

# AIRPORT, AIRCRAFT & AIRLINE SECURITY



KENNETH C. MOORE

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*To my wife, Betty*

If you can find a truly good wife,  
    she is worth more than precious gems! . . .  
Her children stand and bless her;  
    so does her husband. He praises her  
    with these words:  
“There are many fine women in the world,  
    but you are the best of them all!”

*Proverbs 31:10, 28-29*

# Foreword

The rapid growth of the security industry in the United States has been accompanied by an equally rapid acceptance of security managers as professionals. However, to be truly regarded as an industry of professionals, security people must develop a solid library of value to the professional and non-professional alike.

There are many excellent books on various disciplines of security, as well as on the management of the security function of a company or government department. The field of airline, aircraft and airport security has been noticeably delinquent in its failure to contribute a “Blackstone” to the library. There have been legal treatises and bibliographies on aircraft hijackings, but very little on the anti-hijacking security system. There have been many articles on cargo security which are usually oriented to policy or legislation, but there has been very little on the practical steps to follow to defeat the cargo thief, and baggage security has been almost completely ignored.

Ken Moore has filled many voids with this honest, authoritative and complete text on Airport, Aircraft and Airline Security. Security problems and solutions in preventing hijacking and in protecting cargo and baggage are covered in considerable detail. He uses the same thorough approach in dealing with credit card frauds and the security of ticket stock.

There are some professionals in aviation security who will not agree completely with what has been written here. There are those who will say that the government role has been understated or overstated, depending on individual viewpoints.

I believe Ken Moore has been able to strike a good balance

between government and industry input, particularly in the anti-hijacking program. In nearly all programs involving several elements of industry and government, cooperation is something to be hoped for; but it is not always something you have. Ken makes the point that, despite occasional bureaucratic intransigence and airline or airport recalcitrance, government and industry can work together to produce a highly successful program.

Those who have the firm belief that security is a profession will be encouraged by this fine addition to authoritative information in the security field.

*Harry J. Murphy*  
*Director of Security*

*Air Transport Association*  
*of America*

## Preface and Acknowledgements

The decision to write a book on security presents the concerned security professional with a dilemma. He must first decide whether the book should be written at all, and—if so—how it should be done. He wants to pass on information which may be of assistance to his colleagues, but he cannot overlook the possibility that the information might fall into the wrong hands. Thus, the specialist on alarms must write in such a way as to assist those seeking to protect their premises without inadvertently giving away information that would teach the unscrupulous how to circumvent an alarm.

With the advent of air piracy, this dilemma has been particularly evident in the field of airport and airline security. Each detailed description in the news media of how a hijacker was able to get past security, or perhaps of what slip-up led to his capture, seemed to provide an instructive lesson for future hijackings. Of necessity, then, this book must remain silent in some of these sensitive areas. Other facets of the anti-hijacking program, however, such as the predeparture screening required of all U.S. carriers, are dealt with in detail.

The entire security industry has changed dramatically in recent years. What started out in many firms as an Investigations Department often evolved into the Security Department. Industrial security, once synonymous with “plant protection,” has expanded to encompass the broader but also more specialized loss-prevention function in many companies. This expansion came naturally from wider recognition of security’s basic task, the protection of company assets. Security responsibilities grew from basic job description requirements to include such areas as cash

control procedures, protection of proprietary information, and auditing functions. And it is no longer enough to specialize only in industrial security. Present-day challenges have created a need for specialized expertise in more narrowly defined fields such as campus security, hotel security, bank security, hospital security, government security—and airline and airport security.

As yet, however, college-level courses even in the general subject of industrial security, although growing in number, are still relatively few. Those who seek training in one of the more specialized security fields must usually find someone willing to hire and train them on the job in an apprentice capacity until such time as they have earned their spurs.

From this need came the concept of this book. It is written for those in the aviation security field who might profit from the ideas and information of a co-worker who faces the same problems on a daily basis. It might also assist law enforcement personnel posted to airport security duty, as well as those airline or airport employees who have been assigned to security as an extra hat to wear or a new responsibility for which their background and experience have not prepared them. Finally, because the scope of airline and airport security has been changing too rapidly, it is hoped that this book will be of value even to some of the “old timers” in the field who grew up with air transportation.

