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Folder Title:
Miami Customs--Coast Guard Dedication 4/27/89 [OA 6263]

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MEMORANDUM
OF CALL

Previous editions usable

TO:

YOU WERE CALLED BY- YOU WERE VISITED BY-

OF (Organization)

PLEASE PHONE ► FTS AUTOVON

WILL CALL AGAIN IS WAITING TO SEE YOU
 RETURNED YOUR CALL WISHES AN APPOINTMENT

MESSAGE

267-2380

Tim Jamieson
USCG

RECEIVED BY	DATE	TIME
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63-110 NSN 7540-00-634-4018
* U.S. GPO: 1988 - 201-759

STANDARD FORM 63 (Rev. 8-81)
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FPMR (41 CFR) 101-11.6

THE WHITE HOUSE
WASHINGTON

April 21, 1989

100 APR 21 11:01

INFORMATION

MEMORANDUM FOR THE PRESIDENT

FROM: MARK DAVIS *md*
THROUGH: CHRISS WINSTON *cw*
SUBJECT: C-3-I East Dedication

You will dedicate a new drug command center in the Miami area on Thursday, to be under the command of the Coast Guard and Customs. C-3-I (pronounced "see-three-eye") is military jargon for "Command, Communications, Control and Intelligence."

C-3-I East will synthesize radar and intelligence, allowing the center to direct federal, state and local agencies to interdict airplanes and boats suspected of carrying drugs. It is to be a model of interagency cooperation. The audience will be made up of several hundred drug-enforcement officials from around the country.

Davis/Simon
April 21, 1989
Title: C31
Draft: Two

PRESIDENTIAL ADDRESS: "C-3-I EAST" DEDICATION
RICHMOND HEIGHTS, FLORIDA
THURSDAY, APRIL 27, 1989/(t.b.d.)

Attorney General Thornburgh, [Director Bennett] Commissioner Von Raab, Admiral Yost, (Members of Congress), distinguished guests.

I am delighted to dedicate this facility. And, as I do, let me put to rest a popular misconception.

When we imagine a drug-smuggler, we usually think of a grizzled character, perhaps wearing a Hawaiian shirt and a leather jacket, perhaps with long hair and a beard tucked underneath an aviator's hat from a second-hand shop. Most people would expect him to be flying by the seat of his pants in a creaky cargo plane of an ancient vintage.

You know best how much the popular imagination lags behind reality. All too often, the drug smuggler is an excellent pilot or seaman, with a jet or a boat equipped with the latest communications and other sophisticated equipment. In short, he has everything that drug money can buy.

To identify and interdict this new breed of sophisticated drug smugglers, we must do more than match the resources of the multi-billion-dollar drug empire. And that is what we have done here, at c-three-I East, a nerve center in our war on drugs. Think of this as one of America's drug war situation rooms, as our early warning network against narcotics.

This facility, jointly managed by the U.S. Customs Service and Coast Guard, is an important part of our grand strategy in the war on drugs. From here, we will be able to detect, track, identify and apprehend suspected smugglers operating vessels and aircraft. This is the second such facility to come on line, joining one in Riverside, California, to guard more than 3,600 miles of our nation's Southern flank. In time, this facility alone will watch the skies from Brownsville, Texas, to Puerto Rico, and across the entire Eastern Seaboard.

Four years in planning and construction, this facility is dedicated to the principles of unity and cooperation, principles needed to repel the drug invasion of America. This facility provides the best example of how agencies will work together to wage the war on drugs. From this site, civilian and defense radars will work together, under the watchful eye of Coast Guard and Customs duty officers, who will coordinate interception by federal, state and local law enforcement agencies, whether it

means scrambling a jet fighter, a Coast Guard cutter, or speedboats guided by the Blue Lightning Strike force.

America's response to airborne smuggling is especially dramatic, growing from a rag-tag collection of twin-engine planes seized from smugglers, into a highly sophisticated fleet of aircraft equipped with sensors designed for a unique law enforcement mission. Customs has a fleet of chase planes, and Black Hawk helicopters on loan from the Army. The Coast Guard operates Falcon jets with infra-red sensors and interceptor radar just like that on F-16s. These are just some of the birds of prey that will relentlessly search the skies for drug smugglers.

And now this will be under the tactical control of a single center commanded jointly by Coast Guard + Customs.

As impressive as this high-tech effort is, it's only as effective as the men and women who manage it. And it is with this in mind, that I salute those in the field, who are at risk every day in the war against drugs. But I also want to salute the officers who will staff this post, for every technician in this room knows that the lives of his colleagues will be on the line. This is a special responsibility that takes a special kind of courage.

Our purpose is simple and close to home -- to keep drugs out of the lockers, the classrooms and off the playgrounds of our schools; to redeem the children of America from the scourge of drugs.

In the months and years ahead, you will count kilos of cocaine and mountains of marijuana seized from ships and planes. You'll never know how many lives will be saved by your efforts. But never forget, that saving lives is exactly what you do.

Commissioner, Admiral, I thank you, and I salute the men and women of Customs and the Coast Guard for all that they have done, and for all that they will do. Thank you. God bless you. And God bless America.

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Davis/Simon
April 20, 1989
Title: C31
Draft: One

PRESIDENTIAL ADDRESS: "C-3-I EAST" DEDICATION
RICHMOND HEIGHTS, FLORIDA
THURSDAY, APRIL 27, 1989/(t.b.d.)

Attorney-General Thornburgh, Secretary Brady, Secretary
Skinner, Commissioner Von Rabb, Admiral Yost, (Members of
Congress), distinguished guests.

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grizzled character, perhaps wearing a Hawaiian shirt and a
leather jacket, perhaps with long hair and a beard tucked
underneath an aviator's hat from a second-hand shop. Most people
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creaky cargo plane of an ancient vintage.

You know best how much the popular imagination lags behind
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America's response to airborne smuggling is especially dramatic, growing from a rag-tag collection of twin-engine planes seized from smugglers, into a highly sophisticated fleet of "sensored" aircraft designed for a unique law enforcement mission. Customs has a fleet of chase planes, and Black Hawk helicopters on loan from the Army. The Coast Guard operates Falcon jets with infra-red sensors and interceptor radar just like that on F-16s. These are just some of the birds of prey that will relentlessly search the skies for drug smugglers.

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Dick
 Went
 USCS
 566-5286

Bob Savino
 267-1775
 USCG

You'll never know how many lives will be saved by your efforts.
But never forget, that saving lives is exactly what you do.

✓ ✓
Commissioner, Admiral, I thank you, and I salute the men and
women of Customs and the Coast Guard for all that they have done,
and for all that they will do. Thank you. God bless you. And
God bless America.

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Simon
Davis/Wallace
April 20, 1989
Title: C31
Draft: One

PRESIDENTIAL ADDRESS: C-3-I CENTER *DEDICATION*
RICHMOND HEIGHTS, FLORIDA
THURSDAY, APRIL (t.b.d.)
27, 1989

SAC. Skinner
Attorney-General Thornburgh, Secretary Brady, [^]Commissioner
Von Rabb, Admiral Yost, General ~~WHO'S-IT?~~, distinguished guests.

*congressional
law enforcement*
I am delighted to dedicate this facility. And, as I do, let
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grizzled character, perhaps wearing a Hawaiian shirt and a
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This facility, jointly managed by the Coast Guard and the U.S. Customs Service, is central to our grand strategy in the war on drugs. From here, we will be able to detect, track, identify and apprehend suspected smugglers operating vessels and aircraft.

This is the ^{second} ~~third~~ such facility to come on line, joining with ^{one in} Riverside, California, and Oklahoma City to guard our nation's 3,600-mile Southern flank. In time, this facility alone will watch the seas and skies from Brownsville, Texas, to Puerto Rico. ^{and the entire Eastern Seaboard.}

Four years in planning and construction, c-three-i ^{East} is dedicated to the principles of unity and cooperation, principles needed to repel the drug invasion of America. From this site, civilian and defense radars will work together, under the ^{watchful} joint command of Coast Guard and Customs duty officers, ^{eye} to enable the ~~Blue-Lightening strike force~~ ^{who will} to coordinate federal, state and local law enforcement agencies to ^{intercept} interdict smugglers ^{whether it's a jet} with fast-paced ^{fighter on} air and surface interdiction.

^{one of} ~~speedboats~~ the Blue Lightning Strike Force's speedboats.

San Diego
SW land border
2,000
Brownsville, Me.
Brownsville →
3,100

Brownsville
Fla - 1000 mls.

