGAGE THAT GOES INTO THE BELLY OF THE AIRCRAFT WITH PASSENGERS - BEING CERTAIN THERE IS A PASSENGER ABOARD THE AIRCRAFT WHO IS ASSOCIATED WITH EACH PIECE OF LUGGAGE. FAA IMMEDIATELY ENTERED INTO DISCUSSIONS WITH THE AIR TRANSPORT ASSOCIATION ON THIS SUBJECT.

WHAT IS OUR PHILOSOPHY FOR THE FUTURE? WHAT IS OUR HOPE FOR THE FUTURE?

FIRST, WE ARE DETERMINED TO STOP HIJACKING, USING ALL OF THE MEANS I HAVE DISCUSSED HERE TODAY. WHATEVER IT TAKES, WE'LL DO IT. THE TRAVELING PUBLIC IS SAFE TODAY, MUCH SAFER TRAVELING BY AIR THAN THEY ARE ON THE GROUND. BUT WE ARE NOT GOING TO BE SATISFIED UNTIL OUR AIRPORTS ARE SECURE, - THE TERMINAL BUILDINGS, MAINTENANCE HANGARS, AND OTHER AIRPORT INSTILLATIONS ARE SECURE, THAT WHICH GOES INTO THE AIRCRAFT,

FREIGHT, LUGGAGE, MAIL, PASSENGERS, THESE ARE ALL CLEAN. AND WE MUST ACCOMPLISH THESE THINGS IN A MANNER THAT DOES NOT INCONVENIENCE THE TRAVELER. OUR PROCEDURES SURELY WOULD NOT BE ACCEPTABLE, IF THEY REQUIRE A PASSENGER TO REPORT TO THE AIRPORT AN EXCESSIVELY LONG TIME BEFORE SCHEDULED DEPARTURE. AND YET WE MUST CERTAINLY MATCH THE THREAT THAT EXISTS WITH THE ACTIONS WE MUST TAKE TO COUNTER THAT THREAT. THE EXAMPLE HERE, OF COURSE, IS THAT SOME OF THE ACTIONS CURRENTLY BEING TAKEN AT ZURICH, FRANKFORT, ORLY, AMSTERDAM, AND HEATHROW ARE NOT NECESSARY TODAY AT DULLES OR JFK. BUT WE MUST BE PREPARED TO TAKE SOME OF THESE ACTIONS, IF THE NEED ARISES.

WITH IMPROVED, TIGHTENED GROUND SECURITY, WE HOPE THAT THE ARMED AIR MARSHAL CONCEPT NEED NOT CONTINUE TO BE APPLIED ACROSS-THE-BOARD AS IT IS TODAY. AIR MARSHALS HAVE BEEN IN USE FOR SEVERAL YEARS ABOARD A VERY FEW SELECTED FLIGHTS CARRYING HIGH RISK PASSENGERS. AS I STATED EARLIER, TODAY THEY MAY WELL BE FOUND ABOARD JUST ABOUT ANY FLIGHT YOU MAY TAKE. TOMORROW, WITH INCREASED GROUND SECURITY, WE HOPE TO ELIMINATE THE AIR MARSHAL. AT THAT POINT I'LL BE OUT OF A JOB, AND I ASSURE YOU THAT I LOOK FORWARD TO THAT DAY,

REMARKS PREPARED FOR DELIVERY BY LT, GEN, BENJAMIN
O, DAVIS (USAF-RET.), DIRECTOR OF CIVIL AVIATION
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SO, WE LOOK FOR THREE INTERNATIONAL INSTRUMENTS -- ANTI-HIJACKING, ANTI-SABOTAGE, AND SUSPENSION OF AIR SERVICE, TO AID US IN OUR FIGHT AGAINST THOSE WHO THREATEN THE VERY EXISTENCE OF INTERNATIONAL AIR TRANSPORT.

REMEMBER, IF A HIJACKER KNOWS THAT HE WILL BE DEALT WITH SEVERELY WHEN HE REACHES HIS DESTINATION, EITHER BY PUNISHMENT OR RETURN TO THE COUNTRY WHERE THE FLIGHT ORIGINATED, WE ARE UNLIKELY TO HAVE FURTHER HIJACKING.

