

MARKED-UP -- CLAIM CHANGES

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This attachment claims changes with underlining being used to identify additions to the previous version.

1. An airliner hijacking prevention system consists of the following:
 - a. A double-door “single person checkroom” is that providing a closed check space, allowing only a single qualified person to access the cockpit and including first and second doors that are to be connected with an appointed program to open and closed positions of one another.`
 - b. The cockpit and the ground-monitoring center continuously monitor the cabin through at least one concealed electronic monitoring devices.
 - c. Flight trajectory monitoring is provided by “Flight Trajectory Calibrator” and the ground-based monitoring center may switch manual steering over to remote-controlled automatic/semiautomatic steering when the engineer on the airliner loses his right to act.
2. An airliner hijacking prevention system as claimed in claim 1, wherein said “single person checkroom” is the only entrance to the cockpit, and the first and second doors are opened and closed according to a preset program.
3. An airliner hijacking prevention system as claimed in claim 1, wherein said the double door, that is, the first and second doors of the “single person checkroom” are equipped with unidirectionally transparent bulletproof glass, shockproof plastic, or a naked eye viewing window.
4. An airliner hijacking prevention system as claimed in claim 1, further comprising detector means for conducting at least one of a weight, image, voice, fingerprint or ID number test on a person in the “single person checkroom” to determine right of passage.
5. An airliner hijacking prevention system as claimed in claim 4, wherein the detector means for fingerprint identification comprises a “five finger mold ” which helps the “single person checkroom” make identification.
6. An airliner hijacking prevention system as claimed in claim 4, further comprising means for generating can to set the different frequency’s beams of a raster curtain around the person in the “single person checkroom” and detector means for detecting whether the raster curtain has been breached .
7. An airliner hijacking prevention system as claimed in claim 1, further comprising narcotic sprayer installed at a passage of the aircraft, the narcotic sprayer being responsive to the at least one monitoring device.
8. An airliner hijacking prevention system as claimed in claim 1, wherein the airliner additionally has a cabin, wherein messages between the airliner and the ground-based monitoring center are transferred through a relay satellite or special frequency band, and further comprising a concealed electronic monitoring device for permitting the ground-based monitoring center to monitor the cabin and passenger cabin.
9. An airliner hijacking prevention system as claimed in claim 1, further comprising a remote-control plane for use when the ground-based monitoring center is unable to control the airliner normally due to poor communications, in which case the remote-control plane takes off and controls the airliner.