Customs

America's response to airborne smuggling is especially dramatic, growing from a rag-tag collection of twin-engine planes seized from smugglers, into a highly sophisticated fleet of "sensored" aircraft designed for a unique law enforcement mission. Customs has a fleet of chase planes, and Black Hawk helicopters on loan from the Army. The Coast Guard operates Falcon jets with infra-red ^{sensors} ~~radar~~ ^{interceptor radar just like the F-16.}. These are just some of the birds of prey which will relentlessly search the skies for drug smugglers.

As awesome and majestic as this high-tech effort is, it's purpose is simple and close to home -- to keep drugs out of the lockers, the classrooms and off the playgrounds of our schools; to redeem the children of America from the scourge of drugs.

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Commissioner, Admiral, I thank you, and I salute the men and women of Customs and the Coast Guard for all that they have done, and for all that they will do. Thank you. God bless you. And God bless America.

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Drug Interdiction Lead Agency Role

Memorandum of Understanding

**U. S. Coast Guard
U. S. Customs Service**

May 11, 1987

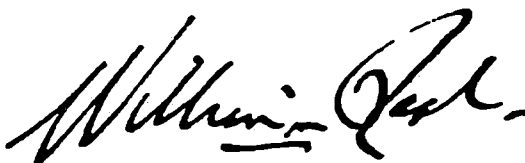
May 11, 1987

Dear Steve,

In the time since the April 23, 1987 meeting of the Enforcement Coordinating Group, we have fashioned a Memorandum of Understanding between our agencies that can form the nucleus of the Interdiction section of the Comprehensive Interdiction Plan report required by the DoD Authorization Act of 1987. The Memorandum is enclosed, and we look forward to your effort to merge its contents into the NDPB Plan.

We are both available to assist in that process.

Sincerely,



WILLIAM VON RAAB



P. A. YOST

Encl: Memorandum of Understanding, USCG/USCS

Article I - General Information

The United States Coast Guard (USCG) and the United States Customs Service (USCS) share much of the responsibility for the enforcement of Federal statutes related to the interdiction of contraband drugs. The prevention of the introduction of such drugs into the United States requires the joint efforts of both parties to this memorandum along with the cooperation of other Federal, state and local law enforcement entities.

Article II - Stimulus for Agreement

The DoD Authorization Act of 1987 requires in part, that the President submit to the Congress within 180 days of the enactment of the statute, a comprehensive program designed to interdict aircraft, vessels and vehicles carrying illegal drugs into the United States. This requirement has prompted a review of the existing roles of the federal agencies involved and is the stimulus for this agreement.

Article III - Purpose

The parties have entered into this Agreement to:

1. Promote a cooperative effort to interdict drugs; and
2. Resolve differences related to the designation of lead agencies in various facets of interdiction.

Article IV - General Responsibility of Agencies

1. The USCG and USCS will work closely with each other in the national interest. They will actively support each other, consistent with resource and jurisdictional limitations.
2. It is anticipated that most actual planning and execution of operational efforts will be accomplished at the USCG Area or District and USCS Field Organizational levels.
3. Nothing in this agreement is intended to restrict the authority of either agency to enforce federal laws.
4. The Lead Agency in the Land, Air and Maritime Blocks respectively is the agency responsible for the development, implementation and coordination of these activities. This designation does not connote exclusive responsibility nor command and control of the resources of any other agency.

Article V - Organization

Figure (1) is an organization chart depicting the lead agency assignments covered by this agreement.

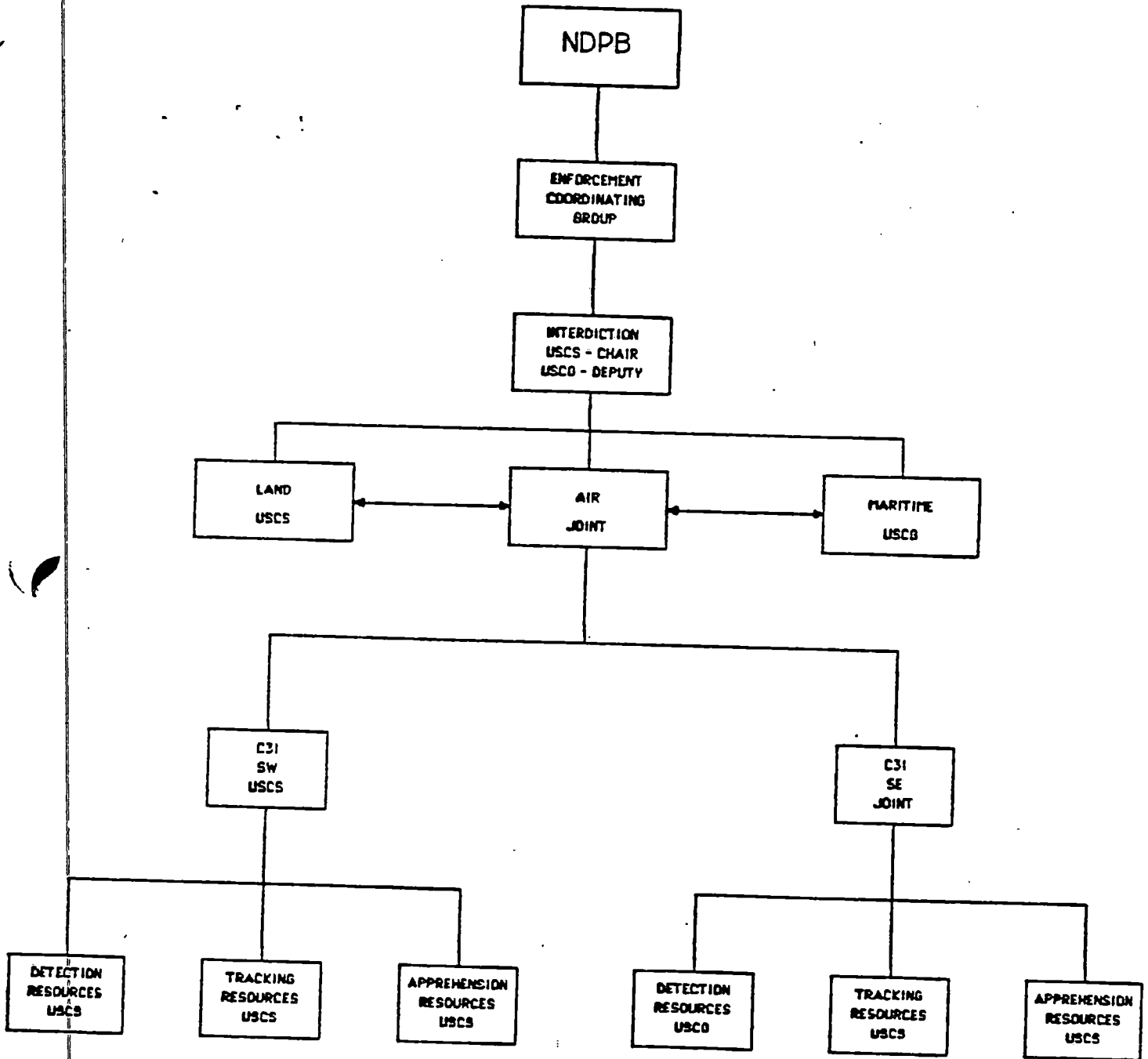


Figure 1

INTERDICTION

The USCS will permanently chair the Interdiction Block for the NDPB with Coast Guard as a permanent Deputy. This program area covers all those actions taken to identify and prevent the illegal importation of restricted and prohibited drugs into the United States. The role of the Lead Entity for Interdiction is as follows:

1. Review drug trafficking threat assessments.
2. Make recommendations to the Policy Board Coordinating Group concerning the distribution of resources, concentration of interdiction efforts, and general conduct of Drug Interdiction.
3. Develop interdiction strategies, and a general implementation plan for that strategy.
4. Establish liaison with state and local enforcement agencies for the purpose of joint operations.
5. Resolve issues between operational lead agencies.

No command or control is vested in this entity.

LAND

The USCS is the Lead agency to identify and prevent the illegal importation of restricted and prohibited drugs across a land border of the United States. The role of the Land Lead Agency is as follows:

1. Develop National and Regional Plans for Ports of Entry and Land Borders consistent with the National Strategy.
2. Acknowledge and encourage the contribution of other agencies to help meet the goals of the land plan.
3. Acknowledge the authority of all other agencies to carry out routine operations consistent with the objectives of the land plan, and the legal jurisdiction of that agency.
4. Coordinate the execution of the National and Regional Plans through the field organizations of own and support agencies.
5. Coordinate as necessary with the other lead agencies to meet the goals of the national strategy.
6. Coordinate all multi-agency operations.
7. Task the C3I Centers as necessary to provide adequate air interdiction support.

