

# AVIATION CAPSTONE PROJECT SAMPLE



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# ABDUCTION OF AIRCRAFT AS A THREAT TO CIVIL AVIATION

Air safety implies a state of reduced risk of endangering the life and health of people and causing damage to property, and maintaining that risk at an acceptable level by constant control and perceiving danger. Commercial airline lines attract terrorists for political and economic reasons. Air companies are a symbol of the nation, almost like embassies and diplomatic representatives (Jenkis, 1989). The abduction of aviation is a terrorist-criminal act. Demonstrating the force, the abductees of the crowd lay down to the passengers, establish power over them and very often physically and mentally abuse them. They also change the flight path, turning from a regular line to another country or place. For all hijackings, the following is common: they are done while the aviation is in flight; endangering crew and passengers; imply the use of force or force majeure for violent turning from one to another route or from one state to another. There is very much the line of kidnapping of military airplanes outside the airport. If it does happen, he is piloted by that airport. For the development and continuity of air traffic, security is of crucial importance today. It is one of the most sensitive issues that directly affect the preference of passengers for air transport. Reducing safety in air traffic can affect the primary goals of market-driven airline companies, such as profit maximization, market expansion, and market growth and market growth. Modern civil air traffic, as an important branch of industry, overcomes national frameworks and demands strict respect for international standards of security in the airspace, for which each country is responsible. The motives for hijacking aviation may be different. It is essentially a criminal act, and kidnappers are, according to the laws that have been brought by almost all countries of the world - criminals. The kidnappers will surely be in the future as well. As before, they will follow the development of science and technology and use their results. Movements of abduction and means used will change, which is a constant challenge and task for all subjects responsible for the safety of aircraft and the protection of people and material goods at and around airports. The classifications of motives for hijacking an aviation dominate the division of political, criminal and adventurous motives. The abduction of aviation from political agitations is one of the most common cases in the history of kidnapping. When it comes to the abduction of Russian aircraft, the analysis shows that motives in over 95% of cases were politically (crossing the state border). The kidnapping of American aircraft, no matter where they were conducted (in the USA or in another country), in over 98% of cases were also politically motivated. Most of the hijacked planes were diverted to Cuba, where the kidnappers sought political asylum. In 1968 in the United States, 22 abductions came from 19 flights to Cuba (Russell & Preston, 2004). Politically motivated kidnappings are usually done due to the disagreement between hijackers and the political landscape of the country from which they are stranded or to avoid military obligations. Also, this mode of exploitation is used by politicians who are forcibly overthrown with government, and others. The abduction of the aircraft is appealing to the pursuit of terrorist political goals for several reasons. It represents a powerful goal in a symbolic sense; attracts attention on the international scene; causes great media attention; is relatively easy to prepare and execute; its consequences are enormous for both the airline and the country from which it is driven; can be politically unpleasant; it is useful as a means of revenge; has multiple effects (Harrison, 2009). The abduction of aviation can also be a way of gaining material benefit, which is characterized by kidnappings of criminal intent. Violent and unauthorized methods of obtaining property gains are characteristic for criminal and terrorist organizations (often financed through extortion, detention and abduction of rich persons and valuable assets). The plane itself has a great financial value, and if there are passengers and passengers whose lives are endangered, its value is unbreakable. A state that can also take a plane in the war if it has landed on its territory and is registered in an enemy state (war zappers).



