

SUBJECT: Public Affairs Guidance for Homeland Defense Chemical Biological Umbrella Program Test

1. PURPOSE. To provide guidance to public affairs officers in preparation for questions on the Homeland Defense Chemical Biological Umbrella (HDCBU) Program Test.

2. BACKGROUND. As part of the Homeland Defense Chemical Biological Umbrella (HDCBU) Program, the Multi-Mission Sensor (MMS) Team will conduct a system technical end-to-end test vicinity of Oklahoma City (OKC) from April 27 – May 11, 2004. Trials have been coordinated with the Oklahoma City Emergency Operations Center (EOC), Environmental Protection Agency (EPA), Massachusetts Institute of Technology Lincoln Laboratories (LL), and Federal Aviation Administration (FAA). This is the seventh in a series of tests designed to evaluate the feasibility of radars for early warning of a chemical or biological aerial release. The data collected will be used to determine the technical readiness of the radar early warning software and algorithms being developed by LL and of the overall system. Only water releases or no releases are planned for this series of trials. A Cessna 188 AgWagon (crop duster) aircraft will be used to fly the dissemination trials while a Cessna 182-A aircraft will be used to fly the non-dissemination trials. These trials will be flown at varying altitudes (500' above ground level (AGL) to 4000' AGL) and headings primarily south and west of the Mike Monroney Aeronautical Center. Trials will be conducted between the hours of 4:00am and 8:00pm.

3. PUBLIC AFFAIRS POSTURE. Public affairs posture will be active for local and regional media.

4. PUBLIC STATEMENT. The objective of these trials is to determine the technical readiness of the overall early warning system for an aircraft aerosol release.

4A. THEMES AND MESSAGES.

- Water will be disseminated.
- The objective of these trials is to determine the technical readiness of the overall HDCBU early warning system for an aircraft aerosol release.
- Federal Aviation Administration radars will be used to evaluate HDCBU software algorithms developed by this program.
- The OKC EOC will be participating.
- These tests are conducted in cooperation with local, state and federal agencies.
- Safety is a top priority.

5. QUESTIONS AND ANSWERS.

Q1. Five Ws & 1H (Who, What, Where, When, Why, How) this program came about?

A1.

Who: DoD and the U.S. Army have been evaluating and testing Radar systems over the past few years for use as an early warning system for aircraft aerosol release events.

What: The U.S. Army conducts a series of tests to determine the technical readiness of the development of the algorithms and software and the information transfer points for the HDCBU program are fully functional. This software development would provide an early warning capability to the FAA's Terminal Doppler Weather Radar (TDWR) system. Data from the trials will be used to firm up the version of the algorithms and software for the HDCBU early warning system so that FAA certification trials can commence.

Where: Vicinity Oklahoma City, Oklahoma

<i>When:</i> Technical End-To-End System Test	27 Apr'04 – 11 May'04
HDCBU Program Demonstration	25 May'04 – 11 Jun'04

Trials will be conducted between the hours of 4:00am and 8:00pm. There will be a short "roundup" conducted at the end of each day to review the day's trials and any necessary changes to ensure the successful execution of the next day's trials. Any delay (weather or material) may cause the schedule to slip; hence, there will be make up days. The order of the trials may change as a result of any delay in the schedule.

Why: Since the events of September 2001, there is a sense of urgency to provide the U.S. Homeland Defense with an early warning system to notify the local EOC of possible chemical-biological events created by various delivery mechanisms. These tests will and have provided the U.S. Government the necessary data to develop an algorithm/software capability for certain Radars to warn of possible aircraft aerosol release events.

How: Data collection efforts will provide the necessary statistical data for the development of the early warning algorithm/software. The Technical End-to-End test's purpose is to verify the readiness of the HDCBU system.

Q2. What agencies has the Army coordinated with during development of the test plan?

A2. This test has been coordinated with the following federal and local agencies: The Oklahoma City Emergency Operation Center (EOC); Environmental Protection Agency Regions 6 and 7; Federal Aviation Administration (FAA); and Lincoln Laboratory (LL).