MARITIME

The USCG is the lead agency in the interdiction of illegal drugs in the Maritime Area from the shoreline seaward. The role of the Maritime Lead Agency is as follows:

1. Develop National and Regional maritime interdiction plans consistent with the national strategy.
2. Acknowledge and encourage the contribution of other agencies to help meet the goals of the maritime plan.
3. Acknowledge the authority of all other agencies to carry out routine operations in the maritime area, consistent with the objectives of the maritime plan, and the legal jurisdiction of that agency.
4. Coordinate the execution of the National and Regional Plans through the field organizations of own and support agencies.
5. Coordinate as necessary with the other lead agencies to meet the goals of the national strategy.
6. Coordinate all multi-agency operations in the Maritime area.
7. Task the C3I centers as necessary to provide adequate air interdiction support.

The USCS jurisdiction is clearly recognized in the 12 mile contiguous zone. The current USCS inventory of vessels is recognized as substantial assets to be used within the contiguous zone. Blue Lightning Operations Centers (BLOCS) shall coordinate their operations with Coast Guard District Operation Centers to facilitate the optimum coordination of surface operations and avoid mutual interference.

Enforcement activities on the high seas outside the contiguous zone is clearly recognized as a Coast Guard operation. This may be augmented by support assets such as Law Enforcement Detachments (LEDETs) on U.S. Navy vessels, cooperative arrangements with vessels of foreign nations and special arrangements to facilitate other agencies' support, such as the current arrangement allowing USCS to patrol the high seas between Bimini and the Florida coast.

AIR

The Air block is unique for many reasons resulting in a JOINT responsibility for leadership. Airspace not only exists over the land and sea with the consequent requirements for coordination of activities with both these lead agencies, it also is an interdiction environment of its own. The expertise of both agencies is required and the time and distance factors involved demand the centralized command and control centers C3I (SW) and SE). The Air Block on Figure (1) represents the Washington, D.C. headquarters influence and oversight of the two agencies. Their role is:

1. Develop an air interdiction plan based on the national strategy.
2. Seek the assistance of other support agencies, especially DoD.
3. Distribute agency resources so as to optimize the air interdiction plan's potential for success.
4. Remain aware of the air interdiction needs of both the Land and Maritime lead agencies as reflected in their National and Regional plans and blend those needs into the Air Interdiction Plan.

C3I CENTERS (BOTH)

The C3I Centers are the operational nerve centers for air interdiction. They control the routine daily business by utilizing the resources provided from the Detection, Tracking and Apprehension blocks in such a manner as to optimally prosecute the cases at hand.

C3I CENTER SOUTHWEST

Due to the concentration of land border with Mexico, in this area the C3I SW is a USCS operation. USCS shall be designated as lead agency for all aspects of Air operations in the SW and will provide resources to the C3I SW.

C3I CENTER SOUTHEAST

This Agreement reaffirms the JOINT Command and Control of C3I Center South East. In this most crucial high volume center the joint manning, rotating command and the operational parameters listed in the 16 March Agreement are reaffirmed here.

1. Customs will command the Southeast C3I Center until 30 June 1989 with two year rotation thereafter. Deputy will be other Agency between Customs and USCG.
2. The C3I Center will have operational control of all assets chopped to the Center, including other federal, state, and local assets.
3. All C3I Center operational staff will be provided on a 50-50 basis. Senior operational positions are to be evenly split between Customs and USCG.

4. Surface operations Command Centers will remain under Agency control. Agency surface interdiction operations will be coordinated with the C3I Center. For specific operations, surface units may be chopped to the C3I Center.
5. Each agency agrees to devote significant air and surface assets to be commanded from the C3I Center.

The three blocks under the C3I Southeast are defined as the lead providers of air resources to the C3I Southeast. There is no command or control inherent in these blocks.

DETECTION

The USCG is designated the lead agency to provide detection assets to the C3I Center Southeast. Inherent in this responsibility will be the coordination and utilization of all surveillance assets capable of detecting airborne drug smugglers. These include the two E2C's on loan to the USCG from the USN, the aerostats at Georgetown, Cudjoe Key and Patrick AFB as well as all future detection assets deployed to the Southeast, including additional F/W AWACS platforms that become available from the USCS when no longer required to support the C3I Southwest. This should occur when the aerostats and the modified P3A's are in place along the Southwest border. The Coast Guard is willing to take over those assets at a time mutually agreeable to both agencies.

TRACKING

The USCS is designated the lead agency to provide tracking assets to the C3I Southeast. This adjusts the December 18, 1986 NDEPB decision because the block designation has been changed to reflect a resource provision role, not an operational role.

Both agencies are committed to dedicating significant tracking assets to the C3I Center Southeast. For the Coast Guard, this commitment is limited to eight (8) HU-25 Falcons for use as tracker/interceptors.

APPREHENSION

The USCS is designated the lead agency to provide apprehension assets to the C3I Center Southeast.

William R. Reed.
Commissioner of Customs.

P. A. Yost
P. A. YOST
Admiral, U.S. Coast Guard
COMMANDANT

SYSTEM OVERVIEW

THE C3I SYSTEM CONSISTS OF THREE FULLY INTEGRATED COMMAND CENTERS; THE CUSTOMS NATIONAL AVIATION CENTER (CNAC) AT OKLAHOMA CITY, THE C3I-WEST AT MARCH AFB IN RIVERSIDE, CALIFORNIA AND THE C3I-EAST AT RICHMOND HEIGHTS, FLORIDA.

THE C3I-EAST/WEST CENTERS PROVIDE THE LOCAL SURVEILLANCE FOR THE C3I SYSTEM. THESE CENTERS RECEIVE REAL-TIME SURVEILLANCE INFORMATION FROM THE NATION'S EXISTING NETWORK OF CIVILIAN AND MILITARY AIR TRAFFIC CONTROL RADARS, AS WELL AS CUSTOMS SERVICE MARINE RADARS, AEROSTATS AND OTHER SENSING DEVICES. THIS MULTITUDE OF SENSOR DATA IS PROCESSED AND FUSED WITH FLIGHT PLAN INFORMATION AND INTELLIGENCE DATA AND PRESENTED TO CONTROL CENTER OPERATORS. THE DISSEMINATION OF INTELLIGENCE DATA IS EXPEDITED BY THE SYSTEMS' AUTOMATED MESSAGE HANDLING SYSTEM. WITH THE ASSISTANCE OF THE SYSTEM'S EXTENSIVE FILTERING, DECISION AIDS, TERRAIN ANALYSIS/MAPPING AND ACCESS TO LOCAL AND EXTERNAL INTELLIGENCE DATA BASES, THE CONTROL CENTER OPERATORS ARE ABLE TO EXTRACT SUSPECT TARGETS AND INITIATE INTERCEPT OPERATIONS. THE SYSTEM'S ABILITY TO COLLECT OPERATIONS DATA AND MAINTAIN STATUS OF FORCES ENABLES CONTROL CENTER OPERATORS TO SELECT THE APPROPRIATE ASSET FOR THE INTERCEPT. A FULL RANGE OF TELEPHONE AND RADIO COMMUNICATIONS PROVIDES DIRECT COORDINATION OF FEDERAL, STATE AND LOCAL LAW ENFORCEMENT AGENCIES ENGAGED IN INTERCEPTING SMUGGLING ACTIVITY AND PROVIDES THE MANAGEMENT AND DIRECTION OF USCS ASSETS.

THE SYSTEM FEATURES FULLY INTEGRATED CONSOLE DISPLAYS AND LARGE SCREEN DISPLAYS OF COMPOSITE LAND, AIR AND MARITIME REAL-TIME SITUATIONS AS WELL AS INTELLIGENCE/OPERATIONS DATA. USING THIS DATA, CONTROL CENTER OPERATORS CAN CHOOSE TO OBSERVE AND DIRECT OPERATIONS WITHIN A NARROWLY DEFINED SECTOR OR EXPAND THE AREA OF COVERAGE TO INCLUDE THE ENTIRE SOUTHERN TIER OF THE UNITED STATES.

THE CNAC IS PROVIDED WITH A SUBSET OF THE C3I-EAST/WEST CAPABILITIES COMMENSURATE WITH ITS NON-REAL-TIME STRATEGIC FOCUS INCLUDING: AUTOMATED MESSAGE HANDLING; DISPLAY OF SPECIAL INTEREST TRACKS FROM C3I EAST/WEST; AND ACCESS TO C3I EAST/WEST LOCAL AND REMOTE DATA BASES.

