



DEPARTMENTAL
GENERAL
ORDER

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Index as:

Aircraft Hijackings
Hijackings, Aircraft

AIRCRAFT HIJACKINGS

The purpose of this order is to define law enforcement responsibilities and to establish Departmental procedures in responding to an actual or attempted hijacking which occurs at one of the Oakland airports.

I. RESPONSIBILITY FOR LAW ENFORCEMENT

- A. The Federal Aviation Administration (FAA) has primary law enforcement responsibility when incidents occur aboard aircraft in flight. Aircraft on the ground are considered to be "in flight" and subject to FAA direction if all external doors are closed.
- B. The Federal Bureau of Investigation (FBI), in cooperation with the Oakland Police Department, has law enforcement responsibility regarding aircraft that are not in flight. An aircraft on the ground is considered to be "not in flight" only if one or more of its doors are ajar. In addition, based on a 1995 Congressional modification of Title 49 USC, the FBI is now the designated lead agency responsible for resolving a hijacking crisis when an aircraft is hijacked in the air and lands at an airport, regardless of the status of the doors.
- C. In cases where there is uncertainty about an aircraft's flight status, the FAA assumes responsibility.
- D. In the absence of an FBI or FAA official(s) to assume responsibility for the incident, law enforcement responsibility shall rest with the ranking Departmental member at the scene.
- E. The Airport Manager or his/her representative will provide the necessary support to FAA, FBI, and the ranking Departmental officer at the scene.

II. COMMAND POSTS AND ASSEMBLY AREA

A. Command Posts

The Airport Emergency Operations Center (AEOC)/Incident Command Post (ICP] for both the Oakland International Airport (South Airport) and the General Aviation Airport (North Airport) is located in building M-104 (South Airport). The Tower Lounge, located on the 8th floor of Terminal 1, South Airport, may be used as a tactical command post or as an observation post.

B. Assembly Area

The initial assembly area for members and employees responding to an impending or actual aircraft hijacking shall be the parking lot adjacent to the valet parking area, west of Terminal 1, South Airport.

C. Designated Aircraft Location

The hijacked aircraft will be directed by air traffic controllers to park in an isolated area unless otherwise specified.

D. Passenger Debriefing Area

The interview area for passenger debriefing will be in an isolated area to be determined by on-scene airport and law enforcement officials.

III. COMMUNICATIONS DIVISION RESPONSIBILITIES

Upon receiving notification of an impending or actual aircraft hijacking, the Communications Division shall:

- A.** Maintain direct communications with the AEOC/ICP (See Appendix A) until a supervisory or command officer arrives.
- B.** Notify the FBI immediately and maintain communications with them as necessary (See Appendix A).
- C.** Notify the Watch Commander who will make other notifications as needed.

- D. Keep the Patrol Division Watch Commander informed of any changes in the situation until he/she arrives at the AEOC/ICP.
- E. Dispatch or call-out the following members to report to the AEOC/ICP:
 - 1. A command officer and two sergeants.
 - 2. An on-duty Traffic Enforcement sergeant or another Patrol Division sergeant.
 - 3. The Departmental Tactical Operations Team (Entry, Sniper and/or HNT).
 - 4. Additional units as requested by the supervisory or command officer at the AEOC/ICP.
- F. Refer all calls for public information to the responsible agency (FBI or FAA) and/or airline representative. The Watch Commander may call out the Departmental PIO.

IV. BUREAU OF FIELD OPERATIONS RESPONSIBILITIES

- A. Airport Security/Helicopter Unit
 - 1. The on-duty senior officer shall report immediately to the AEOC/ICP in building M-104 to open and maintain communication with the south control tower and the Communications Division and perform the responsibilities of the command officer until relieved by a supervisory or command officer.
 - 2. An on-duty Airport Security/Helicopter Unit officer shall report directly to the south control tower. This officer shall obtain all available information regarding the incident and relay that information to the AEOC/ICP. This officer shall not communicate directly with the hijacker(s) unless directed by the Incident Commander.
- B. Command Officer Responsibilities

1. The Airport Security/Helicopter Unit senior officer shall be relieved by a command officer as soon as possible. This command officer shall assume the role of the Incident Commander.
2. Upon arrival at the AEOC, the Incident Commander shall:
 - a) Assign another command or supervisory officer to assume the role of the Perimeter and Traffic Commander and instruct him/her to respond directly to the designated assembly area.

FAA Safety/Security regulations require all responding officers to be escorted to assembly area by airport security, Helicopter/Airport Security Officer, or airport operations personnel.
 - b) Coordinate with the Tactical Commander for deployment of Tactical Operations Team personnel for inner perimeter, observation, negotiation, and other missions.
 - c) Establish direct communication with the Tactical Command Post. The Tactical Command Post may be co-located with the AEOC/ICP on the tarmac near the aircraft or at another location, depending on the situation and the needs of the Departmental Tactical Commander and the FBI SWAT Supervisor.
 - d) Request the Communications Division to dispatch the necessary number of officers to the designated traffic control points.
 - e) Maintain contact with the Perimeter and Traffic Commander, the Tactical Commander and the officer assigned to the south control tower to ascertain the status of the hijacking.
 - f) Assign three members to the AEOC/ICP to keep a log of activities, maintain liaison with persons from other

agencies and screen persons at the entrance to keep out unauthorized personnel.

- g) Assume command of the incident, taking whatever police actions are necessary until relieved by an appropriate FAA or FBI official who assumes command.

3. Field Units

- a) The Tactical Commander shall keep the Incident Commander informed of the situation at hand and provide assistance to federal agents whenever possible. Use of snipers or aircraft assault by members of the Tactical Operations Team requires the approval of the **Incident Commander**, even when in support of federal agents.
- b) The Perimeter and Traffic Commander shall direct the activities of field units and provide assistance to federal agents whenever possible.
- c) The Perimeter and Traffic Commander and the Tactical Commander shall keep the Incident Commander informed of the situation and the need for additional units, equipment or ambulances.
- d) Field units assigned to the airport shall report directly to the designated assembly area. Officers shall not enter other areas of the airport unless directed to do so by a supervisor or commander. Aircraft movement activity may still be in progress.
- e) As instructed, field officers shall provide crowd and traffic control and emergency scene security, assist in the apprehension of suspects and perform other law enforcement activities.

NOTE: Unnecessary displays of firearms or weapons shall be avoided in the vicinity of the hijacked aircraft at all times.

- f) In the event hostages are released before designated units are in place to handle them, immediate action shall be taken to isolate uninjured persons at an appropriate area and to begin interviews to determine their names, addresses, telephone numbers and any information they may possess regarding the hijacker(s). All witnesses shall be interviewed and released by FBI agents or by the Incident Commander.

By order of

Richard L. Word
Chief of Police

APPENDIX A

1. Airport Operations Office: (510-577-4036/4061)
2. Airport Operations Field Office: (510-577-4067)
3. Federal Bureau of Investigation (FBI): Oakland Office: 510-451-9782 or if no answer, San Francisco Office: 415-553-7400. The switchboard will "patch" the call through to an FBI supervisor.