



JPATS

16 Justice Prisoner Alien Transportation System (JPATS)

JPATS GUIDELINES VIA MODE OF TRANSPORTATION

A. Mode of Transportation

1. **Transportation by Cars, Vans and Buses:** U.S. Marshals, BOP institutions and JPATS Scheduling must work closely to plan prisoner trips.

a. **Loads:** The number of prisoners assigned to a vehicle will not exceed the designed passenger load of that vehicle.

b2 (1) **Automobile:** A full load for automobile trips is three prisoners in the rear section of a screened vehicle; in an unscreened vehicle, only two prisoners may be in the rear seat ([REDACTED]).

(2) **Van and Bus:** A full load for buses or vans is determined by the passenger-seating configuration for each.

b. **Escorts:** When prisoners are transported by bus or van, the U.S. Marshal will decide the number and type of security personnel, but one of these should be the same gender as the inmates.

2. **Vehicle Security:** A complete search of the vehicle's interior, front and back, will be done before and after each prisoner trip. If the trip is more than a day, this procedure will be completed daily.

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[REDACTED]

b. Inside rear-door handles and rear seat belts will be removed or rendered inoperable on all motor vehicles used for prisoner transport.

c. The driver and guarding personnel will be separated from prisoners by plexiglass or steel-mesh security screens. If a screened vehicle is not available, a supervisor, Chief Deputy or U.S. Marshal may authorize transport in an unscreened sedan, with the following procedures to be used:

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[REDACTED]

[REDACTED]

[REDACTED]

(2) No prisoner will be transported in the front seat of any motor vehicle.

[REDACTED]

- (4) Other Passengers: Individuals not serving in an official capacity or in USMS custody will not be permitted in vehicles while prisoners are being transported.
- (5) Rest Stops: Vehicles will be parked as close to the restrooms as possible, and police facilities should be used when feasible. Rest areas on interstate highways should be avoided and facilities selected at random after departing the highway.
 - (a) Prisoners will not be left unguarded at any time and will be under close surveillance, both in the vehicle and in the restrooms.
 - (b) Before prisoners use them, rest-stop facilities will be thoroughly searched for contraband and items that may be used either as weapons or in an escape attempt.
 - (c) Restraining devices will not be removed. Each time a prisoner is placed in or removed from a vehicle, all restraints will be thoroughly checked to determine that each device is secured.

B. JPATS Air Transportation Options

- 1. **JPATS Scheduling** can select from the following aircraft options:
 - a. JPATS Large Aircraft Operations (Airlift)
 - b. JPATS Service Owned Aircraft Program (SOAP)
 - c. Commercial Aircraft
 - d. Charter Aircraft
- 2. **JPATS Aircraft:** JPATS Air Operations is the primary resource for transporting prisoners by aircraft.
- 3. **Alternative Aircraft:** If Air Operations resources are not available, JPATS Scheduling will consider arranging transportation by commercial or charter aircraft.

C. Transportation by Commercial Aircraft

- 1. **Centralized Ticketing:** JPATS Scheduling offers a centralized ticketing service, which can be reached at **(816) 467-1960**. Unescorted commitments and prisoners traveling on bond (18 USC 4285) can also be coordinated through this service.
- 2. **Revisions to Itineraries:** Changes to the prisoner's status—because of court order, medical problems or security requirements—that affect the established itinerary must be immediately reported to the appropriate JPATS transportation specialist. To make schedule changes after normal JPATS Scheduling business hours, call the JPATS Scheduling Duty Officer at (816) 467-1940 or the current travel agency's (800) number.
- 3. **Procedures:** Commercial air carriers providing scheduled passenger service operate under the regulatory requirements of the Civil Aeronautics Board and the Federal Aviation Administration (FAA). FAA regulations governing the transportation of passengers under the custody of armed law enforcement officers are contained in 14 CFR 108.21. Air carriers that do not comply with these regulations may face FAA civil penalties. USMS procedures for transporting prisoners by scheduled air service are as follows:
 - a. In compliance with 14 CFR 108.221(g), "Each armed law enforcement officer escorting a prisoner and each aircraft operator shall ensure that the prisoner is restrained from full use of his or her hands by an appropriate device that provides for minimum movement of the prisoner's hands, and shall ensure that leg irons are not used.

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- b. Air trips require at least a [REDACTED] of security personnel to prisoners [REDACTED]

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[Redacted]

c. The air carrier will be notified at least one hour (or in an emergency, as soon as possible) before departure and given the following information:

(1) The identities of the passengers and the flight they will take. Security personnel will display their USMS credentials to the appropriate airline agent. The USMS badge must be accompanied by authorized credentials. At least one escorting deputy must be the same gender as the prisoner so that he or she can accompany the inmate to the restroom.

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(2) A maximum-risk prisoner, one who is an extreme escape risk and/or extremely violent, will be carefully evaluated before the Form 106 is submitted to determine whether or not he or she should be transported by commercial aircraft. The U.S. Marshal shall ensure that the risk to commercial air movement is included in the remarks section of the form. [Redacted]

(3) The air carrier will be informed that each prisoner and his or her property have been searched and no weapons or other contraband were found.