A BILL PASSED BY THE HOUSE AND AWAITING SENATE ACTION WILL AUTHORIZE THE DEPARTMENT OF TRANSPORTATION TO USE INCREASED REVENUES -- A \$3.00 HEAD TAX ON INTERNATIONAL FLIGHTS AND ONE-HALF OF ONE PERCENT OF TICKET PRICE ON DOMESTIC FLIGHTS -- TO BUY THE SERVICES OF AIR MARSHALS AND THEIR SUPPORT. WE HOPE TO HAVE \$28 MILLION FOR THE REMAINDER OF THIS FISCAL YEAR AND MORE THAN \$50 MILLION FOR FISCAL 72.

BUT WE'VE DONE A GREAT DEAL ALREADY WITHOUT LEGISLATION AND WITHOUT ADDITIONAL MONEY. AT PRESIDENT NIXON'S DIRECTION, THE DEPARTMENTS OF TREASURY, DEFENSE, JUSTICE, AND TRANSPORTATION HAVE -- FROM THEIR OWN RESOURCES -- PROVIDED US WITH THE 1300 AIR MARSHALS FLYING TODAY. ALMOST 500 TREASURY AGENTS, FBI AGENTS, AND FAA PEACE OFFICERS WENT INTO IMMEDIATE ACTION WITH LITTLE OR NO PREPARATION. WE'VE HAD THE RECENT INCREASE OF 800 FROM DEFENSE. THE MILITARY PEOPLE FROM ALL SERVICES -- ARMY, NAVY, AIRFORCE, AND MARINES -- CAREFULLY

SCREENED, TESTED, AND SELECTED -- WERE BEING TRAINED AT FORT DIX, NEW JERSEY. I HAD THE PLEASURE OF SPEAKING TO THE FIRST CLASS OF THESE MEN ON THEIR FIRST DAY OF TRAINING. THE YOUNGEST WAS 25 YEARS OF AGE, THE OLDEST 49, THE AVERAGE ABOUT 33 OR 4. ALL OF THE MILITARY IN THIS PROGRAM ARE MATURE INDIVIDUALS WHO HAVE YEARS OF LAW ENFORCEMENT BEHIND THEM, MEN WHO KNOW THE HEAVY RESPONSIBILITY THEY BEAR FOR THE LIVES OF THE CREW AND PASSENGERS AND THE SAFETY OF THE AIRCRAFT. THEY SERVE UNDER THE COMMAND OF THE AIRCRAFT CAPTAIN; THEY ARE ARMED WITH A 38 CALIBER REVOLVER, WHICH FIRES AMMUNITION AT A LOW-MUZZLE VELOCITY. THE BULLET FROM THIS REVOLVER WILL NOT SERIOUSLY DAMAGE THE AIRCRAFT AND WILL STOP A MAN WHO IS HIT ANYWHERE IN THE TORSO.

THESE MEN WILL BE FOUND ABOARD ALL AIRLINES ON ALL ROUTES TO EUROPE, THE CARIBBEAN, SOUTH AMERICA, JAPAN, HONOLULU, MIAMI, TO NEW YORK, MIAMI TO WEST COAST CITIES -- YOU MAY WELL BE SEATED NEXT TO AN AIR MARSHAL NO MATTER WHAT ROUTE YOU TAKE TO WHAT DESTINATION, ON THE AIRLINE OF YOUR CHOICE. IN THE MONTHS TO COME THE DEPARTMENT OF THE TREASURY WILL RECRUIT AND TRAIN PEOPLE FROM CIVILIAN LIFE TO REPLACE OUR MILITARY MARSHALS WHEN THEY RETURN TO UNIFORM.

