

# Security at 35.000 Ft

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# Next development's needed.

- Secondary barrier
- Communication systems Cockpit vs. Cabin
- Video control systems cockpit
- Video surveillance system Cabin
- Positive identification systems passengers and baggage

# Secondary Barrier.



# Secondary Barrier.



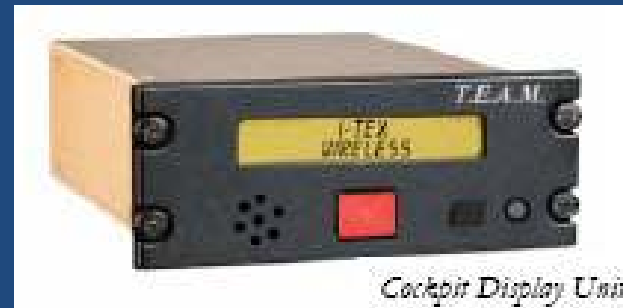
# Communications

- ICAO Annex 6, Part I, 13.2.1
- In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.

# Communications



*Antenna Sending Unit*



*Cockpit Display Unit*



*Bi-Directional  
Headset (BDH)*

# Video control systems cockpit



# Video surveillance system Cabin

- Why do we need it?
- NO RECORDING
- NO AUTOMATIC DOWNLINKING
- NO COCKPIT MONITORING!

POSITIVE IDENTIFICATION

# systems passengers baggage

- Why do we need it
- What is the possible threat
- How?



# SOFIA

- Safe Automatic Flight back and Landing of Aircraft

• NO!

# TRAINING

- Crews AND passengers need to be aware of the dangers.
- Governments need to know consequences of their actions
- Law enforcement officers need to be trained
- Potential In Flight Security Officers (IFSO) need to be specially trained law enforcement officers.

# INCIDENT RESPONSE

- Interception of civil aircraft is potentially dangerous
- Downing a civil aircraft is of interest to terrorists
- Negotiating CAN be an option even with “new” terrorists.
- Safety record must be maintained and not deteriorated because of security measures.

# Thank you.

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