C3I MISSION (Air)

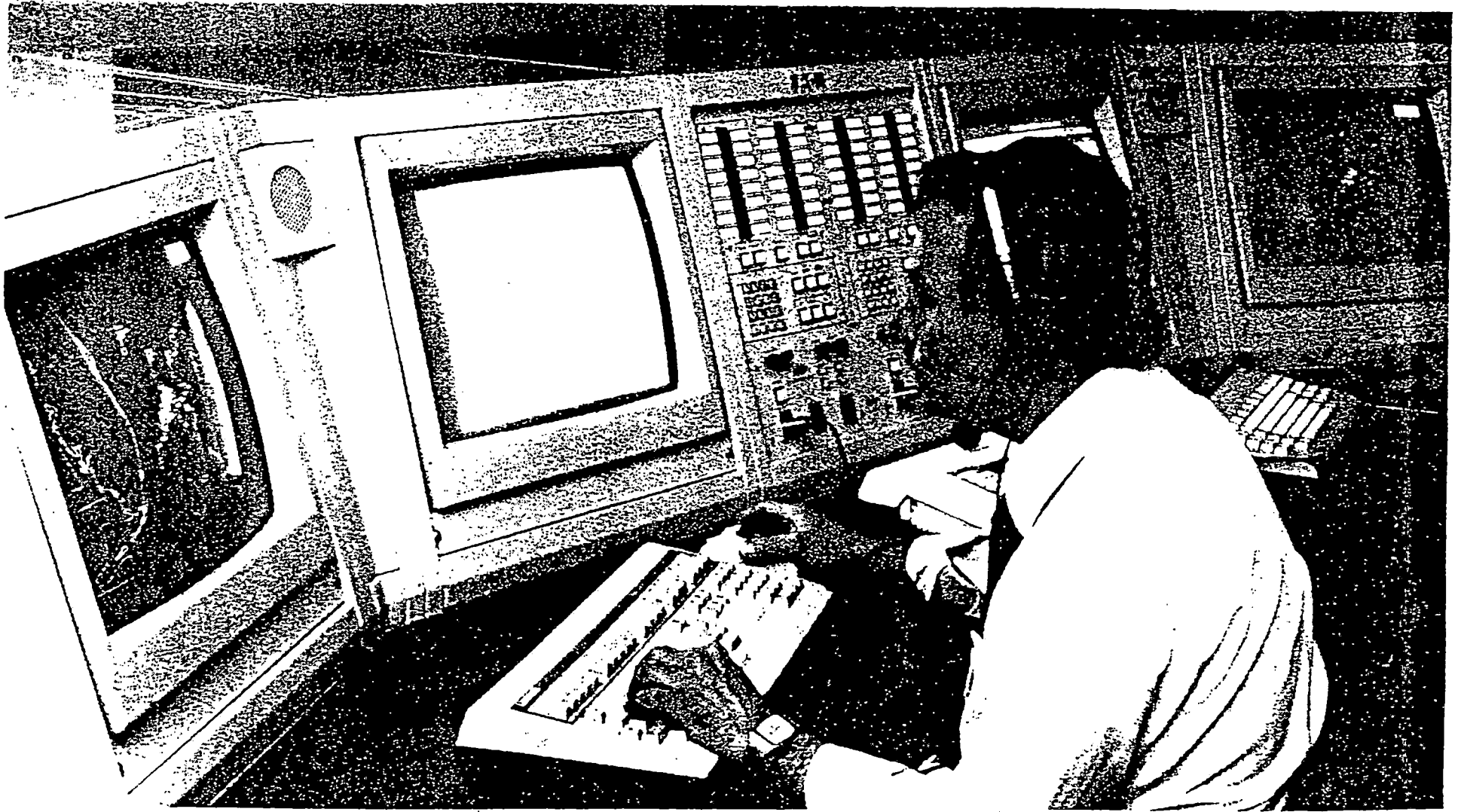
The conduct of Air Interdiction Operations
within the Area of Responsibility

C3I OBJECTIVES (Air)

1. To collect all sensor and tactical intelligence data relative to suspect aircraft within the area of responsibility.
2. To manage and direct the air surveillance, aircraft classification (Sort) and intercept functions of the Air Interdiction system within the area of responsibility.
3. To provide tracking and apprehension support for aircraft in pursuit and involved in enforcement stops.
4. To appropriately maintain an operational interface with relevant marine and land interdiction efforts.
5. To be responsible for coordination with state/local law enforcement authorities relative to the interdiction of aircraft within the area of responsibility.
6. To be responsible for operational coordination relative to Air Interdiction with all appropriate federal agencies within the area of responsibility.

