

This proposal should not see any serious consideration. First, inadvertant activation with no recourse is simply not responsible. The use of transponder codes originated when radar and tracking was much less capable that it is today. There are more subtle and effective ways to determine hijack/terrorism activity than the simple transponder code. What difference would the transponder code have made on that fateful day?

This proposal could give a false sense of security if, somehow, the code was not activated, when there was an observed change in flight path from flight plan or controller direction. With no 7500 code, there may or may ot be a hijack in progress; consider the single pilot aircraft, or whatever might happen in the cockpit if one of the crewmembers were the hijacker and disabled the others so that the code is not activated.

The cost/expense to all concerned with accidental activation is much, much greater than a similar situation of mistakenly dialling '911.'

The benefit is marginal, at best, given today's reliability with communication, code 'words,' tracking radar, and awareness of 'unusual' behavior of the pilot by air traffic controllers.

Withdraw this proposal from any further consideration.