Q3. What materials are being used for the test?

A3. Water.

Q4. What impact will this test have on people?

A4. None.

Q5. What impact will this test have on the environment?

A5. None.

Q6. What environmental oversight agencies are involved in this test?

A6. The Environmental Protection Agency (EPA) Region 7 has assisted the Army in developing this test. They are also supporting the test by supplying the pilots and the Cessna aircraft and will conduct all of the flight missions for the test efforts.

Q7. Why should we believe this test is safe?

A7. Only water will be released.

Q8. Were environmental permits required to conduct this test?

A8. No environmental permits were required to conduct the test. Why not? Only water will be released.

Q9. Does this test violate international law, the Biological Weapons Convention, the Chemical Weapons Convention or the Open-Air Test Ban?

A9. This test does not violate international law, the Biological Weapons Convention, the Chemical Weapons Convention or the Open-Air Test Ban.

Q10. What safety precautions is the Army taking to ensure the safety of the public and the protection of the environment?

A10. The aircraft will be operated in accordance with FAA standards. Normal radar modes pose no danger to public health.

Q11. Is this program part of a Homeland Security initiative?

A11. This test is not part of the Homeland Security Office; however, Secretary Ridge's office was informed about the program and the potential capabilities radars have in providing an early warning system for CB events.

Q12. How does this test benefit the American public?

A12. This engineering effort was initiated based on requirements resulting from events of 9-11. The test will provide the U.S. Army and the Department of Defense (DoD) with additional data on the feasibility and current capability of the FAA's TDWR to provide

an early warning system for aircraft aerosol release events. This leverages DoD efforts to assist in the homeland defense mission by protecting the public against CB events.

By leveraging national radar systems, this concept may provide an “umbrella” that helps to protect the US homeland from CB events. Ultimately the effort is aimed at improving the protection and safety of our Nation. That benefits every one of us and makes America safer and stronger.

Q13. Why is the Army conducting this test in Oklahoma and not at some approved Army testing facility like Dugway Proving Ground (Utah)?

A13. Oklahoma was selected because the FAA radars in this area are instrumented to be the test bed for any software modification. FAA graciously offered to let the Army use its radars in this area for the test. Oklahoma City has been selected as one of the first cities for implementation of this capability.

Q14. What does the Army hope to gain from this test?

A14. The test will enable the U.S. Army to determine the technical readiness of the HDCBU program. The software development is scheduled for implementation on the FAA’s TDWR system to provide an early warning system for aerial release events. If the test effort continues to be successful, this technology could be exported to other radar systems to provide a more complete HDCBU system for early warning and national preparedness. Additionally, the trials will check the effectiveness of information transfer to a local EOC.

Q15. When does the Army plan to fully implement this project?

A15. The current plan calls for the first unit equipped (FUE) city to be ready and installed by the end of July 2004. Four additional cities are to be equipped with the software by the end of September 2004.

Q16. If I want to know more about radars and this program, whom do I call?

A16. Information about this test program can be obtained through the Department of the Army Public Affairs Office (PAO). Ms. Cynthia Smith will be the PAO point of contact and can be contacted at (703) 697-5344 or by e-mail, Cynthia.Smith@hqda.army.mil.

Q17. How long will it take the Army to analyze this data?

A17. Data analysis will continue throughout this development process.

Q18. Were the earlier tests a success or failure?

A18. All tests were very successful; they provided the data required to initiate the HDCBU early warning software development.

Q19. What type of disruptions in traffic would the residents expect in and around the areas of testing?

A19. None, we will not disrupt the traffic for the local residents.

Q20. How are people responding to your announcement that the test will start again?

A20. Response has been positive. We have especially been appreciative of the state and local agencies and their support in helping us keep the public informed.

6. POINT OF CONTACT.

For media inquiries, please contact:

OCPA (MRD): Ms. Cynthia Smith (703) 697-5344

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