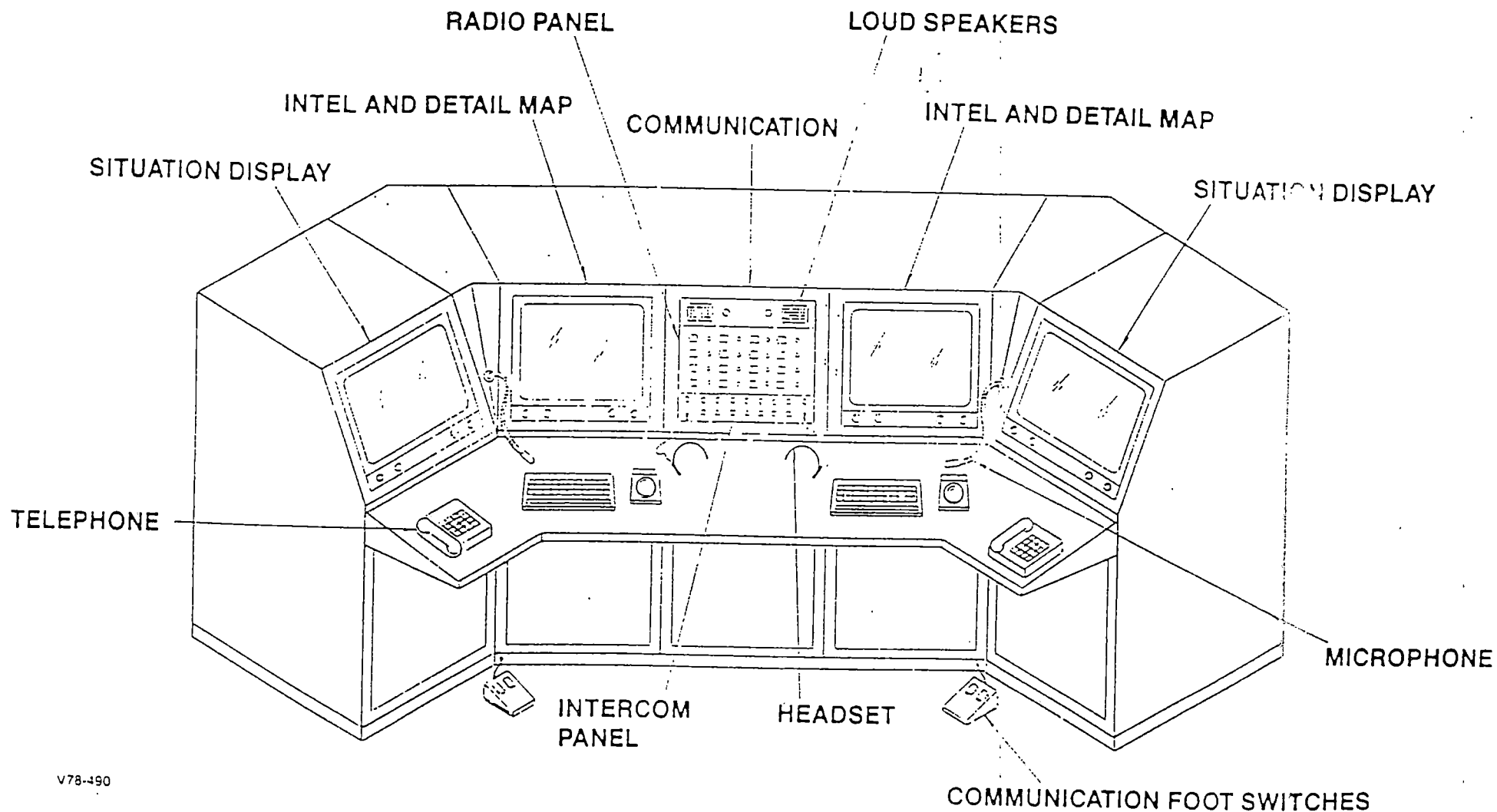
EATON

C³I DEMONSTRATION



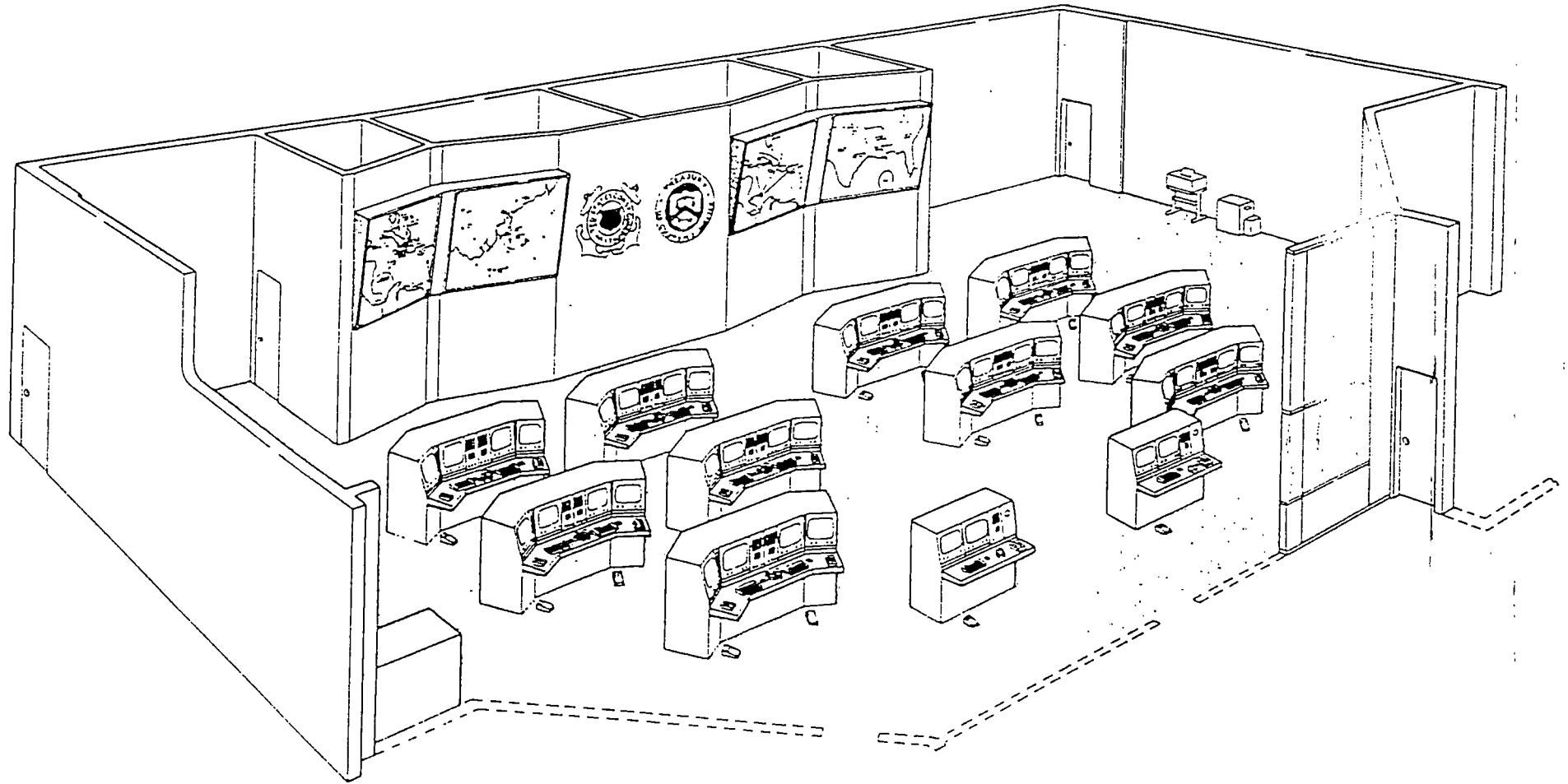


TWO MAN CONSOLE MARINE OR AIR



EAT•N

LAYOUT – COMMAND AND CONTROL CENTER EAST



C3I EAST
AIR INTERDICTION STAFFING

CUSTOMS

DIRECTOR/DEPUTY (1)
RADAR OPERATIONS MANAGER (1)
INTELLIGENCE SUPERVISOR (1)
SENIOR COMMUNICATIONS SPECIALIST (1)
COMMAND DUTY OFFICERS (4)
SUPERVISORY DETECTION SPECIALIST (5)
DETECTION SYSTEM SPECIALIST (25)
INTELLIGENCE ANALYSTS (5)
COMMUNICATIONS SPECIALISTS (2)
SECRETARY (1)

CS PERSONNEL TOTAL 46

COAST GUARD

DIRECTOR/DEPUTY (1)
OPERATIONS OFFICER (1)
INTELLIGENCE OFFICER (1)
COMMUNICATIONS OFFICER (1)
COMMAND DUTY OFFICERS (5)
SR. SURVEILLANCE SUPERVISOR (1)
DETECTION SYSTEM SPECIALIST (2)
INTELLIGENCE ANALYSTS (5)
COMMUNICATIONS SPECIALISTS (5)
ADMINISTRATIVE YEOMAN (1)
ELECTRONICS TECHNICIAN (1)
PLANNING OFFICER (1)

CG PERSONNEL TOTAL 48

TOTAL AIR INTERDICTION STAFFING C3I = 94

SE C3I CENTER CG STAFFING

DIRECTOR/DEPUTY

CAPT

Admin

YN2

OPERATIONS:

Ops

CDR

Intel

LCDR

Tactical Air

LT

Comms

CWO

Surveillance

RDCM

AIR INTERDICTION WATCH:

Controller

LT (5)

Intel Analyst

LTJG (5)

Console Operators (5 Pos) RDC/RD1 (25)

MARINE INTERDICTION WATCH:

Console Operators (2 Pos) RD2/RD3 (10)
(1-7 Sites / 105 to C3I L. to be Re-evaluated in One Year)

COMMUNICATIONS WATCH:

Console Operator (1 Pos) RMC/1/2 (5)

Electronic Technician

ET2

***Total Personnel: 58**

AGREEMENT BETWEEN CUSTOMS & U.S. COAST GUARD

1. Customs will command the Southeast C3I Center until 30 June 1989 with two year rotation thereafter. Deputy will be other Agency between Customs and USCG.
2. The C3I Center will have operational control of all assets chopped to the Center, including other federal, state, and local assets.
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4. Surface operations Command Centers will remain under Agency control. Agency surface interdiction operations will be coordinated with the C3I Center. For specific operations, surface units may be chopped to the C3I Center.
5. Each agency agrees to devote significant air and surface assets to be commanded from the C3I Center.

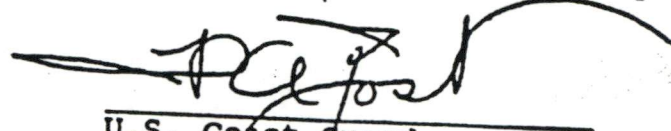
Date: 3/16/87



Stephen S. Trott
Chairman, Coordinating Group



U.S. Customs



U.S. Coast Guard

TO BE ADDED TO THE NEXT MINUTES.

1. This agreement does not preempt any further decisions or deliberations of the National Drug Policy Board regarding geographic or functional areas of responsibility (AOR), and lead agency issues.

ENCLOSURE(1)

U.S. COAST GUARD AT C3I

-The Command, Control, Communications and Intelligence Center (C3I East) being constructed at Richmond Heights, Florida is a joint center with equal participation between the Coast Guard and Customs. Approximately 55 full-time Coast Guard personnel are assigned to this center.

-C3I West, at March Air Force Base in California, is a Customs facility which has 5 Coast Guard personnel assigned as part of the staff.

-Operational command of the joint C3I East facility rotates every two years between the Coast Guard and Customs. The Coast Guard is scheduled to assume operational command on 1 July 1989.

-Along with their counterparts from the Customs Service, the Coast Guard at C3I East fills positions which include: Radar Detection Specialists (DSS), Communications and Intelligence Specialists, and Operations Command Duty Officers (CDO).

-Coast Guard personnel share these duties with Customs for around-the-clock surveillance, coordination, communication and intelligence-collection duties which are directed towards interdiction of airborne drug smugglers.

-note: Interim operations are now being conducted at the temporary 'C3' facility located at the FAA ARTCC building in Miami, pending the April 1989 completion of the new C3I facility at Richmond Heights.

DRAFT REMARKS
FOR C³I EVENT
4/27/89

Come
See me!