Our goal, air safety and security, is a common one. We can and should share ideas and work together to achieve it.

As a fledgling author, I have come to the conclusion that the most important part of any book is the acknowledgements. Perhaps only another author can know the genuine gratitude one feels toward all those who have given so willingly and generously of their time, knowledge and experience.

The genesis of this book was a Master’s thesis submitted as a requirement toward a degree in Criminal Justice Administration at San Jose State University, San Jose, California. Dr. Peter C. Unsinger, Chairman of my thesis committee, was of great help, especially in assisting me to write the thesis “long distance” after I moved to Illinois. Also serving on my thesis committee were Glen A. Hill and Dr. Harry W. More, the latter then Chairman of the Department of Administration of Justice at San Jose State, whose encouragement in my studies was significantly helpful.



It cannot be overlooked that every book, and most certainly a specialized text, must have a publisher. Much appreciation is due to Ray Farber, President of Security World Publishing Company, for his recognition of the need for such a book, his faith in an unpublished author, and his willingness to commit the resources of his company and his people to the effort. Mary Margaret Hughes served as editor of the book, contributing polish and organization to the manuscript. Louis Charbonneau coordinated the entire editing and publishing task.

Several persons were of help in reading the manuscript and offering comments and suggestions. Joseph A. Sullivan, formerly Executive Director of the Airport Security Council and now Vice President of Audits and Security for Pan American World Airways, has personally contributed much to the betterment of aviation security. I was extremely pleased that Joe agreed to review the manuscript, and his suggestions contributed to clarification and balance. Harry J. Murphy, Director of Security for the Air Transport Association of America and an author himself, encouraged me in the writing of this book and his comments on the final draft were particularly helpful. I also appreciate his consenting to write the Foreword.

Although this book has no FAA stamp of approval, since none can be given, I am grateful to Richard F. Lally, Director, Civil Aviation Security Service, and to Joseph Blank, Deputy Director, for consenting to review the manuscript and for their valuable comments. These two gentlemen endeavor to make a reality of "Compliance through cooperation and understanding."

James M. Miles has been both a source of encouragement and a valuable resource person during the writing of this book. It has been my good fortune to work under Jim's tutelage and supervision for most of my airline security career. I am grateful for his review of the manuscript but more importantly for his friendship and wise counsel over the months and years.

The opinions expressed in this book are those of the author and do not necessarily represent the opinions of United Air Lines, Inc. Many others assisted, however, by sharing thoughts and ideas, in some cases letting me "pick their brains" in areas of expertise where their knowledge was vastly superior to mine. Particular thanks for such help are due to Michael P. Baxter, Jane K. Fine, Edward A. Hunter, Herb Ingram, Robert L. Jones, Joe Lehnen, R.

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To General Benjamin O. Davis, Jr. (USAF, Retired), for his unequalled contribution to the safety and security of civil aviation. General Davis was so involved in every aspect of aviation security during his "second career" with the Federal Government that some portions of this book were difficult to write without appearing to be his biography. His retirement was a loss to the industry.

To Daniel A. Ward, Director of Transportation Security, who continues to work effectively with the Department of Transportation, making a significant contribution to the security of cargo generally.

And special thanks must go to my wife, Betty, for her typing skills and for her patience, support and encouragement. Steve and Mary Kay, my children, are also entitled to a word of appreciation for too many evenings spent alone while Dad was closeted in the study with the typewriter.

Finally, I try—not always successfully—to avoid separating my spiritual life from my daily activities. During the writing of this book, two verses from the Scriptures found new meaning for me, particularly when pressures became heavy. One (*Psalms 37:5*)

was “Commit everything you do to the Lord. Trust Him to help you do it and He will.” The other (*Proverbs 16:3*) was “Commit your work to the Lord; then it will succeed.” If my thanks for all the help I have been given are to be complete, then this final acknowledgement is most important.

*Kenneth C. Moore*  
*Arlington Heights, Illinois*

*For I dipped into the future, far as human eye could see,  
Saw the Vision of the world, and all the wonder that would be;*

*Saw the heavens fill with commerce, argosies of magic sails,  
Pilots of the purple twilight, dropping down with costly bales.*

“Locksley Hall”  
Alfred, Lord Tennyson

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