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The abduction of avionics from avant-garde aspirations usually involves malevolent and mentally ill faces. Numerous aircraft abductions, especially in the US, are characterized as adventurous. It is about unintentional actions by faces spurred on by their own fantasy, endangering the safety of a large number of people and material goods. The problem of preventive hijacking is different from country to state, especially when it comes to adventure-based motives. Abductions are rarely inspired by one motif. On the contrary, it is mostly about a couple of interlaced motifs. The first phase of kidnapping is a phase of intimidation, involving one or more kidnapers. This stage is the most dangerous for passengers and crew because of the fear that is present in everyone and even in kidnapers, because they are in doubt whether the abduction will go to the end. During this phase, kidnapers are usually the most aggressive, especially if someone tries to give them resistance, and are even more aggressive if they are drug or alcohol. In a large number of cases, kidnapers at this stage begin with killings and violence against hostages to expose the fulfillment of their demands. Violence begins by depriving the innocent traveler of life, and then follows the order of the crew that the murder is disclosed. The demands made by the kidnapers are now being repeated, and there is a new time for their fulfillment. The situation may further complicate if travelers try to protect their lives by counting on terrorists. A tragedy comes if an aircraft using a weapon is in flight, because they are almost inevitable now. Up to the bill between hijackers and passengers should not come unless exceptionally rare when it is certain that the kidnapers do not possess a dangerous firearm. This can happen if the kidnapers have mentally ill faces. After the intimidation comes the second phase - the detention phase. It occurs when hijackers establish control and power over hostages and when negotiations between hijackers, crews and a negotiating team that build security forces begin. The kidnapers across the crew announce requests to the negotiating team, which makes efforts to release the hostages from the situation they are in. The detention phase lasts longest, and consists of negotiations and persecution around the kidnapers' request. The Taoists are in a very difficult situation all the time, tensed with fear and fear. Their freedom of movement is limited even for physiological needs. In such circumstances, it is important first to take care of the males, the sick and the old. While kidnapers often place the impossible demands on which the security forces cannot respond quickly and efficiently, time passes and hostage situation becomes unbearable. Claims placed are important for the negotiating team because they point to the motives of the kidnapers. Motivational knowledge can encourage authorized bodies to apply the economic-political way to free hostages, or to move them away from that opportunity and point to a different tactic. The duration of the detention phase depends on many factors, and most often the number, type and weight of the demands that the kidnapers place, as well as the willingness and ability of the government, the security forces and the logistics (ground) services at the airport to meet those requirements (sometimes it is delayed to a more favorable moment). The duration of the phase also depends on the mood and motivation of the kidnapper, whether they will be able to and will want to wait. The details of the kidnapping last for a very short time (even for only a few minutes) and do not actually go beyond the intimidation phase of the detention phase. The most common cases are where the crew with the passengers succeeds without risking the capture of the hijacker before he takes the means of repression. This is only possible when it comes to a lone hijacker who is inexperienced and has no strong motives (adventurers). Such a possibility is excluded if it comes to more hijackers who are in the throes of terrorists. After the detention phase is completed, the conditions for resolving the incident are fulfilled. Disappearing is usually accomplished by meeting the demands of the kidnapers, the tactical trap of antiterrorist teams, or the surrender of the hijackers to the security forces.



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When the decommissioning phase begins and how long it will last, it depends on: a) the length of negotiations with the security forces; b) the availability of special security forces involved in rescuing hostages from the aboard a plane; c) the motivation of the kidnappers (the decision of the kidnappers to surrender after reaching the goal usually accelerates the transition from one phase to the next). The end result of the decommissioning phase is the ending of the state in which aircraft, crew and passengers are under the control of the kidnappers. Such a outcome can come in two ways: negotiations (if they are achieved) and liberation (by the will of the kidnappers or the action of special forces of security). If the dilution of the situation is reached through negotiations, and if both sides are satisfied with the agreement, the detention phase ends very quickly and goes to the next phase - the dissolution phase. This stage is characterized by birth and then losing hope that the event will end soon. Usually, nervousness and anger arise because of the assumption that non-aircraft participants are doing nothing to solve the situation. If the release is released, an unexpected transition from the detention stage to the decommissioning phase occurs. Fear and panic from the stage of intimidation can partially regress. If negotiations take place, hostages are important to self-control, support other hostages, and maintain communication with kidnappers. If the incident breaks down by the release of hostages, the behavior is similar to the stage of intimidation.

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