BUT I STATED MY FIRM BELIEF THAT AIR TRANSPORTATION SECURITY BEGINS ON THE GROUND. AND I'VE EXPRESSED THE THOUGHT EARLIER THAT KEEPING BAD PEOPLE AND BAD THINGS FROM GETTING ABOARD AIRCRAFT WILL LARGELY SOLVE THE PROBLEM. THE DEPARTMENT OF TRANSPORTATION CREATED A TASK FORCE TO STUDY HIJACKING ALMOST TWO YEARS AGO - FEBRUARY 1969. THIS TASK FORCE PRODUCED ITS REPORT LAST JUNE, AND MOST OF THE PROGRESS WE HAVE MADE TO DATE IS LARGELY THE RESULT OF IMPLEMENTATION OF ITS REPORT RECOMMENDATIONS, FIRST, AND PERHAPS MOST IMPORTANT, THE TASK FORCE PRODUCED FOR OUR USE CERTAIN CRITERIA WHICH WE APPLY TO PASSENGERS, AT AIRPORTS WHERE THE FAA AIRPORT PLAN IS IN EFFECT YOU WILL SEE SIGNS WARNING PASSENGERS THAT THEIR BAGGAGE IS SUBJECT TO SEARCH, THAT A UNITED STATES MARSHAL IS ON DUTY AT THE GATE, THE BASIC REASON FOR THE SIGN IS THAT THE FAA TASK FORCE FOUND THAT MANY HIJACKERS ARE EASILY DISSUADED FROM THE ACT OF HIJACKING, WE BELIEVE THAT OBSTACLES PUT IN THEIR WAY CAUSE THIS APPRECIABLE NUMBER OF HIJACKERS TO ABANDON THE ATTEMPT. ONE OF THE MOST DAMAGING PRACTICES OF THE RECENT PAST WAS THE PUBLICIZED POSITION OF NON-RESISTANCE TO HIJACKING BY SOME AIRLINES.

WHEN THE PASSENGER PRESENTS HIS TICKET, THE AIRLINE EMPLOYEE APPLIES THE FAA CRITERIA, INCREASED EFFORTS IN INTELLIGENCE COLLECTION ACTIVITIES AND DETAILED STUDIES OF CASE HISTORIES OF PREVIOUS HIJACKERS AND INCIDENTS HAVE GIVEN

US DEFINITE IDEAS ABOUT THE NATURE OF THE POTENTIAL HIJACKER. THIS PROFILE, OR BEHAVIORAL PATTERN, IS NOT STATIC. IT IS BEING CONSTANTLY UPDATED AND REFINED WITH THE INTRODUCTION OF NEW INFORMATION. IN ADDITION, WE CAN INCREASE OR REDUCE AT WILL THE NUMBER OF FACTORS WE ACTIVELY USE IN THE PROFILE.

ALL PASSENGERS ARE SCREENED BY A MAGNETOMETER LOCATED AT THE GATE. THE MAGNETOMETER MEASURES THE AMOUNT OF FERROUS METAL THE PASSENGER CARRIES. IF THE MAGNETOMETER INDICATES THAT A PASSENGER MEETING THE FAA CRITERIA CARRIES AN AMOUNT OF METAL EQUIVALENT TO A DANGEROUS WEAPON, HE IS INVITED OUT OF LINE AND COURTEOUSLY INTERVIEWED BY A TICKET AGENT. IF THE INTERVIEW IS SATISFACTORY THE PASSENGER MOVES ON TO THE AIRCRAFT. BUT IF HE IS UN-COOPERATIVE, OR THE TICKET AGENT HAS REASON TO CONSIDER HIM A SECURITY RISK, HE IS DENIED PASSAGE ON THE AIRCRAFT. IT IS HERE THAT THE UNITED STATES MARSHAL ENTERS THE SCENE AND DETERMINES WHETHER THE INDIVIDUAL IS TO BE RELEASED, DETAINED FOR FURTHER QUESTIONING, OR ARRESTED. ON THE EASTERN AIRLINES SYSTEM, ALONE, MORE THAN 100 PERSONS HAVE BEEN DENIED BOARDING AND 40 OF THESE WERE ARRESTED. LASTLY, JUST A MONTH AGO CUSTOMS OFFICIALS BEGAN A SEARCH OF CARRY-ON LUGGAGE FOR FLIGHTS DEPARTING THE UNITED STATES.