ATTORNEY GENERAL THORNBURGH, SECRETARY BRADY, COMMISSIONER VON RAAB, ADMIRAL YOST, GENERAL , DISTINGUISHED GUESTS, LADIES AND GENTLEMEN: TODAY, WE SALUTE THE OUTSTANDING TECHNOLOGICAL ACCOMPLISHMENT OF MANY TALENTED MEN AND WOMEN. AS A NATION, WE CHEERED THE SUCCESSES OF NASA AND THE AMERICAN SPACE PROGRAM AS AMERICAN TECHNOLOGY TOOK US TO THE MOON AND BEYOND. TODAY, WE HAVE REASON TO CHEER AGAIN AS AMERICAN TECHNOLOGY TRIMUMPHS AGAIN, THIS TIME OUR GOAL BEING THE SOLUTION OF A PROBLEM MUCH CLOSER TO HOME.

WHAT HAS BEEN ACCOMPLISHED IS NO SMALL FEAT. TWO SECURE BUILDINGS OF AT LEAST 25 THOUSAND SQUARE FEET EACH HAVE BEEN BUILT AND A STATE-OF-THE-ART SYSTEM WHICH CAN ACCOMMODATE ADVANCES IN TECHNOLOGY HAS BEEN DEVELOPED AND INSTALLED IN CALIFORNIA AND FLORIDA WITHIN 2 YEARS. THIS SYSTEM COMBINES RADAR DATA WITH AN AUTOMATED INTELLIGENCE DATABASE TO RECEIVE REAL-TIME INFORMATION ON AIR AND MARINE TRAFFIC. THE RADAR OPERATORS ALSO HAVE A SOPHISTICATED COMMUNICATIONS SYSTEM AT THEIR FINGERTIPS TO CONTROL THE AIRCRAFT AND VESSELS AND PROVIDE CURRENT INFORMATION TO ALL THE LAW ENFORCEMENT ORGANIZATIONS INVOLVED IN THE INTERDICTION PROCESS.

WE ARE HERE TODAY TO DO MORE THAN SALUTE TECHNOLOGICAL ACHEIVEMENTS INVOLVED IN THE C3I SYSTEM, SIGNIFICANT AS THEY

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MAKE NO MISTAKE ABOUT IT. THE C3I CENTERS FROM WHICH RADAR OPERATORS CAN MONITOR AIR AND MARINE TRAFFIC HUNDREDS OF MILES AWAY IS PART OF THE GRAND STRATEGY IN THE WAR ON DRUGS. THE C3I EAST CENTER IS STRATEGICALLY SITUATED TO CONTROL AND COORDINATE ALL DRUG AIR INTERDICTION ASSETS IN THE CARIBBEAN. IT IS THE SYSTEM TO BRING OUR DRUG INTERDICTION EFFORT TOGETHER---AND TO MAKE IT WORK!

TREMENDOUS AMOUNTS OF ASSETS HAVE BEEN DEVOTED TO THE INTERDICTION EFFORTS OF THE FEDERAL GOVERNMENT. AIRBORNE RADAR BALLOONS IN SOUTH FLORIDA AND AIRBORNE EARLY WARNING AIRCRAFT OPERATED BY CUSTOMS AND THE COAST GUARD SCAN THE SKIES LOOKING FOR SMUGGLER PLANES. RADAR BOATS OPERATED BY THE CUSTOMS SERVICE PATROL THE WATERS LOOKING FOR FAST BOATS LOADED WITH DRUGS TRYING TO SNEAK TO OUR SHORES.

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TODAY, WE CONTINUE OUR CRUSADE FOR A DRUG FREE AMERICA. THE WAY MAY BE LONG, BUT WORKING TOGETHER, WE WILL REACH THIS GOAL. COMMISSIONER VON RAAB, I WISH YOU AND CUSTOMS WELL AS YOU TAKE ON THE OPERATION OF THIS COMMAND CENTER. AMERICANS LOOK TO YOU AND THE DEDICATED MEN AND WOMEN WHO WORK HERE TO DEFEND OUR NATION AGAINST THESE DRUGS WHICH ARE POISONING OUR SOUL.

YOST

YOU ARE AMERICA'S FRONT LINE. YOU HAVE MY FULL SUPPORT AND THE SUPPORT OF THE AMERICAN PEOPLE. WHEN WE HAVE REMOVED THIS SCOURGE OF DRUGS FROM THIS LAND AND HISTORIANS ARE WRITING OF AMERICA'S VICTORY OVER THIS MENACE, LET THEM SAY OF YOU HERE, AS WAS SAID OF THE ROYAL AIR FORCE AFTER THE BATTLE OF BRITAIN, "NEVER . . . WAS SO MUCH OWED SO MANY TO SO FEW."

THANK YOU.

LEAD : Leah Tomou

(305) 532-3600



fact sheet

Department of the Treasury / United States Customs Service / Washington, D.C. 20229

COMMAND, CONTROL, COMMUNICATIONS AND INTELLIGENCE CENTERS

The U.S. Customs Service Command, Control, Communications and Intelligence (C3I) Centers at Riverside, California, Richmond Heights, Florida, and Oklahoma City, Oklahoma, are state of the art installations which manage air and maritime drug interdiction activity.

The centers are equipped to accept intelligence information in all forms and utilize this information to implement Customs air interdiction strategy. The centers' primary intelligence input is radar data.

The centers accept radar data from Federal Aviation Administration, Department of Defense and U.S. Customs radars. Fused information is displayed using digital maps on 19-inch color monitors and six feet by eight feet large screen displays. This radar information allows the centers' detection systems specialists to monitor air traffic along the southern United States border and into the Caribbean. The centers in California and Florida will eventually be able to display and manage up to 5,000 radar tracks per twelve second scan, a unique capability.

The C3I system is also unique in that maps on video disks are displayed on an intelligence display screen. These video maps are capable of displaying live radar tracks that have been transferred from the surveillance screen.

The centers can communicate with federal drug interdiction aircraft and state and local law enforcement agencies throughout the United States. Each of the work station consoles can access any of the radios or telephones available to the centers. The radios which are available are high frequency, very high frequency, and ultra high frequency systems that operate in clear, voice privacy, and encrypted modes. Each work station can also access autovon, FTS, FAA System 300, several hot lines and normal commercial telephones.

The centers are also designed for expansion. The Data General radar computers and the Digital and Sun intelligence computers are capable of expanding to meet any drug interdiction threat and, equally important, can accommodate future technological advances in C3I development.

Customs initiated the procurement of the C3I system in June 1986. The first center, C3I West, became operational on a 24 hour a day, 7 days a week basis in August 1988. The second center, C3I East became operational on the same basis in April

FOR MORE INFORMATION CONTACT: THE OFFICE OF PUBLIC AFFAIRS

202-566-5286



fact sheet

Department of the Treasury / United States Customs Service / Washington, D.C. 20229.

CUSTOMS AVIATION PROGRAM

In the late 1960s, in response to smugglers using aircraft to smuggle narcotics into the United States along the southern border, Congress authorized the establishment of the Customs air interdiction program. Initially Customs acquired an assortment of light aircraft which assisted with vehicular smuggling cases.

In 1973, Customs acquired its first sensor-equipped aircraft. These aircraft were located at tactical interdiction units in Miami, Corpus Christi, Texas, Tucson, Arizona and San Diego. Today, the Customs Aviation program has 14 operational field offices being managed by the Customs National Aviation Center in Oklahoma City, Oklahoma.

As Customs continued to gain experience in air interdiction, it identified the four phases of interdiction; detection, interception, tracking and apprehension. Today, sophisticated resources needed to interdict narcotics include, the Lockheed P-3AEW, Lockheed P-3, Cessna Citation II, and the Customs High Endurance Tracker (CHET) fixed-wing aircraft. The Command, Control, Communications and Intelligence (C3I) Centers, radar aerostats, and the Black Hawk helicopter are additional interdiction resources.

Initially under the guidance of regional offices, in 1984 the Aviation Program was centralized under the Customs Office of Enforcement in Washington, DC. The Aviation Program's total budget grew from \$11.7 million in Fiscal Year (FY) 1982 to \$142.3 million in FY1989. Staffing levels increased from 153 in FY1982 to 811 in FY1989.

The Customs Service introduced a new concept of operations for air interdiction in 1987, Defense in Depth, which was adopted by the Federal government in 1988 as its strategy for air interdiction. The Defense in Depth strategy provides for offensive and defensive capabilities via the use of mobile and fixed detection resources deployed in depth and reaching to source and transit countries from the borders of the United States.

FOR MORE INFORMATION CONTACT: THE OFFICE OF PUBLIC AFFAIRS
202-566-5286

WHAT IS C³I?

