Maritime Pilot System Development and Operations Progress Report—Pilot Final

FINAL

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EXECUTIVE SUMMARY

This *Quarterly Pilot System Development and Operations Progress Report—Maritime Pilot Continuation #7* documents activities conducted by the SAFECOM Program for the maritime pilot implementation phase during the period beginning May 1, 2003, and ending October 31, 2003. It is important to note that since this report is historical in nature, a number of the documents included were completed and delivered prior to the Public Safety Wireless Network (PSWN) Program's transition to the SAFECOM Program. As part of the Federal Government's efforts to address public safety wireless communications interoperability in a more efficient way, the SAFECOM Program is moving into SAFECOM and will no longer function as a separate program. For purposes of clarity in this report, the reader should understand that all references to the PSWN Program and the SAFECOM Program within this document refer to the same entity and corresponding staff.

This report provides an overview of the task accomplishments coordinated by the SAFECOM Program in the implementation of a maritime public safety interoperability solution for southeast Louisiana. This effort is consistent with the Regional Maritime Wireless Interoperability Strategy (RMWIS) and relies on a collaborative effort between the Maritime Integrated Program Team (IPT) and the SAFECOM Program.

This pilot activity is one of several efforts undertaken by the SAFECOM Program to work with public safety agencies nationwide to achieve interoperability—seamless, coordinated, and integrated public safety communications that promote safe, efficient, and effective protection of life and property. Key SAFECOM Program objectives guide pilot activities. These objectives include encouraging coordination and partnerships, seeking funding alternatives, advocating adequate public safety spectrum allocations and efficient spectrum use, supporting technical standards development, and fostering secure communications.

The maritime pilot implementation is a discrete phase in the broader Maritime Public Safety Case Study effort. This phase draws from the success of the case study's previous analytical efforts—data collection, results and recommendations, and proof-of-concept test plan. The purpose of the pilot is to demonstrate a solution for maritime interoperability problems by leveraging policy (i.e., the RMWIS) and technology to maximize benefits for local, state, and federal participants.

During the period covered in this report, the SAFECOM Program and the members of the Maritime IPT completed the implementation of the Dual Zone Maritime Interoperability Solution. As documented in Sections 4, 5, and 6 of this report, audio switches are housed at a central host location in each of the two zones (i.e., Baton Rouge and New Orleans) to provide cross-band interoperability among several local, state, and federal public safety agencies in each zone. Through the use of a leased line connecting the host sites in each zone, the dual zone design is also capable of linking the audio switch in New Orleans to the audio switch in Baton Rouge. This could provide wide-area radio interoperability for users in each location if patched through the US Coast Guard dispatch center at Group New Orleans.

During the reporting period, the Maritime IPT completed the final measures necessary for the implementation and initial operation of the Dual Zone Maritime Interoperability Solution. These measures included the implementation of the solution at both New Orleans and Baton Rouge host sites, completion of operational and technical training sessions, continued development of a standard operating procedure (SOP), and discussion—as reflected in the meeting highlights—of an operational exercise to demonstrate the capabilities of the interoperability solution.

During the reporting period, SAFECOM Program staff also assisted participating agencies in completing various forms necessary to modify agencies' existing frequency licenses. The antennas supporting each radio connected to the audio switches housed in New Orleans and Baton Rouge will be considered as fixed stations per Federal Communications Commission (FCC) and the National Telecommunications and Information Administration frequency licensing/authorization rules. As such, this information was is not included on agencies' current frequency licenses. To append existing licenses with this new information, SAFECOM Program staff and various agency representatives worked together to complete the relevant forms for both the FCC and the Association of Public Safety Communications Officials (APCO), which conducts frequency coordination for local public safety agencies. Discussions about this process took place during the Maritime IPT meetings held during the reporting period and highlights are included in Section 3 of this report.

Looking ahead, the completed implementation of the Dual Zone Maritime Interoperability Solution represents a key juncture for the Maritime IPT. The SAFECOM Program will begin to remove itself as the central point of coordination for the IPT and relinquish much of its responsibilities held since the IPT's formation in August 2001. The operation and maintenance of the solution, in particular, will be assumed by the Maritime IPT, with the SAFECOM Program providing guidance as necessary. In this role, the Maritime IPT will serve as a model of inter-agency partnerships for the public safety community and an important resource for agencies across the Nation addressing maritime public safety interoperability issues. Immediate next steps for the Maritime IPT include the development of an operational exercise demonstrating the capabilities of the solution. This exercise will likely take place in fall 2003. Additionally, the Maritime IPT will play a key role as the southeast Louisiana region further addresses key homeland security issues and will likely incorporate increased responsibilities as well as additional local, state, and federal public safety agencies in the process.

This report includes a compilation of pilot project documents prepared to support the implementation of the Dual Zone Maritime Interoperability Solution as well as the business discussed at Maritime IPT meetings facilitated by SAFECOM Program staff during the reporting period.

1 INTRODUCTION

This report documents the activities and events associated with the SAFECOM Program's implementation phase of the Maritime Pilot Implementation Project. Documentation compiled in this report covers the period of May 1, 2003, through October 31, 2003. This report also serves as the final operations progress report for the Maritime Pilot.

The Maritime Pilot implementation is a discrete phase in the program's larger Maritime Public Safety Case Study effort. This phase, pilot implementation, is the latest phase and draws from the success of the case study's previous analytical efforts—data collection, results and recommendations, and proof-of-concept test plan. The purpose of the pilot is to plan, develop, and implement a solution for enabling interoperability among local, state, and federal agencies serving the maritime public safety environment in southeast Louisiana. These agencies are represented by the Maritime Integrated Program Team (IPT), which serves as the SAFECOM Program's partner in the development and implementation of the pilot solution. The Maritime IPT was formed in August 2001 and is intended to remain in place to manage the operation of the pilot solution, which is also referred to as the Dual Zone Maritime Interoperability Solution. Figure 1 provides an overview of the progress and development of the program's Maritime Pilot activities.