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

4. **Weapons Aboard Commercial Aircraft:** In addition to properly identifying themselves, USMS personnel will notify the airline that they are armed and follow these procedures:

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[Redacted]

b. Armed USMS personnel will notify the airline one hour in advance of departure or, in emergencies, as soon as possible and exhibit official USMS credentials. They will mention that they will be transporting a prisoner. If an airline or individual pilot refuses transportation to an armed deputy, he or she should obtain the airline official's name, depart the plane, and notify the district and JPATS Scheduling.

c. While aboard aircraft, armed USMS personnel will remain anonymous in terms of their position as armed law enforcement officers. Extreme care should be taken not to unnecessarily display firearms.

d. Consumption of alcoholic beverages while armed or while transporting prisoners is strictly prohibited.

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[Redacted]

[REDACTED]

[REDACTED]

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D. Transportation by Charter Aircraft: The use of an air charter service to transport prisoners is limited to special situations, such as medical emergencies.

1. Operational Requirements

- a. JPATS Scheduling will supply procedures for obtaining charter aircraft on a case-by-case basis.
- b. JPATS Scheduling and the district will coordinate the use of charter aircraft.
- c. The district will issue a purchase order and pay for the services. JPATS/Prisoner Operations Division (POD) will reimburse the district.

2. Completion of Trip

- a. After the commercial air and/or charter aircraft is selected and the trip is approved, JPATS Scheduling will provide the requesting district with a trip-assignment number. The trip assignment is usually a message to the district authorizing the trip and payment, a copy of which is distributed to all other districts and institutions involved in the trip.
- b. The U.S. Marshal conducting a commercial air and/or air charter trip is responsible for making the arrangements for other district and institution personnel to meet the flight.
- c. Charter Aircraft Security: It is the responsibility of the DIC assigned to the trip to ensure the following:

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[REDACTED]

- (3) Prisoners will be watched by USMS security personnel at all times and remain in their seats with seat belts fastened. [REDACTED]

- d. **Charter Aircraft Cabin Crew:** It is the responsibility of the transportation specialist to contact USMS district offices to arrange for Deputy U.S. Marshals to escort prisoners transported by charter aircraft. The following escort criteria must be adhered to:

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[REDACTED]

[REDACTED]

- [REDACTED]
- a. **Charter Aircraft Prisoner Restraints:** At minimum, prisoners will be restrained by handcuffs, waist chains and leg irons. Special security cases will be transported in black/blue boxes.
 - b. **Charter Aircraft Ground Security:** It is the responsibility of the DIC or designee to ensure that security is provided and that prisoners are transported to detention facilities at each destination point.
 - c. **Charter Aircraft Flight Schedules:** JPATS Scheduling will provide flight schedules to all involved districts and federal detention facilities. The charter aircraft representative will provide JPATS Scheduling with the following:
 - (1) The flight time between each airport used
 - (2) The identity of airports and fixed-base operators providing ground services
 - (3) The locations of overnight stops and refueling points (These stops will be points of prisoner exchanges when possible.)

B. JPATS Airlift/Soaps

1. **The Memorandum of Agreement (MOA)** between the USMS and the BOP states that the pilot in command (PIC) of the aircraft is in charge of matters pertaining to the servicing, safety and ground operation of the aircraft and the safety of flight operations. The security officer in charge (SOIC) is in charge of all matters pertaining to the handling and exchange of prisoners aboard the aircraft and is responsible for ground security for the aircraft in the absence of required ground support. The SOIC manages all ground operations performed within the secured perimeter.
2. **Restrictions:** Only those assigned to actual flight operations or transportation enforcement duties (e.g., crewmembers, prisoners and aliens) may travel on JPATS aircraft. Other individuals are not permitted without approval of the Assistant Director, JPATS, or designee.
3. **Unscheduled Landings:** If the aircraft must make an unscheduled landing, the PIC will immediately notify the Flight Following Unit, the JPATS Chief of Maintenance and the JPATS Chief of Flight Operations. Prisoners will remain in the custody of the aircraft crew until assistance arrives. Flight operations personnel will make every effort to secure needed assistance and ground support for the disabled aircraft to allow the SOIC to concentrate on prisoner security. JPATS Scheduling should be notified as soon as possible, after which it will, in coordination with the local districts and institutions, arrange for prisoner housing or alternate transportation. After the prisoners have been provided for, it will be the responsibility of the PIC and SOIC to secure transportation and lodging for the crew. The Chiefs of JPATS Flight Operations and the Chief of JPATS Operations will be kept informed of the mission's status.

4. For additional information regarding prisoner transportation aboard JPATS aircraft, refer to USMS Ground Support directive, which provides policy and procedures to all USMS districts, all BOP institutions, and all ICE regional and district offices concerning the aircraft and SOAP prisoner/alien movement exchange process. The USMS Ground Support directive is **SENSITIVE** and should not be disseminated outside these agencies.

Note: Minor changes - updated telephone numbers, minor position and procedure clarifications.
Per email dated 9/29/08 from JPATS. Archived Policy: Mode