■ C³I = **Command, Control, Communications and Intelligence**

■ C³I in Customs Means:

A System That Allows USCS to Manage All Enforcement Assets in an Integrated Fashion and Optimize Their Use in an Operational Environment

■ C³I Includes:

- Watch Commanders and Their Staffs
- Policies and Procedures
- Equipment Systems

WHY DOES USCS NEED C³I?

- **Customs Employs 80 Aircraft and 247 Vessels**
- **Highly Trained Enforcement Professionals Operate This Equipment Along 3,600 Miles of Border**
- **Today's Smuggler Depends Upon Good Intelligence, Split Second Timing, and Employs State-of-the-Art Technology to Manage His Assets. Smugglers Ignore Artificial Boundaries; We Have To, Also**
- **If Customs Can Not Manage Its Assets at Least as Well, The Smuggler Will Ultimately Prevail**
- **Customs Must Optimize The Employment of Its Assets – Even More Critical in Periods of Budgetary Constraint**

WHY INCREASING C³I EMPHASIS?

- **USCS Requirements Have Outstripped Current Command and Control Capabilities**
 - Increased Sensor Capabilities
 - Increased Interdiction Assets
 - Increasing and Dynamic Threat
- **Therefore, the Following Is Required:**
 - National Operational Strategy
 - Integrated C³I System Architecture
 - Rapid Deployment of Initial System Capabilities
 - System Evolution to Match Dynamic Threat
- **C³I Allows USCS Managers/Decision-Makers to Optimally Employ Interdiction Assets**
 - On Station When Necessary; On Call When Not
 - Tactical Intelligence Can (Must) Be Used When It's Hot
 - Appropriate Assets Can Be Concentrated on a Given Threat
 - Minimizes Duplication of Effort
- **C³I Is Software Intensive: It Processes Information From Diverse Sources**
- **Key Point: The USCS C³I System Will Provide Decision Support, Timely Response, and Overall Mission Control**

ack. routing
4/28/89



5

THE COMMISSIONER OF CUSTOMS

March 24, 1989

WASHINGTON, D.C.

Dear Mr. President:

I would like to invite you to participate in the grand opening ceremony for the drug interdiction Command, Control, Communication and Intelligence (C3I) Center located in Miami, Florida. The Center is jointly operated by the Customs Service and Coast Guard and is the key focal point for coordinating drug interdiction operations east of the Mississippi River.

This event is a major milestone in the development of an improved drug interdiction system in the U.S. For nearly four years, this center has been under discussion, in planning stages, under construction, or nearing completion. At last, it is done.

With the completion of the C3I Center, the U.S. will have better management and coordination of drug interdiction resources, better inter-agency cooperation, and better integration of military assets into the law enforcement environment. Beyond the obvious operational merits of the center, I believe this is a symbolic development and substantial enough to merit your personal participation.

We have scheduled the ceremony for 11:30 a.m. on April 28, 1989 and would very much appreciate your personal involvement as a featured speaker. For additional information, please have someone from your office contact Dorothy Reilly at 566-9102.

Yours faithfully,

The President
The White House
Washington, D.C. 20500

W	-	
T	-	100
G	-	100
C-C	-	140
<hr/>		
M.S+T	-	500
RS+T	-	1100
USA	-	1800

1800

E-2C PROGRAM REVIEW/UPDATE

1. Coast Guard E-2C operations are going very well. Aircraft operating at annual rate of 1,000 hours; Navy programmed rate is 600.

2. As of mid November, in 21 months with only two aircraft the Coast Guard Air Facility has flown over 2700 hours and completed 38 detachments spread over 315 detachment days and 1919 mission flight hours. This effort has resulted in 16 aircraft and 8 vessel seizures, 45 arrests, and confiscation of 6,251 lb. of cocaine and 9,774 lb. of marijuana.

3. In order to improve the ability of the E-2C Air Facility to contribute more effectively to this effort, several problems and initiatives need to be dealt with:

a. Move the facility closer to the operating area. A move to St. Augustine is planned and early up-front costs (\$125K) have been tentatively identified in order to speed up the move to Jul 89. The move will convert approximately 16% transit hours to operating hours (approx. 320 hrs./yr.).

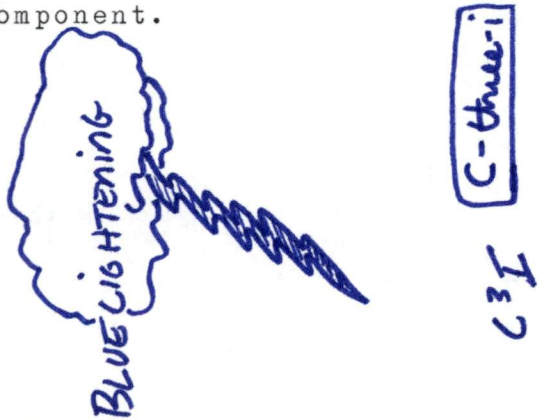
b. Logistics put a constant strain on operations, both in deploying to and from forward operating bases, but also parts supply runs during deployments. G-0 is looking at several options to reduce logistics impact.

c. Transient facilities at forward operating bases such as GITMO and Air Station Borinquen need to be improved to provide flexibility to the operational commanders to modify plans and react quickly.

4. The greatest improvement to AEW effectiveness would come from adding additional E-2C aircraft, and acquiring long range AEW aircraft. Both these issues are being addressed. G-OLE is developing the requirements for the C-130 AEW. Customs Service two E-2C's should be transferred to the Coast Guard in FY90.

COMMAND, CONTROL, COMMUNICATIONS & INTELLIGENCE CENTER (C3I) EAST

- o C3I East, located south of Miami at Richmond Heights, Florida, is a joint Coast Guard and Customs Command, Control, Communications and Intelligence Center. It's an integrated facility to detect, track, identify and apprehend vessels or aircraft suspected of smuggling. The Center is staffed by Customs and Coast Guard radar specialists, Duty Officers, intelligence and administrative staff. Operational command rotates biennially between Customs and Coast Guard.
- o The C3I system automatically integrates FAA, DoD, Aerostat and other land-based radars into a single comprehensive radar picture. As additional aerostats are installed, coverage will expand to include a line of radars across the southern U.S. border from Brownsville, Texas to Puerto Rico. Data link communications relays mobile radar data from sea-based aerostats and US Naval vessels to C3I.
- o A comprehensive intelligence system assists interdiction specialists by providing access to local and remote data bases. A sophisticated video mapping system allows selected targets to be superimposed over color pictures of actual maps and charts. These functions are accomplished in a matter of seconds to support fast-paced tactical air and surface interdiction.
- o Secure voice and record message communications are available to coordinate multi-agency tracking and apprehension assets such as Coast Guard E-2C AEW aircraft, Falcon jet interceptors, Customs Service and DoD vessels and aircraft.
- o C3I East is scheduled to start full operations in late spring of 1989. The maritime component (Blue Lightning Operations Coordination Center-BLOCC), relocated to the new C3I East facility in December 1988. They use trailers as temporary administrative space pending building completion now scheduled for late March 1989. Coast Guard and Customs personnel currently conduct air interdiction operations at the C3 facility in the FAA ARTC Center at Miami airport.
- o Electronic equipment and software installation continues at C3I East. An early version of the system is in limited operation at the C3I West facility. The C3I East system is benefitting from lessons learned out west, but the East breaks new ground since it incorporates maritime interdiction with the the air component.



LT. Boynton 1267-1772 /

- C - three - i -

BLUE LIGHTNING → MARITIME, CLOSE-UP
- CUSTOMS - COAST GUARD APP.
w/in 12 miles - Command CTR next to C3i -
COAST GUARD, CUSTOMS, Flor. MARINE PATROL,
LOCAL - 50-50 staffing - VOLUNTARY - see
A TARGET OF INTEREST - ASK AND SEND IN -
BLOCC - ^{often} just calls "sheriff's boat"
UNDERWAY -

co-located

•

C-3i

BLUE LIGHTNING

DRAFT REMARKS
FOR C³I EVENT
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THANK YOU.



fact sheet

Department of the Treasury / United States Customs Service / Washington, D.C. 20229

COMMAND, CONTROL, COMMUNICATIONS AND INTELLIGENCE CENTERS

The U.S. Customs Service Command, Control, Communications and Intelligence (C3I) Centers at Riverside, California, Richmond Heights, Florida, and Oklahoma City, Oklahoma, are state of the art installations which manage air and maritime drug interdiction activity.

The centers are equipped to accept intelligence information in all forms and utilize this information to implement Customs air interdiction strategy. The centers' primary intelligence input is radar data.