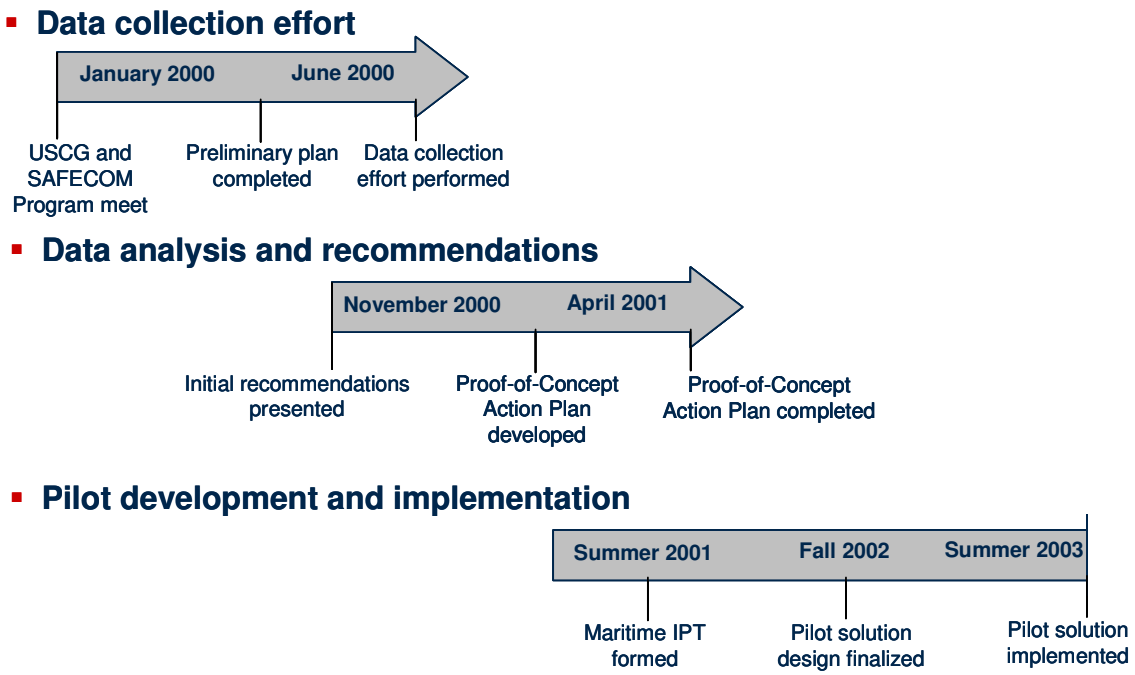

Figure 1
Development of the Maritime Pilot

Southeast Louisiana was selected as the pilot test area because of its rich maritime environment, which includes navigable waterways transiting major urban areas, large national fisheries, major offshore oil production platforms, and major commercial and recreational

boating communities. Moreover, given the Nation's current focus on homeland security, the region has been recognized as one of the Nation's key high-risk, high threat areas—largely due to its critical infrastructure and active petrochemical industry. This recognition has escalated the importance of the pilot solution and public safety commitment to protecting potential targets and industries in southeast Louisiana.

During the reporting period, the implementation of the pilot solution—dubbed as the Dual Zone Maritime Interoperability Solution—was completed and the members of the Maritime IPT continued to finalize key administrative documents, most notably the standard operating procedure (SOP). Later sections of this report provide completed system documentation for the New Orleans and Baton Rouge host sites that includes key technical and administrative details of the audio switch configurations. The system documentation was also packaged as a separate master file that was given to each host site agency (i.e., New Orleans Fire Department and the City of Baton Rouge). During the reporting period, IPT members also completed training courses focused on the technical and operational features of the audio switches.

As the final account of the program's Maritime Pilot, this report also includes sections describing the scalability of the "as built" solution and lessons learned from the development and implementation of the Dual Zone Maritime Interoperability Solution. In light of the increasing need for improved interoperability, several southeast Louisiana agencies previously uninvolved in the IPT have inquired about how to best leverage the pilot solution to enhance inter-agency coordination. As a result of this growing interest, SAFECOM Program staff has identified opportunities to expand the reach of the Dual Zone Maritime Interoperability Solution given the solution's original configuration. Additionally, as more public safety agencies seek to form partnerships similar to the Maritime IPT and pursue the joint development of an interoperability solution, lessons learned from the Maritime Pilot experience serve as valuable insight to guide future efforts in southeast Louisiana and elsewhere. The final section of this report captures these lessons learned and is intended to steer future SAFECOM Program pilot projects.

Brief descriptions of each section of this report are included below.

- **Section 2—Maritime Pilot Project IPT—**Contains a list of the IPT members, affiliations, and contact information.

- **Section 3—IPT Meeting Highlights—**Contains highlights and a participation lists for the Maritime IPT meetings conducting during the reporting period.

- **Section 4—Pilot System Documentation**—Illustrates the overall network topology for the Dual Zone Maritime Interoperability Solution.

- **Section 5—New Orleans System Documentation**—Includes the set of "as-built," system-level design diagrams and configuration information for the interoperability system implemented in New Orleans.

- **Section 6—Baton Rouge System Documentation**— Includes the set of "as-built," system-level design diagrams and configuration information for the interoperability system implemented in New Orleans.

- **Section 7—System Scalability**—Reviews the configuration and design of the Dual Zone Maritime Interoperability Solution with respect to technical enhancements that could be pursued to support additional agencies and users.

- **Section 8—Lessons Learned**—Provides a summary of the technical, operational, and managerial lessons learned from the perspective of the SAFECOM Program staff supporting Maritime IPT activities and pilot implementation from August 2001 to August 2003.

- **Appendix A—Meeting Agendas—**Includes a copies of the meeting agendas for the May 29, July 29, August 22, September 25, and October 30 Maritime IPT meetings (an agenda was not used for the June 26 IPT meeting).

- **Appendix B—Inventory Checklists—**Includes a copy of the inventory checklist used by SAFECOM Program staff to track equipment and service orders completed in support of the implementation efforts.

- **Appendix C—Training Schedule—**Includes a copy of the schedule of operational and technical training sessions conducting in Baton Rouge and New Orleans during the week of August 18, 2003.

- **Appendix D—Draft Standard Operating Procedure—**Includes a copy of the draft SOP developed by several members of the Maritime IPT to outline operational procedures for the Dual Zone Maritime Interoperability Solution.

- **Appendix E—Inter-Modulation Analysis—**Describes the methodology and results used for the inter-modulation analysis completed for the Baton Rouge and New Orleans host sites.

