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RESOLUTION

IN SUPPORT OF AN

EMERGENCY MANAGEMENT OPERATIONS CONTROL SYSTEM

WHEREAS, the primary purpose of the Airborne Law Enforcement Association as stated in its articles of incorporation, is to promote, develop, prepare, disseminate and evaluate information with respect to the safe utilization of aircraft as a tool of law enforcement and airborne law enforcement techniques, equipment, and philosophy as an educational service for members of the organization and the public; and

WHEREAS, the events of September 11, 2001 and hurricanes Katrina and Rita have demonstrated that current helicopter evacuation and air emergency response is inadequate in its ability to respond effectively to extreme natural and man-made disasters; and,

WHEREAS, most urban areas are not capable of supporting large-scale disaster response and air evacuation operations because there are no established urban or regional low altitude infrastructures to accommodate large-scale operations and responses in all weather or reduced visibility, day or night conditions; and,

WHEREAS, the development of a national emergency management operations control system (EMOCS), to include the development of a complete vertical flight infrastructure, will dramatically increase our nation's ability to effectively respond to natural and man-made disasters, while at the same time, providing for a safer air transport system;

THEREFORE BE IT RESOLVED THAT the Airborne Law Enforcement Association supports the development of an Emergency Management Operations Control System and the establishment of low altitude airspace systems to support emergency operations as outlined in Addendum A and attached hereto.

Adopted by the Airborne Law Enforcement Association Board of Directors on August 23, 2007.

Addendum A

EMERGENCY MANAGEMENT OPERATIONS
CONTROL SYSTEM
(EMOCS)

**Establishment of
Low Altitude Airspace Systems
To support
Emergency Operations**

William Wallace

**Director, Government Affairs
Homeland Security
Textron**

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PROBLEM

The events of September 11 and Hurricanes Katrina/Rita demonstrated that the current helicopter evacuation and air emergency response is woefully inadequate to respond to natural disasters or terrorist strikes using weapons of mass destruction (WMD) causing massive casualties, contamination of large areas by nuclear, biological and chemical agents, and major ground transportation systems disruption.

A post 9/11 (Nov 2001) review revealed that most urban areas are not capable of supporting large-scale disaster response and air evacuation operations because there are no established, urban or regional low altitude infrastructure to accommodate large-scale operations and responses in all weather or reduced visibility, day or night conditions.

A NATION STILL UNPREPARED

Report, Committee on Homeland Security and Government Affairs, U.S. Senate, May 2006: "Response at all levels of government was unacceptable."

SOLUTION - EMOCS WOULD HAVE HELPED

Rotorcraft can be a major resource in any homeland emergency situation --- but civil rotorcraft are not considered as an essential element of any national, regional or local plan.

The NGATS Infrastructure ad-hoc committee is working with emergency medical service providers serving more than 100 counties and communities within a 150-mile radius of the Dallas/Fort Worth Metroplex, and the Dallas and Fort Worth Police Departments in developing a program of infrastructure design, flight operations and security management system that will provide the following components:

- Emergency air services and disaster response low altitude route system complete with multiple landing areas, emergency logistical sites and interactive pilot-controller-dispatcher displays
- All weather capable flight operations with selected VFR and IFR approach and departure capability to select landing areas, routes and zones
- Cost effective communication, surveillance and navigation technology that provides coverage to 100 miles out from the geographic center and from the surface
- Standardized emergency operations and safety procedures
- Frequent local operational exercise training, systems maintenance, service support

- Pre-planned and negotiated access to commercial sites and venues that best support rapid and massive ground and air evacuations, first responders, logistics and command and control functions
- Automated information management and real time target depiction provided over secure data distribution systems
- Multiple target tracking systems data fusion
- Coordinated local, state and federal emergency management operations supported by secure, integrated vertical and horizontal information systems linking first responders at the local level with the national command authority
- Coordinated consequence management and information management systems to support emergency management and threat risk assessments
- Environmental issues and concerns are adequately addressed early and cooperatively

BENEFIT

- Will increase helicopter safety and situational awareness for pilots and controllers.
- Will provide movement of essential personnel and emergency aid workers to and from potential areas.
- Will provide essential medical evacuation directly to hospitals or to other safe areas.
- Will provide the movement of emergency supplies directly to affected areas.
- Infrastructure (heliports, routes, etc.) will provide a base for rotorcraft operations, control and first level medical treatment in emergency situations AND be a base for scheduled/commercial rotorcraft operations at other times.