The centers accept radar data from Federal Aviation Administration, Department of Defense and U.S. Customs radars. Fused information is displayed using digital maps on 19-inch color monitors and six feet by eight feet large screen displays. This radar information allows the centers' detection systems specialists to monitor air traffic along the southern United States border and into the Caribbean. The centers in California and Florida will eventually be able to display and manage up to 5,000 radar tracks per twelve second scan, a unique capability.

The C3I system is also unique in that maps on video disks are displayed on an intelligence display screen. These video maps are capable of displaying live radar tracks that have been transferred from the surveillance screen.

The centers can communicate with federal drug interdiction aircraft and state and local law enforcement agencies throughout the United States. Each of the work station consoles can access any of the radios or telephones available to the centers. The radios which are available are high frequency, very high frequency, and ultra high frequency systems that operate in clear, voice privacy, and encrypted modes. Each work station can also access autovon, FTS, FAA System 300, several hot lines and normal commercial telephones.

The centers are also designed for expansion. The Data General radar computers and the Digital and Sun intelligence computers are capable of expanding to meet any drug interdiction threat and, equally important, can accommodate future technological advances in C3I development.

Customs initiated the procurement of the C3I system in June 1986. The first center, C3I West, became operational on a 24 hour a day, 7 days a week basis in August 1988. The second center, C3I East became operational on the same basis in April

FOR MORE INFORMATION CONTACT: THE OFFICE OF PUBLIC AFFAIRS

202-566-5286



fact sheet

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CUSTOMS AVIATION PROGRAM

In the late 1960s, in response to smugglers using aircraft to smuggle narcotics into the United States along the southern border, Congress authorized the establishment of the Customs air interdiction program. Initially Customs acquired an assortment of light aircraft which assisted with vehicular smuggling cases.

In 1973, Customs acquired its first sensor-equipped aircraft. These aircraft were located at tactical interdiction units in Miami, Corpus Christi, Texas, Tucson, Arizona and San Diego. Today, the Customs Aviation program has 14 operational field offices being managed by the Customs National Aviation Center in Oklahoma City, Oklahoma.

As Customs continued to gain experience in air interdiction, it identified the four phases of interdiction; detection, interception, tracking and apprehension. Today, sophisticated resources needed to interdict narcotics include, the Lockheed P-3AEW, Lockheed P-3, Cessna Citation II, and the Customs High Endurance Tracker (CHET) fixed-wing aircraft. The Command, Control, Communications and Intelligence (C3I) Centers, radar aerostats, and the Black Hawk helicopter are additional interdiction resources.

Initially under the guidance of regional offices, in 1984 the Aviation Program was centralized under the Customs Office of Enforcement in Washington, DC. The Aviation Program's total budget grew from \$11.7 million in Fiscal Year (FY) 1982 to \$142.3 million in FY1989. Staffing levels increased from 153 in FY1982 to 811 in FY1989.

The Customs Service introduced a new concept of operations for air interdiction in 1987, Defense in Depth, which was adopted by the Federal government in 1988 as its strategy for air interdiction. The Defense in Depth strategy provides for offensive and defensive capabilities via the use of mobile and fixed detection resources deployed in depth and reaching to source and transit countries from the borders of the United States.

FOR MORE INFORMATION CONTACT: THE OFFICE OF PUBLIC AFFAIRS
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WHAT IS C³I?

■ C³I = Command, Control, Communications and Intelligence

■ C³I in Customs Means:

A System That Allows USCS to Manage All Enforcement Assets in an Integrated Fashion and Optimize Their Use in an Operational Environment

■ C³I Includes:

- Watch Commanders and Their Staffs
- Policies and Procedures
- Equipment Systems

WHY DOES USCS NEED C³I?

- **Customs Employs 80 Aircraft and 247 Vessels**
- **Highly Trained Enforcement Professionals Operate This Equipment Along 3,600 Miles of Border**
- **Today's Smuggler Depends Upon Good Intelligence, Split Second Timing, and Employs State-of-the-Art Technology to Manage His Assets. Smugglers Ignore Artificial Boundaries; We Have To, Also**
- **If Customs Can Not Manage Its Assets at Least as Well, The Smuggler Will Ultimately Prevail**
- **Customs Must Optimize The Employment of Its Assets – Even More Critical in Periods of Budgetary Constraint**

WHY INCREASING C³I EMPHASIS?

- **USCS Requirements Have Outstripped Current Command and Control Capabilities**
 - Increased Sensor Capabilities
 - Increased Interdiction Assets
 - Increasing and Dynamic Threat

- **Therefore, the Following Is Required:**
 - National Operational Strategy
 - Integrated C³I System Architecture
 - Rapid Deployment of Initial System Capabilities
 - System Evolution to Match Dynamic Threat

- **C³I Allows USCS Managers/Decision-Makers to Optimally Employ Interdiction Assets**
 - On Station When Necessary; On Call When Not
 - Tactical Intelligence Can (Must) Be Used When It's Hot
 - Appropriate Assets Can Be Concentrated on a Given Threat
 - Minimizes Duplication of Effort

- **C³I Is Software Intensive: It Processes Information From Diverse Sources**

- **Key Point: The USCS C³I System Will Provide Decision Support, Timely Response, and Overall Mission Control**

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THE COMMISSIONER OF CUSTOMS

March 24, 1989

WASHINGTON, D.C.

Dear Mr. President:

I would like to invite you to participate in the grand opening ceremony for the drug interdiction Command, Control, Communication and Intelligence (C3I) Center located in Miami, Florida. The Center is jointly operated by the Customs Service and Coast Guard and is the key focal point for coordinating drug interdiction operations east of the Mississippi River.

This event is a major milestone in the development of an improved drug interdiction system in the U.S. For nearly four years, this center has been under discussion, in planning stages, under construction, or nearing completion. At last, it is done.

With the completion of the C3I Center, the U.S. will have better management and coordination of drug interdiction resources, better inter-agency cooperation, and better integration of military assets into the law enforcement environment. Beyond the obvious operational merits of the center, I believe this is a symbolic development and substantial enough to merit your personal participation.

We have scheduled the ceremony for 11:30 a.m. on April 28, 1989 and would very much appreciate your personal involvement as a featured speaker. For additional information, please have someone from your office contact Dorothy Reilly at 566-9102.

Yours faithfully,

The President
The White House
Washington, D.C. 20500

US COAST GUARD ROLE

AT C3I CENTER

RICHMOND HEIGHTS, FLORIDA

Submitted by: U.S. Coast Guard
October 1988

Title: U.S. Coast Guard Air Interdiction of Illegal Drug Smuggling

Issue: Support the President's War on Drugs by improving the Coast Guard's ability to interdict airborne smugglers.

Background: The Coast Guard has been participating with the Customs Service in the Command, Control, Communications, and Intelligence Center (C3I) concept to coordinate air interdiction efforts. C3I currently conducts special operations from forward bases, coordinating all agencies involved in air interdiction. Since January 1988 the C3I East Center has coordinated 36 cases resulting in either a seizure, arrest, or recovered contraband.

The Coast Guard continues to operate two E-2C Hawkeye AEW aircraft on loan from the Navy. The aircraft are being flown in coordinated air-interdiction missions throughout the southeastern U.S. and Caribbean. The Coast Guard E-2C's have been flown at a 1000 hr/year rate, which is higher than any other E-2C user. The feasibility of modifying a Coast Guard C-130 for AEW is being examined. The C-130 has greater range and endurance than the E-2C and would be simpler to maintain.

Seven of nine Coast Guard HU-25 'Falcon' jets have been modified and are operating as air-interceptors designed to pursue targets detected by the E-2C and other sensors. Modifications include addition of Forward Looking Infra-Red (FLIR) and APG-66 intercept radar. All nine aircraft will be completed by December 1988. These aircraft will also utilize night-vision goggles and are currently capable of 24 hour/day, all-weather interceptor operations. Since June 1988, they have directly assisted in 5 aircraft seizures, 9 arrests and 2100 lbs of cocaine seized.

The Coast Guard is currently conducting 24 hour/day operations from two OPBAT (Operation Bahamas, Turks and Caicos) sites in Nassau and Freeport. Each site includes two Coast Guard helo's carrying DEA and Royal Bahamian Defense Force Officers. A third site in Providenciales is expected to be operational by October 1989. OPBAT provides a quick response capability for air and maritime smuggling in the Bahamas, and is particularly effective in dealing with air drops. OPBAT helo's have been responsible for more than 50% of the cocaine seized (16,646 lbs) from general aviation aircraft in FY88.

Aviation Law Enforcement

U.S. Department
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