- **Appendix F—List of Acronyms—**Provides a listing of the acronyms used throughout the report.

2 MARITIME INTEGRATED PROGRAM TEAM

The Maritime IPT was organized in August 2001. The team was formed as a result of the findings noted in the *Maritime Public Safety Case Study Results and Recommendations Report*. That report provided several recommendations for meeting identified needs for improving maritime public safety interoperability in southeast Louisiana.

Members of the IPT include representatives from the SAFECOM Program, southeast Louisiana area public safety agencies, interested government regulatory agencies, and SAFECOM Program support contractors. Table 2-1 identifies the IPT members by name, affiliation, and contact information.

Table 2-1
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3 INTEGRATED PROGRAM TEAM MEETING HIGHLIGHTS AND ATTENDANCE ROSTER

Several Maritime IPT meetings were held during the reporting period. These meetings took place on May 29, June 26, July 29, 2003, August 22, September 25, October 9 (teleconference), and October 30, 2003. The May 29 meeting was held at the U.S. Coast Guard's District 8 facility, located at 501 Magazine Street in New Orleans. The remaining meetings were held at the New Orleans Fire Department's Fire Training Facility, located at 401 City Park Avenue in New Orleans, with the exception of the October 30 meeting, which was held at the FBI's facility at 2901 Leon C. Simon Blvd in New Orleans. This section includes meeting minutes from each of these meetings and meeting attendance rosters.

MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
May 29, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the U.S. Coast Guard District 8 Headquarters in New Orleans, Louisiana. The meeting was called to order by Mr. McRae Smith SAFECOM Program at 9:00 a.m.

II. Introductions

Mr. Smith opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He reviewed the meeting agenda with the group and asked for any modifications to the agenda as proposed. With no recommended changes, Mr. Smith began a presentation on behalf of the Department of Justice, entitled "Communications Interoperability in High-Risk Metropolitan Areas."

III. Discussion—Communications Interoperability in High-Risk Metropolitan Areas

After completing the Department of Justice presentation (attached), Mr. Smith asked the group whether there were any questions. Lt. Stephen Gordon, New Orleans Police, asked for clarification of the difference between the SAFECOM Program and the Integrated Wireless Network (IWN). Mr. Smith indicated that the IWN evolved from the JWN (Justice Wireless Network) and is an initiative to replace the federal law enforcement community's aging very high frequency (VHF), land mobile radio systems with a Project 25, VHF, trunked system. He also noted that the SAFECOM Program was a joint venture between the Departments of Justice and Homeland Security, and the public safety community, to improve radio interoperability across all public safety agencies. In addition, Mr. Andy Gilbert (SAFECOM Program Contractor Support) stated that the "High-Risk" initiative was requested by the Congress to make near-term improvements in wireless interoperability, and the IWN was a long-term federal strategy to deploy a common infrastructure for federal law enforcement communications that provided a common interface with local, state, other federal, and tribal entities.

IV. Discussion—Review of the Frequency License Modification Process

Mr. Carlton Tedrick (SAFECOM Program Contractor Support) reviewed with the group a draft summary of the state and local Federal Communications Commission (FCC) license information. He indicated that this information would be used to prepare FCC licensing request for the IPT to use in acquiring a Special Temporary Authorization (STA) and a long-term authorization for operating the interoperability infrastructure installed at Rosedale and at the Advanced Traffic Management/Emergency Operations Center (ATM/EOC). Mr. Smith indicated that the SAFECOM Program would assist the group in preparing the appropriate application forms, but each individual group will be responsible for getting the appropriate signatures on the forms prior to submission. After the forms are completed and signed, the SAFECOM Program will put them into a "package" and coordinate with the FCC and

Association of Public Safety Communications Officials (APCO) on behalf of the IPT. He also stated that the SAFECOM Program was negotiating with APCO to reduce the fees associated with this effort.

IV. Discussion—Status of Equipment Orders and Estimated Time to Implementation

Mr. Gilbert reviewed the equipment orders and subcontracts status with the group. He informed them that the Motorola radios had been shipped, and Mr. Pete Caruso (New Orleans Fire) and Ms. Bobbie Messer (City of Baton Rouge) indicated that they had received the Motorola equipment. Mr. Gilbert further indicated that the subcontracts were moving along: Acadiana had completed its work at Rosedale and EMCO was working at the ATM/EOC in Baton Rouge; Bell South was expected to install equipment within 30 days; and L&E was ordering its equipment to update the Coast Guard console. Ms. Carolyn Jasmine (U.S. Coast Guard Engineering Support Unit) also confirmed that she was coordinating the L&E work on behalf of Group New Orleans. Mr. Gilbert then asked the group to identify dates when it would be appropriate to begin equipment installation. The group agreed to begin installation in New Orleans during the week of June 16, 2003, and in Baton Rouge the week of June 23, 2003.

V. Discussion—Standard Operating Procedures (SOP)

CWO Keith Ellison (U.S. Coast Guard District 8) provided the group with an update on the New Orleans SOP. He indicated that the document was getting lengthy and that it might be useful to use a shorter version. He also discussed the need for the Baton Rouge and New Orleans SOPs to be similar because many operations could extend regionally. Ms. Messer reminded the group that it had agreed to make the incident commanders responsible for requesting the setup and termination of interoperability patches, thus ensuring consistency at two locations. CWO Ellison asked the New Orleans SOP subcommittee to agree to meet at 10:00 a.m. on June 4, 2003, in the District 8 conference room.

VI. Discussion—Remaining Items

Mr. Gilbert updated the group on the status of the training contract with JPS Communications. He indicated that the SAFECOM Program had received a quote form JPS based on the technical and user requirements identified at the April 30, 2003, meeting. Mr. Gilbert confirmed with the group that the plan was to hold the New Orleans Training at the Fire Training Academy and that the Baton Rouge training would be held at the ATM/EOC. Mr. Caruso and Ms. Messer confirmed this approach.

Mr. Gilbert updated the group on logistical requirements for the implementation activities. He informed the host agencies that the implementation team would be bringing its own tools, but asked that the host facilities to provide cleaning equipment (e.g., brooms and dustpan) that the teams could use to clean with during installation. Mr. Tom Levy (New Orleans Fire) and Ms. Messer indicated that they would provide this equipment.