NEW TECHNOLOGIES

ADS-B

- The FAA has decided to deploy ADS-B systems nation-wide as the next generation new technology surveillance system.
- International standard for aircraft surveillance. Currently deployed in Europe and Australia and being evaluated in Japan and China. FAA has agreed to fund program in Gulf of Mexico. Also deployed in some sections of US.

PRIOR SUCCESSFUL PROTOTYPE DEMONSTRATION

Operation HeliStar was a progressive FAA R&D demonstration project conducted during the 1996 Summer Olympics in Atlanta, and addressed many of the issues

described with extremely promising results. This prototype system was developed in part to support the massive security and law enforcement demands of the 1996 Olympics and provided:

- Low-altitude flight following via GPS-based surveillance management systems,
- Aircraft and vehicle tracking systems,
- Real-time interactive cockpit and emergency operations displays,
- Safe and environmentally-friendly routes and landing areas to be used in case of large-scale operations
- Integrated law enforcement and security operations by local, state and federal emergency management agencies,
- Pre-established procedures and communications for rapid, large-scale disaster response.

The emergency response aspect of the planned project received its baptism under fire during the bomb incident and more than met the demand and expectations of all involved.

BASIC CONCEPTS

Building on the successful implementation of the Heli-STAR project, the following must be included as part of the infrastructure design, flight operations and security management system

- Emergency air services and disaster response must be supported by an effective low altitude route system, complete with multiple landing areas, emergency logistical sites and interactive pilot-controller-dispatcher displays.
- All weather capable flight operations with selected VFR and IFR approach and departure capability to selected landing areas, routes and zones.
- Cost effective and COTS communication, surveillance and navigation technology that provides coverage to 100 miles out from the geographic center and from the surface to existing radar-based air traffic control system.
- Standardized emergency operations and safety procedures
- Frequent local operational exercise training, systems maintenance, service support
- Pre-planned and negotiated access to commercial sites and venues that best support rapid and massive ground and air evacuations, first responders, logistics and command and control functions
- Automated information management and real time target depiction provided over secure data distribution systems
- Multiple target tracking systems data fusion
- Coordinated local, state and federal emergency management operations supported by secure, integrated vertical and horizontal information

systems linking first responders at the local level with the national command authority.

- Coordinated consequence management and information management systems to support emergency management and threat risk assessments.
- Environmental issues and concerns are adequately addressed early and cooperatively
- Pro-active community participation and awareness

EMERGENCY OPERATIONS AND AIRSPACE SECURITY SYSTEM REQUIREMENTS

- **Establish a pilot test site** in a designated urban area to conduct a full operational test and evaluation to identify problems, issues and additional requirements prior to publishing design and operational guidelines for subsequent site development. The pilot test site should stay operational and be the test bed for any subsequent operational tests and evaluations needed to enhance or revise design criteria.
- Use a qualified single systems integrator for the design, development and implementation of each site.
- Route design, instrument approaches, air traffic control and flight procedures should be standardized by FAA for all sites.
- Seamless integration of all aviation operations (general aviation, law enforcement, commercial and military flight operations).
- Apply national emergency planning and transportation system security requirements, including the issuing of transportation worker identification cards (TWIC), secure electronic portal (or e-government) information systems, air and ground vehicle tracking systems and emergency area electronic control access systems.
- Vertical and horizontal consequence management integration.

KATRINA – ACCIDENT WAITING TO HAPPEN

- Over 500 US Coast Guard, Army, Navy, Marine and civilian helicopters came to the rescue.
- No plan for deconflicting helicopters
- No command and control
- No common radio frequencies
- No protocol for mission priorities.

EMOCS WOULD HAVE HELPED

EMOCS will provide the necessary management, surveillance and security as identified by the Chairman, House Select Katrina Response Investigation

Committee on 9/27 when he stated, "...top military officials told President Bush that we need a national plan to manage this phase given the, quote, "train wreck" that occurred in New Orleans, where at one point 5 helicopters arrived to rescue the same individual".

5 1/2 years after 9/11, federal government still has no plan for helicopters in either disaster relief or homeland security!

ADDITIONAL BENEFITS

- Provides first responders all weather, day/night capability.
- Provides long term cooperation between local, state and federal organizations.
- SAFETY - Everyday operations – infrastructure will help reduce commercial helicopter accidents.

SUMMARY

- The knowledge gained through “Operation HeliSTAR” and continuing work on developing a vertical flight infrastructure is a *National Asset*.
- NOW is the time to use that National Asset to help ensure the effectiveness of emergency response providers to terrorist attacks and natural disasters!