FAA IS MOVING VIGOROUSLY TO IMPLEMENT ITS ANTI-HIJACKING SYSTEM, AND, IN ADDITION, SEVERAL AIRLINES ARE IMPLEMENTING THEIR OWN VERSION OF THE FAA SYSTEM FOR THEIR OWN OPERATIONS BOTH IN THE UNITED STATES AND OVERSEAS. THE DRAMATIC EXAMPLE,

OF COURSE, IS THE RESULT OBTAINED BY EASTERN AIRLINE IN REDUCTION OF HIJACKING BY IMPLEMENTING THE SYSTEM AT 24 OF ITS DOMESTIC STATIONS, ONE CAPTURED HIJACKER EXPLAINED HIS AVOIDANCE OF EASTERN AIRLINES AND SELECTION OF ANOTHER AIRLINE - HE WAS AWARE THAT EASTERN HAD AN ANTI-HIJACKING SYSTEM, TRANS WORLD AIRLINES USES THE ANTI-HIJACKING SYSTEM AT SIX DOMESTIC AIRPORTS AND SUFFICIENT MAGNETOMETER ON ORDER TO IMPLEMENT THE SYSTEM AT 22 ADDITIONAL AIRPORTS,

I THINK WE'VE ONLY BEGUN TO SCRATCH THE SURFACE AS FAR AS THE OVERALL BENEFITS TO BE DERIVED FROM OUR LAW ENFORCEMENT EFFORTS ARE CONCERNED, ALL OF THESE EFFORTS COST MONEY IN THE FORM OF EQUIPMENT AND ADDITIONAL MANPOWER FOR FAA AND THE AIRLINES, FAA WILL SHORTLY ADD 400 PEOPLE TO ITS ROLLS FOR AIRPORT SECURITY AND GROUND CONTROL AND SUPERVISION OF AIR MARSHALS,

WE ARE MAKING A MAJOR RESEARCH AND DEVELOPMENT EFFORT IN THE AREA OF DETECTION DEVICES FOR WEAPONS AND EXPLOSIVES, THE PASSIVE MAGNETOMETER WE HAVE TODAY MAKES USE OF THE EARTH'S MAGNETIC FIELD, WE HOPE TO GET A BETTER MAGNETOMETER WITH A 400% PERFORMANCE IMPROVEMENT SHORTLY, THIS WILL BE AN ACTIVE DEVICE THAT CREATES ITS OWN MAGNETIC FIELD, THE MAGNETOMETER IS RELATIVELY INEXPENSIVE DEVICE THAT GIVES GOOD RESULTS, WE ARE TESTING BRITISH AS WELL AS AMERICAN DEVELOPMENTS,

I SAW A SHORT PULSE X-RAY DEVICE DEMONSTRATED AT NATIONAL AIRPORT THREE WEEKS AGO. THIS MACHINE SHOWED CLEARLY THE INDIVIDUAL KEYS ON MY KEY RING IN A CASE THAT HAD BEEN PACKED AWAY IN A PIECE OF LUGGAGE. THE STRENGTH OF THE X-RAY IS 1/200 THE STRENGTH OF AN ORDINARY CHEST X-RAY. IT WILL NOT DAMAGE FILM STORED BY THE TRAVELER IN HIS LUGGAGE. THIS DEVICE WILL SURELY PICK UP WEAPONS AND MAY BE APPLICABLE TO DETECTION OF EXPLOSIVES.

FAA IS SUPPORTING OTHER DEVELOPMENTS TO DETECT BOMBS AND EXPLOSIVE MATERIALS. THERE IS THE NEUTRON ACTIVATION SCHEME CURRENTLY UNDER EXAMINATION AND A VAPOR DETECTION SYSTEM THAT SHOWS CONSIDERABLE PROMISE. THE FAA IS ALSO ACTIVELY EXAMINING POSSIBLE USES OF DOGS AT AIRPORTS IN AN APPLICATION OF THEIR DEMONSTRATED SUCCESS IN SMELLING OUT BOBBY TRAPS AND MINES IN VIET NAM.