Finally, Mr. Gilbert summarized the radio programming responsibilities with the group. Mr. Smith suggested to the group that it might be useful to program all of an agency's

frequencies and/or talk groups into a radio to ensure maximum flexibility in the future. Lt. Calvin Avery (Harbor Police) indicated that the Harbor Police technicians would program their radios. Table 1 below provides a complete summary of the programming responsibilities. The group agreed that it would ask Mr. Caruso or Ms. Messer to collect radios for programming.

Table 1
Summary of Radio Programming Responsibilities by Agency and Location

Participating Agency	Owning Agency to Program		SAFECOM Program Staff to Program	
	New Orleans	Baton Rouge	New Orleans	Baton Rouge
U.S. Customs Service	√	√		
Federal Bureau of Investigation	√	√		
Border Patrol	Unknown	Unknown		
Drug Enforcement Administration	√			
Louisiana Department of Public Safety	√	√		
Jefferson Parish Sheriff	√			
Harbor Police	√			
Crescent City Connection		√		
New Orleans Police	√			
New Orleans Fire	√			
New Orleans EMS	√			
City of Baton Rouge		√		
East Baton Rouge Sheriff		√		
ICALL and ITAC	City of New Orleans	City of Baton Rouge	City of New Orleans	City of Baton Rouge
UHF Programmable			√	√
VHF Programmable			√	√

VII. Action Items

The following action items were identified:

- IPT Members: Program radios per Table 1 above

- IPT Members: Validate information regarding FCC license information by June 6, 2003

- SAFECOM Program: Provide computer hardware requirements for operating ACU 1000s

- SAFECOM Program: Plan to begin implementation at the Rosedale Fire Facility during the week of June 16, 2003, and at the ATM/EOC during the week of June 23, 2003

- New Orleans Subcommittee: Meet on June 6, 2003, to discuss the SOPs and to consider potential test scenarios

- Host Agencies: Send/provide packing slips for delivered equipment to the SAFECOM Program for inventory management.

VIII. Next Meeting Date and Adjournment

Mr. Smith adjourned the meeting at approximately 11:20 a.m. The group agreed to set the date of the next meeting for June 26, 2003, at the Metropolitan Training Academy, Executive Conference Room, 401 City Park Avenue, New Orleans, Louisiana.

IX. Attendees

Name	Agency	Phone	E-mail
Lt. Ricardo Alonso	U.S. Coast Guard MSO New Orleans	504-589-6261	ralanso@msoneworleans.uscg.mil
Lt. Calvin Avery	Harbor Police	504-891-7585	averyc@portno.com
Linda Bizzaro	U.S. Attorney's Office	504-680-3024	Linda.bizzaro@usdoj.gov
Pete Caruso	New Orleans Fire	504-483-2550	pcaruso@worldnet.att.net
David DeBlanc	DEA	504-840-1252	NOFD3838@aol.com
Captain Rose Duryea	New Orleans Police	504-826-2865	rosedu@new-orleans.la.us
CWO Keith Ellison	USCG District 8	504-589-6280	kellison@d8.uscg.mil
Michael Gonzales	U.S. Border Patrol	504-589-6107	michael.gonzales@dhs.gov
Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Sgt. Tommy Green	New Orleans Police	504-826-1539	tommyg@new-orleans.la.us
Tamia Guenard	New Orleans Health Department EMS	504-827-3200	
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com

Name	Agency	Phone	E-mail
Chief Ken Hughes	JPSO	504-363-5577	Hughes_kc@jpso.com
Marvin Huling	New Orleans Health Department EMS	504-827-3200	marvinh@new-orleans.la.us
Carolyn Jasmin	USCG ESU	504-942-4033	cjasmin@esunola.uscg.mil
Lt. Scott Johnson	USCG MSCD	225-298-5400	
Sgt. Peter Johnson, Sr.	Crescent City Connection Police	504-376-8183	peterjohnson@dotd.state.la.us
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
Gerald Love	Jefferson Parish Telecommunications	504-349-5327	glove@jeffparish.net
Bruce Martin	New Orleans Fire	504-565-7800	
Chief Joseph Matthews	New Orleans Fire	504-483-2013	josephmt@new-orleans-la.us
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Bobbie Messer	City of Baton Rouge	225-389-2875	bmesser@ci.baton-rouge.la.us
Glenn Messer	West Felciana Parish SO	225-784-3136	messermore@aol.com
Julio Peck	Louisiana State Police	225-925-6036	jpeck@dps.state.la.us
Richard Rauch	BICE	228-868-3832	
Bob Salmon	USCG HQ	202-267-2820	rsalmon@comdt.uscg.mil
Joann Secnel	Jefferson Parish Telecommunications	504-349-5302	jsecnel@jeffparish.net
McRae Smith	SAFECOM Program/FBI	703-279-2024	mcraesmith@earthlink.net
Roy Smith	DOTD/Crescent City Connection	225-935-0238	rsmith@dotd.state.la.us
Chief Jimmie Tindall	U.S. Coast Guard Group New Orleans	504-	jtindall@d8.uscg.mil
Major Jim Treadway	New Orleans Police	504-826-1488	jimt@new-oreleans.la.us
Captain Larry Toney	Harbor Police	504-566-0750	tonel@portno.com
Nick Tusa	City of New Orleans	504-460-8873	nicktusa@aol.com
Alton William	Jefferson Parish Fire	504-349-5385	awilliam@jeffparish.net
Carlton Tedrick	SAFECOM Program Contractor Support	505-5214771	tedrick_carlton@bah.com
Andy Gilbert	SAFECOM Program Contractor Support	202-622-5779	gilbert_andrew@bah.com

MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
June 26, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the New Orleans Fire Department facility at 401 City Park Drive in New Orleans, Louisiana. The meeting was called to order by Mr. McRae Smith SAFECOM Program at 9:25 a.m.

II. Introductions

Mr. Smith opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He reviewed the meeting agenda with the group and asked for any modifications to the agenda as proposed. With no recommended changes, Mr. Smith asked Mr. Carlton Tedrick (SAFECOM Program Contractor Support) to review the progress and status of the pilot implementation work.

