

Aircraft Inspection

to Detect Electronic and Optical Surveillance Devices



Murray Associates



Murray Associates conducts airplane and helicopter inspections for many of our clients. Unlike our quarterly office inspections, aircraft are normally inspected twice a year (like home offices), or whenever trips to *closed-countries* are made.

In addition to inspections being a good business practice, other reasons for inspecting include:

- If the aircraft is time-shared.
- Specific request from the principal.
- Concerns about internal spying by other passengers, or crew.
- If the legal department wants to protect conversations legally as "business secrets".

These inspections require special experience and understanding about what one can and cannot do/touch on an aircraft. Aircraft inspections are conducted differently than office / boardroom inspections.

Aircraft Inspection Protocol

1. An airframe mechanic or pilot oversees our work.
2. We fully explain what we would like to do/see/test before proceeding.
3. The aircraft electrical system is powered up – to activate surveillance devices.
4. A thorough physical inspection of the passenger cabin, galley and bathroom is conducted to discover electronic surveillance devices currently in place, and evidence of prior eavesdropping installations.
5. Radio-frequency spectrum analysis is conducted to detect covert radio transmissions.
6. Wi-Fi analysis is conducted to detect and evaluate emissions from the aircraft.
7. Four mesh-networked receivers are placed on the ground around the aircraft to reveal GSM type bugs, hidden cell phones or covert Wi-Fi emissions emanating from the aircraft.
8. As part of the inspection process we observe general security efforts already employed to assess appropriateness and current effectiveness.
9. Government grade security seals may be used to seal some objects after inspection. Items previously inspected and sealed are re-examined by us to verify seal integrity.
10. An on-site debriefing is conducted to convey the results of our inspection and discuss future strategy. Recommendations which need to be implemented quickly are also discussed at this time.

Our technicians (some of whom hold personal aviation licenses) invite you to observe the inspection, and will explain the process in greater detail.

Note: Non Linear Junction Detection (NLJD), a technique normally used to detect the electronic components comprising a hidden bug, is conducted at the discretion of the airframe mechanic. (Some emergency equipment in aircraft employ explosive squibs.) Some airframe mechanics are concerned there is a possibility of triggering these by accidentally illuminating them with radio-frequency energy from a NLJD. Outdated instrumentation could do this. Murray Associates uses the latest instrumentation, designed to be safe.