

# Resp. aircraft operator security threats

[Environment](#), [Air](#)



Aircraft Security Scenario one Regarding the case of airline baggage handler, he was not supposed to give the passenger his phone back directly because of security reasons. The main responsibilities of airline baggage handlers are different, but do not include any contact with passengers, because this would act as a loophole to insecurity from dishonest handlers. An airline baggage handler is supposed to be an operations agent. He makes sure that an aircraft carries the expected weight for a safe operation. He is also warehouse agent and processes inbound and outbound air freight. He also works as a ramp agent and makes sure that all loading bags are unloaded in time. It is also the role of the airline baggage handler to scan all packages in a destination and allocate them to the suitable aircraft. Among these responsibilities, the airline baggage handlers are not expected to make any physical contact with the passengers, but in case they have anything to hand to them, they should first hand it to the staff in that aircraft, who are then allowed to hand it to the passengers. In this case, therefore, it was unethical for the airline baggage handler to give the phone directly to the passenger, and he should have handed it to the relevant authorities who include security officials, so that they would hand it to the passenger.

#### Scenario two

This involves the transportation of prisoners by law enforcement officers in an aircraft. The law enforcement officer had not made prior knowledge of the transport to the authorities. This becomes an issue because prisoners and detainees are not treated the same in a flight. The difference requires some advance preparation by the authorities, so that the passengers do not feel threatened while in their flight. Normally, prisoners are the first to board the

flight, and once they are settled, the other passengers can board the flight. In this case, the officers ought to have informed the authorities, and their credentials should not act as a way to allow the prisoners in the flight. For this reason, they are entitled to catch the next flight according to the clearly laid rules. The airline is privy to information regarding the prisoners, and the nature of the crimes that they have committed so that the airline decides on the treatment they will be accorded.

### Scenario three

This concerns the commotion caused by a drunken unruly passenger who is trying to open an emergency exit in flight. It is clear that such a passenger has a possibility of causing harm to himself and the airline will be responsible. The most ethical action to take in this case is restraining the drunkard by curtailing his freedom of movement. The fault can be blamed on the airline authorities for allowing the passenger board the flight while intoxicated. It is prohibited for a passenger to board a flight while intoxicated in any form of drugs because they are likely to be unruly while in the plane. The employees of the plane are, therefore, entitled to forcing the passenger from moving and stay in his seat until the drug effect is over.

### Work cited

Benny, Daniel J.. General aviation security aircraft, hangars, fixed-base operations, flight schools, and airports. Boca Raton: CRC Press, 2012. Print.