III. Pilot Project Implementation Status

Mr. Tedrick started with a status on the installation efforts at the Rosedale tower site and the U.S. Coast Guard (USCG) Group New Orleans console upgrade. He noted that installation and programming of the radios at Rosedale was basically complete, except for configuring the "EXPTT" function in the five MA-COM Orion radios. He said that the technician from MA-COM was scheduled to be there to provide that programming June 27. Mr. Tedrick also stated that the five Orion radios would require different JPS ACU-1000 cables than were previously ordered. He said that the correct cable type was being determined and would be ordered shortly. Mr. Tedrick also said that the Kenwood ultra high frequency (UHF) radios had been ordered for the incorrect band segment, and that they would be exchanged for the correct radios the following week. He explained that the correct JPS-to-Kenwood adapter cables were now installed and working properly. He also noted that the USCG Group New Orleans speaker panel and the additional two base interface module (BIM) cards were being installed by L&E (as subcontracted to Tomba Communications), which had promised installation would be complete by July 3.

Mr. Tedrick said that the BellSouth four-wire circuit from USCG Group New Orleans to the Rosedale tower site was installed. He noted that the four-wire circuit from USCG Group New Orleans to Baton Rouge Automated Traffic Management (ATM)-Emergency Operations Center (EOC) would be installed by BellSouth 30–45 calendar days after receipt of an order. Mr. Tedrick stated that the 56-kilobit (k) data circuit would be installed in 10–12 calendar days after receipt of an order. He said that both circuits were ordered at the beginning of the current week. He also explained that the 56 k data circuit would replace the previously ordered T-1 circuit between USCG Group New Orleans and the Rosedale tower site. Mr. Tedrick explained that final testing of the new radio interoperability solution would occur after the BellSouth circuits were installed and the final radio and cabling items were resolved. He said that a portion

of the installation team would return to complete this work and verify the performance of the interoperability solution.

Mr. Tedrick reported that the Baton Rouge ATM-EOC site was not yet complete due to the construction of the antenna mounts on the rooftop. Ms. Bobbie Messer (City of Baton Rouge) noted that the work was in progress and would be completed shortly. Mr. Tedrick said that the installation crew was on site at the ATM-EOC, and that it would finish the installation, except for some minor details, by Friday, June 27. He also noted that *all* control station radios installed at the ATM-EOC and the Rosedale tower site should be programmed for a maximum of 5 watts transmitter output power to minimize any interference issues at either site.

IV. Discussion—Review of the Frequency License Modification Process

Mr. Smith, Mr. Andy Gilbert (SAFECOM Program Contractor Support), and Mr. Tedrick addressed the issue of license modifications, agreeing that the SAFECOM Program would fill out the necessary forms for the agencies to allow modification of those agencies' Federal Communications Commission (FCC) licenses. These forms would be needed for state and local agencies only; the changes to federal frequency assignments would be handled through the National Telecommunications and Information Administration (NTIA).

Mr. Smith clarified that the forms would be completed by the SAFECOM Program, signed off by the appropriate person for each agency, and then collected by the SAFECOM Program for submission as a "package" to the Association of Public-Safety Communications Officials–International (APCO) frequency coordinator. He also clarified that the Special Temporary Authority (STA) applications would be submitted at the same time and would, if approved by the FCC, allow the agencies to begin using the interoperability solution very quickly while the FCC license modifications were processed. Mr. Tedrick noted that his conversation with Ms. Chris Phelps, the APCO frequency coordinator, had revealed that STAs could be applied for online at the FCC Web site, at no cost to the agencies. He said that the SAFECOM Program would investigate the requirements for online STAs and work with the agencies to complete the process. He also noted that the STAs required a letter from each applying agency that stated the need for the STA grant. Mr. Tedrick noted that Ms. Phelps had explained the required content of such a letter and indicated that the need must be an "emergency" for an STA to be granted. Mr. Tedrick said that the SAFECOM Program would provide a "draft" letter for the agencies to review and place on their respective letterheads for inclusion in the STA application process. He noted that Ms. Phelps had said that it would typically take 60–90 days for the license modifications to be processed and approved. Mr. Gilbert stated that the 601 forms should be ready for review by the agencies within approximately 2 weeks.

V. Status of Equipment Orders and Estimated Time to Implementation

Mr. Tedrick noted that all ordered equipment for the interoperability solution had arrived at the sites at Rosedale and Baton Rouge. He also noted that the BellSouth circuit installations were not yet completed, and that the circuit from USCG Group New Orleans to Baton Rouge would require at least 30–45 calendar days to complete.

VI. Discussion—Standard Operating Procedures (SOP)

Mr. Smith asked the group about the status of the SOP meetings being held in New Orleans and Baton Rouge. The group noted that it was holding meetings to discuss how best to use the new ACU-1000 switches, and that they had made significant progress since the last IPT meeting. Bobbie Messer stated that she was working closely with the Louisiana State Department of Public Safety (DPS), and that she was close to having a memorandum of understanding (MOU) in place with them. She noted that the DPS was not satisfied with the SAFECOM Program's sample MOU and that she was working with the state to produce an acceptable version. Mr. Smith noted that the SAFECOM Program's MOU was only an example and not meant to be strictly followed by the participating agencies.

VII. Discussion—Remaining Items

Mr. Smith asked the group to identify the preferred dates for JPS Communications to provide the operator and technical training classes. He said that JPS Communications was "holding" the first and third weeks of August open for the agencies in New Orleans and Baton Rouge. He noted that a quick decision was necessary or those time slots might be assigned to other clients by JPS Communications. The group discussed the schedule, and the decision was made to have the JPS Communications training at the Baton Rouge ATM-EOC facility on August 18 and 19. The New Orleans agencies agreed to have the training at the New Orleans Fire Training Academy on August 20 and 21. Mr. Smith said that he would contact JPS Communications that day and verify the dates. This plan was satisfactory to the participating agencies. The table below, from the IPT meeting of April 30, 2003, shows the agreed upon distribution of students by the IPT:

Summary of Student Operator and Technical Training Requirements

Training Location	Operator Training		Technical Training	
	Organization	No. of Students	Organization	No. of Students
Baton Rouge	City of Baton Rouge	11	City of Baton Rouge	4
	Louisiana State Police	4	Louisiana State Police	4
	West Feliciana Parish	2	West Feliciana Parish	2
	U.S. Coast Guard	2	U.S. Coast Guard	2
	Federal Bureau of Investigation	2	DOTD	3
Subtotal		**21**		**15**
New Orleans	New Orleans Fire Department	9	New Orleans Fire Department	3
	New Orleans Police Department	6	New Orleans Police Department	3
	Border Patrol	1	Border Patrol	1

