

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SW 1600.35C

SOUTHWEST REGION

2/22/2000

SUBJ: AIRCRAFT HIJACKING CONTINGENCY PLAN

- * **1. PURPOSE.** This order apprises Air Traffic terminal facilities and ARTC Centers of a need for contingency planning to accommodate non-FAA personnel in the facility who may have responsibility for action during attempted hijackings, such as the media, the Federal Bureau of Investigation (FBI), local law enforcement officers, and airline representatives.
- 2. DISTRIBUTION.** This order is distributed to branch level in Air Traffic and Civil Aviation Security Divisions, all Airport Traffic Control Towers, ARTC Centers, Civil Aviation Security Field Offices in the Southwest Region, and to the NATCA Regional Representative.
- 3. CANCELLATION.** Order SW 1600.35B, Aircraft Hijacking Contingency Plan, dated January 25, 1996, is canceled.
- 4. BACKGROUND.** During a hijacking attempt the agency has been pressed by the FBI, the media, local law enforcement officers, and airline representatives for communication with the outside. In order to better cope with these situations, each facility shall develop a contingency plan containing coordination procedures.
- 5. PLANNING/COORDINATION.** Air Traffic terminal facilities and ARTC Centers shall accomplish appropriate coordination with the airport command post, which is operated by designated representatives of the airport operator, airline officials, the FAA security representative, and the FBI, in order to determine a plan of action in the event of an aircraft hijacking or attempted hijacking at the airport or in the area of control. All media inquiries should be referred to the Public Affairs Office, ASW-5. A contingency plan shall be published locally and made available to operating personnel. The following items must be considered in your contingency plan. *
- a. **Location.** Coordination with agencies or companies, which may have a legitimate responsibility in aircraft hijackings, must be informed that a very limited number of persons can be accommodated in the tower cab or radar room. Efforts to accommodate an excessive number of people in operating quarters must be avoided in order to hold to a minimum interference to normal operations in the facility.
- b. **Communications.** There shall be one line dedicated for communications between the tower cab and the regional office operations center for the duration of the hijacking attempt. If only one telephone line is available to the tower cab or radar room, this must be explained to all agencies that may intend to send a representative to the facility.

/s/ Doug Murphy
Douglas R. Murphy
Manager, Air Traffic Division