IN EVERY CASE WE ARE JOINING HANDS WITH OTHER NATIONS IN THE RESEARCH AND DEVELOPMENT EFFORT WE MUST MAKE TO DEFEAT THIS THREAT TO AIR TRANSPORT. LATE IN SEPTEMBER I ACCOMPAINED SECRETARY VOLPE ON A TRIP TO SEVEN EUROPEAN COUNTRIES FOR THE SOLE PURPOSE OF COMPARING THE EFFORTS OF THESE COUNTRIES WITH OURS. WE ARE NOW EXCHANGING TECHNOLOGICAL INFORMATION WITH THESE COUNTRIES, AS WELL AS INFORMATION ON SECURITY PROCEDURES AND PRACTICES. ONE PROCEDURE WE FOUND UNIVERSALLY IN EFFECT IN EUROPE WAS THE WATCHING OF LUGGAGE THAT GOES INTO THE BELLY OF THE AIRCRAFT WITH PASSENGERS - BEING CERTAIN THERE IS A PASSENGER ABOARD THE AIRCRAFT WHO IS ASSOCIATED WITH EACH

PIECE OF LUGGAGE, FAA IMMEDIATELY ENTERED INTO DISCUSSIONS WITH THE AIR TRANSPORT ASSOCIATION ON THIS SUBJECT.

WHAT IS OUR PHILOSOPHY FOR THE FUTURE? WHAT IS OUR HOPE FOR THE FUTURE?

FIRST, WE ARE DETERMINED TO STOP HIJACKING, USING ALL OF THE MEANS I HAVE DISCUSSED HERE TODAY, WHATEVER IT TAKES, WE'LL DO IT. THE TRAVELING PUBLIC IS SAFE TODAY, MUCH SAFER TRAVELING BY AIR THAN THEY ARE ON THE GROUND, BUT WE ARE NOT GOING TO BE SATISFIED UNTIL OUR AIRPORTS ARE SECURE, - THE TERMINAL BUILDINGS, MAINTENANCE HANGARS, AND OTHER AIRPORT INSTALLATIONS ARE SECURE, THAT WHICH GOES INTO THE AIRCRAFT, FREIGHT, LUGGAGE, MAIL, PASSENGERS, THESE ARE ALL CLEAN, AND WE MUST ACCOMPLISH THESE THINGS IN A MANNER THAT DOES NOT INCONVENIENCE THE TRAVELER. OUR PROCEDURES SURELY WOULD NOT BE ACCEPTABLE, IF THEY REQUIRE A PASSENGER TO REPORT TO THE AIRPORT AN EXCESSIVELY LONG TIME BEFORE SCHEDULED DEPARTURE, AND YET WE MUST CERTAINLY MATCH THE THREAT THAT EXISTS WITH THE ACTIONS WE MUST TAKE TO COUNTER THAT THREAT. THE EXAMPLE HERE, OF COURSE, IS THAT SOME OF THE ACTIONS CURRENTLY BEING TAKEN AT ZURICH, FRANKFORT, ORLY, AMSTERDAM, AND HEATHROW ARE NOT NECESSARY TODAY AT DULLES OR JFK. BUT WE MUST BE PREPARED TO TAKE SOME OF THESE ACTIONS, IF THE NEED ARISES.

WITH IMPROVED, TIGHTENED GROUND SECURITY, WE HOPE THAT THE ARMED AIR MARSHAL CONCEPT NEED NOT CONTINUE TO BE APPLIED ACROSS-THE-BOARD AS IT IS TODAY. AIR MARSHALS HAVE BEEN IN

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USE FOR SEVERAL YEARS ABOARD A VERY FEW SELECTED FLIGHTS CARRYING HIGH RISK PASSENGERS. AS I STATED EARLIER, TODAY THEY MAY WELL BE FOUND ABOARD JUST ABOUT ANY FLIGHT YOU MAY TAKE. TOMORROW, WITH INCREASED GROUND SECURITY, WE HOPE TO ELIMINATE THE AIR MARSHAL. AT THAT POINT I'LL BE OUT OF A JOB, AND I ASSURE YOU THAT I LOOK FORWARD TO THAT DAY.