Training Location	Operator Training		Technical Training	
	Organization	No. of Students	Organization	No. of Students
	Harbor Police	2	U.S. Coast Guard	3
	U.S. Coast Guard	4	Crescent City Connection	2
	Crescent City Connection	2	Federal Bureau of Investigation	3
	Federal Bureau of Investigation	2	Jefferson Parish Sheriff's Office	2
	Jefferson Parish Sheriff's Office	2	Causeway Police	1
	Causeway Police	1	U.S. Customs	2
	Drug Enforcement Administration	1	Drug Enforcement Administration	1
Subtotal		**30**		**21**
Total		**51**		**36**

Mr. Tom Levy (New Orleans Fire) asked Mr. Smith whether it would be satisfactory to trade training "slots" between the groups in New Orleans and Baton Rouge. Mr. Smith said that he did not see a problem with this approach as long as the maximum number of students was not exceeded.

Mr. Pete Caruso (New Orleans Fire) then asked whether the Causeway Police would be accessible through the ITAC channel only. Ms. Messer explained that she was working directly with the state police to develop an MOU that would allow sharing a state police channel (talk group) as part of the radio interoperability solution. She said that she would meet with the state police on July 2 to discuss the issue. Mr. Smith asked whether the other agencies from New Orleans could attend this meeting to discuss the issues. Ms. Messer said that it was not a good idea for that particular meeting, but that she would arrange for another meeting with the state, if desired by the New Orleans agencies. Mr. Smith noted that the "control" of state radio channels was addressed in the MOU and SOP as agreed upon by all agencies.

Mr. Gilbert asked who the point of contact for the City of New Orleans would be. Major Jim Treadway (New Orleans Police) said that he would fulfill that role.

Mr. Smith then asked the group members whether they had discussed the operational testing of the ACU-1000 audio switches. Mr. Bob Mayo (USCG District 8) noted that there needed to be tight control of who was added to a talk group on the audio switch. Ms. Messer said that the incident commander in Baton Rouge would control who was in the ACU-1000 talk groups at all times. Mr. Mayo agreed with that approach. Mr. Michael Loper (U.S. Customs and Border Patrol) stated that whoever was handling the dynamic patching of agencies on the ACU-1000 should be directed by telephone and should not have direct radio access to the audio switch. Ms. Carolyn Jasmin (USCG) said that the agreed-upon SOP should clearly state who could request and set up patches through the audio switches. Mr. Levy noted that he favored having the incident commander in charge of who was in any particular talk group on the audio switch.

Lt. Scott Johnson (USCG) asked whether the radio patches on the ACU-1000 would be recorded. Ms. Messer noted that her consoles have a module that keeps a database of all patching activity. She also stated that East Baton Rouge Parish has a unified command system and that their commander will come to the next SOP meeting.

Chief Warrant Officer Keith Ellison (USCG) stated that the SOP should be approved and signed by the USCG the following week. Mr. Caruso noted that the agencies that had not signed the SOP were the USCG, Border Patrol, Crescent City Police, and the State DPS. Ms. Messer said that she was missing the USCG, Federal Bureau of Investigation, Drug Enforcement Administration, and State DPS for her location.

Mr. Gilbert said that the agencies should be looking beyond the SOPs for Baton Rouge and New Orleans to decide how best to interconnect the ACU-1000s in the two locations. He said that the present connectivity through the USCG would allow only one patch to operate at a time. He suggested that the group should investigate its needs between the two locations and pursue other means of creating these types of patches.

Mr. Smith suggested that the agencies consider test scenarios to determine how best to use the two switches. Mr. Levy said that they would do that after the JPS Communications training so they would know more about the switches' capabilities and how best to use them. Mr. Mayo then asked Ms. Messer whether the second ACU-1000 chassis in Baton Rouge could be moved to New Orleans, given that the loading in Baton Rouge would be so "light." Ms. Messer was not in favor of such a move.

Several members of the group asked whether the SAFECOM Program could provide another ACU-1000 chassis to New Orleans. Chief Ellison stated that the group should investigate other avenues of expansion besides just purchasing another ACU-1000 audio switch. Mr. Smith also advised the group to investigate the possibility of Department of Home Security (DHS) funding to buy additional interoperability equipment. He also stated that the group should investigate how other states, such as the State of Florida, were handling their interoperability funding needs. He noted that Florida has seven regions made up of operational and technical personnel who are addressing the planning needs of each region. They then report back to the state level with a well thought-out plan to procure funding for their needs. Mr. Smith noted that the New Orleans IPT works very well together, and that they could make progress with this type of approach. Mr. Gilbert also noted that having a strategic plan in place is very helpful when requesting funding for expansion.

Chief Ellison asked Mr. Smith about the DOJ meeting that was held the previous day. Mr. Smith explained that he had briefed the Assistant U.S. Attorney's office and a task force of approximately 90 different agencies, on the Integrated Wireless Network, the SAFECOM Program, the Department of Justice (DOJ) Metro 25 Cities initiative, and the pilot program for the cities of New Orleans and Baton Rouge. He also noted that on October 1, the SAFECOM Program would be totally under the DHS Chief Information Officer Steve Cooper, and that the SAFECOM Program would be under Dr. David Boyd.

Mr. Loper asked about dial-up access to the ACU-1000 audio switch. Mr. Smith explained that there were interface cards in the unit to allow access by dial-up circuit, but that the SAFECOM Program did not supply the public switched telephone network (PSTN), or dial-up, circuits for this capability. Mr. Loper said that he would like to make PSTN access to the ACU-1000 part of the SOP.

Mr. Caruso then asked what the recommended approach would be for handling the media press release for the interoperability solution provided by the SAFECOM Program. Mr. Smith suggested that the IPT should invite the SAFECOM Program's media representative to the next IPT meeting. Mr. Gilbert noted that the program's media representative wanted to coordinate with all of the agencies to ensure that the solution was presented in the best way.

VII. Action Items

The following action items were identified:

- IPT Members—
  - Provide copies of current FCC licenses to SAFECOM Program to allow completion of Form 601s—Due July 9
  - Determine who will sign FCC Form 601 for each agency—Due July 15
  - Review Form 601s to be provided to the agencies by the SAFECOM Program—Due July 18
  - Review SAFECOM Program provided draft STA request letter and provide comments to SAFECOM Program for inclusion in final version—Due July 18
  - Provided signed and dated Form 601s to the SAFECOM Program—Due at next IPT meeting on July 29
  - Get signatures on STA request letters from each agency's appropriate authority—Due at next IPT meeting July 29

- SAFECOM Program—
  - Fill out form 601s and submit to agencies for review—Due July 15
  - Provide draft STA request letter to agencies for review—Due July 15
  - Fill out STA requests online for agencies—Due August 4
  - Address remaining installation items and return to Baton Rouge and New Orleans to complete installation and testing when BellSouth circuit installation is completed—Due August 22, depending upon BellSouth completion date of leased circuits.

VIII. Next Meeting Date and Adjournment

Mr. Smith adjourned the meeting at approximately 11:45 a.m. The group agreed that the next IPT meeting would be held in the same location at 401 City Park drive, at 9:00 a.m., on July 29, 2003. Mr. Caruso agreed to reserve the room for the meeting.

IX. Attendees

Name	Agency	Phone	E-mail
Pete Caruso	New Orleans Fire	504-483-2550	pcaruso@worldnet.att.net
CWO Keith Ellison	USCG District 8	504-589-6280	kellison@d8.uscg.mil
Andy Gilbert	SAFECOM Program Contractor Support	202-622-5779	gilbert_andrew@bah.com
Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Sgt. Tommy Green	New Orleans Police	504-826-1539	tommyg@new-orleans.la.us
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com
Carolyn Jasmin	USCG ESU	504-942-4033	cjasmin@esunola.uscg.mil
Lt. Scott Johnson	USCG MSCD	225-298-5400	
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
Michael Loper	US Customs and Border Prot.	281-872-5723	Michael.loper@dhs.gov
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Bobbie Messer	City of Baton Rouge	225-389-2875	bmesser@ci.baton-rouge.la.us
McRae Smith	SAFECOM Program/FBI	703-279-2024	mcraesmith@earthlink.net
Major Jim Treadway	New Orleans Police	504-826-1488	jimt@new-oreleans.la.us
Captain Larry Toney	Harbor Police	504-566-0750	tonel@portno.com
Nick Tusa	City of New Orleans	504-460-8873	nicktusa@aol.com
Carlton Tedrick	SAFECOM Program Contractor Support	505-5214771	tedrick_carlton@bah.com
Larry Toney	St. Bernard Parish F.D.	505-278-4275	tstone@st-bernard.la.us

MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
July 29, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the New Orleans Fire Department facility at 401 City Park Drive in New Orleans, Louisiana. The meeting was called to order by Mr. McRae Smith SAFECOM Program at 9:10 a.m.

II. Introductions

Mr. Smith opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He reviewed the meeting agenda with the group and asked for any modifications to the agenda as proposed. With no recommended changes, Mr. Smith asked Mr. Carlton Tedrick (SAFECOM Program) to review the progress and status of the pilot implementation work.

III. Pilot Project Implementation Status

Mr. Tedrick started with a status report on the installation efforts at the Rosedale tower site and the U.S. Coast Guard (USCG) Group New Orleans console upgrade. He noted that installation and programming of the radios at Rosedale was complete, except for the ultra high frequency (UHF) programmable Kenwood radio, which would have to be replaced with a radio in the proper band split for the federal agencies. Mr. Tedrick reported that the correct Kenwood radio had been ordered and delivered to the Rosedale site. Programming of the "EXPTT" function in the five M/A-COM Orion radios was completed by the technician from M/A-COM, and five new cables were ordered from JPS Communications to replace the existing M/A-COM cables installed at the Rosedale site. The existing JPS cables were intended for trunk-mounted radios, and the radios installed in the racks at Rosedale were dash-mount types. Mr. Tedrick also noted that the USCG Group New Orleans speaker panel and the additional two base interface module (BIM) cards had been installed by L&E (as subcontracted to Tomba Communications), and were tested and verified by Tomba Communications to be performing correctly. He also stated that the additions to the primary console were working correctly and should provide the connectivity to the ACU-1000 switches in New Orleans and Baton Rouge when the BellSouth circuit installations were completed. Mr. Tedrick highlighted a potential problem with the USCG backup console that had been previously explained by Gary Whitley of L&E. Mr. Whitley said that the backup console could not be reprogrammed to remove the 2175 Hertz (Hz) keying tones, and that the console would require about $1,000 in additional labor and parts to remove the keying tones that it would pass through to the ACU-1000. Mr. Tedrick said that these tones would be a problem if the backup console were put into use with the ACU-1000 switches because the keying tone would be heard by all users that were patched to any talk group that included the USCG backup console.

Mr. Tedrick stated that, according to BellSouth, the four-wire circuit from USCG Group New Orleans to the Rosedale tower site was installed. He noted that the four-wire circuit from USCG Group New Orleans to Baton Rouge Automated Traffic Management (ATM)-Emergency Operations Center (EOC) was scheduled to be installed by August 15. Mr. Tedrick added that the 56 kilobit (kb) data circuit from Group New Orleans to the Rosedale tower site was scheduled to be installed by July 29, and that after the meeting concluded, he would inspect the Rosedale site to determine if that was the case. Mr. Tedrick explained that final testing of the new radio interoperability solution would occur after the BellSouth circuits were installed and the remaining radio and cabling items were installed and tested. He said that a portion of the installation team would likely return the week of August 18 to complete this work and verify the performance of the interoperability solution, if the BellSouth circuit installation was completed by that week.

Mr. Tedrick reported that the Baton Rouge ATM-EOC site was not yet complete. He said that the Kenwood UHF programmable radio was in the wrong band split and had been ordered and shipped to the Baton Rouge facility. He also noted that the Motorola Spectra cables were too short and that new cables had been ordered to replace the existing ones. The final item to be replaced was the UHF antenna, which was also in the wrong split of the UHF band. Mr. Tedrick said that the vendor, EMCO, would order and replace that antenna prior to the next IPT meeting. Ms. Bobbie Messer (City of Baton Rouge) noted that the antenna work on the rooftop of the EOC was completed and that all the new antennas were securely mounted and connected. Mr. Tedrick noted that all control station radios installed at the ATM-EOC and the Rosedale tower site had been programmed for 5 watts transmitter output power to minimize any interference issues at either site.

IV. Frequency License Modification Process—Collection of Forms

As agreed upon in the last IPT meeting, the SAFECOM Program had completed the APCO FDR-3 forms, the main 601 forms, and attachments 601d and 601h for each of the agencies that would be modifying their system licenses to include the new SAFECOM Program interoperability solution. These forms were forwarded, with instructions, to the respective agencies—the City of New Orleans, the Jefferson Parish Sheriff's Office (S.O.), the Port Authority Harbor Police, and the State of Louisiana Department of Public Safety (DPS). At the present IPT meeting, the Jefferson Parish S.O. and the Harbor Police provided fully executed forms to the SAFECOM Program team to be forwarded to the Association of Public-Safety Communications Officials (APCO) for frequency coordination. The representatives of the City of New Orleans asked that their 601 forms be modified to streamline the coordination process. Mr. Tedrick talked with Mr. Nick Tusa (City of New Orleans) and Major Jim Treadaway (New Orleans Police Department [NOPD])) and agreed to implement their recommendations. He agreed to make the changes and forward copies back to the City of New Orleans. Mr. Tedrick also explained that the forms from Jefferson Parish S.O. and the Harbor Police would be sent directly to APCO, while the forms from the City of New Orleans would be sent directly to Mr. Bill Vincent of the Region 18 Committee for review. Upon approval, Mr. Vincent would send the forms on to APCO for frequency coordination. This step was necessary because the City of New Orleans' license included the ITAC and ICALL channels, which were monitored and approved by the Region 18 Committee.

Mr. Tedrick also explained the process whereby the agencies would apply online to the Federal Communications Commission for a Special Temporary Authority (STA). Mr. Pete Caruso (New Orleans Fire) requested that Mr. Tedrick send out instructions to each agency that explained the process in detail. Mr. Tedrick agreed to do that. As part of the license modification package, each agency brought an executed cover letter to be attached to the online filing for the STA. Unfortunately, the State of Louisiana DPS did not respond to the SAFECOM Program's request to provide the necessary paperwork to the SAFECOM Program to modify DPS' license to include its new control stations at the Rosedale tower site. Mr. Tedrick also noted that the SAFECOM Program would pay the fees required to coordinate and license the new control stations located at the New Orleans site.

Mr. Tedrick explained that the new SAFECOM Program-provided control stations at the Baton Rouge ATM-EOC site would not require a formal license modification as was being done for the agencies in New Orleans. He said that the license update could be done online by each participating agency in a short period of time. He also said that the SAFECOM Program would be glad to assist the agencies in Baton Rouge, if necessary, in their efforts to update their licenses.

V. Status of Equipment Orders and Estimated Time to Implementation

Mr. Tedrick noted that all ordered equipment for the interoperability solution had arrived either at the sites at Rosedale and Baton Rouge, or at the SAFECOM Program office in northern Virginia. The updated cabling from JPS Communications was sent to the Virginia location so that the program's engineers could verify that they were the correct items. Mr. Tedrick said that the BellSouth four-wire analog circuit from the Rosedale tower to USCG Group New Orleans was installed but untested by the SAFECOM Program team. He also said that the four-wire analog LD circuit from USCG Group New Orleans to Baton Rouge ATM-EOC had a due date of August 15, 2003. Mr. Tedrick stated that the 56 kb digital circuit from Rosedale tower to USCG Group New Orleans had a due date of July 29, 2003, and that he would check to see whether it was installed immediately after the meeting concluded. He informed the IPT that the SAFECOM Program's installation work should be completed by the end of August.

VI. Discussion—Standard Operating Procedures (SOP)

Mr. Smith asked the group about the status of the SOP meetings being held in New Orleans and Baton Rouge. Mr. Bob Mayo (USCG) stated that the SOP for New Orleans was coming along and should be completed shortly. Mr. Smith encouraged the IPT to work diligently to get the SOPs and memoranda of understanding (MOU) completed, and to set a firm completion date for both. He also suggested that the IPT discuss a test scenario prior to the next IPT meeting, so that the group could agree upon the date and time for the test. He said that the SAFECOM Program was eager to complete the Maritime Pilot project, including field-testing, by October 1, at the latest. Mr. Smith also verified the dates and times for the upcoming JPS Communications training that would take place in Baton Rouge and New Orleans.

Ms. Messer said that the Baton Rouge MOU and SOP were almost complete, and that she was working closely with Mr. Jeya Selvaratnam of the Louisiana State DPS. She noted that the SOP would include pre-defined call plans that would be loaded into the ACU-1000 at her location, to allow the incident commander quicker setup times for several types of incidents that required multi-agency responses. Ms. Messer also stated that the ACU-1000 at Baton Rouge would be exercised on at least a monthly basis to ensure proper operation and familiarity by the dispatch personnel who were responsible for its use. She also noted that the SOP was approximately 3 pages in length. Mr. Mayo noted that the New Orleans SOP was approximately 6 pages in length.

Ms. Messer said that the MOU for Baton Rouge lacked sign-off by the USCG and the Drug Enforcement Administration (DEA). She said that Mr. Selvaratnam was due to sign the MOU that day, July 29. She also said that Mr. Selvaratnam would allow one talk group per city to be accessed on the state's system only if he had complete control of the patches to the state's system. Ms. Messer stated that she would take a copy of the New Orleans MOU to Mr. Selvaratnam for his review and comment. Chief Keith Ellison (USCG) stated that the USCG should sign-off on the MOUs by August 15, at the latest. Mr. Caruso said that the New Orleans MOU still lacked signatures from the USCG, the Louisiana State DPS, Crescent City Connection, and the U.S. Border Patrol. He said that he should have these agencies on board by August 15.

VII. Discussion—Release of SAFECOM Pilot Information to the News Media

Mr. Smith began the discussion by reading an excerpt from the news media regarding the Montgomery County land mobile radio (LMR) system installation. He made a point of noting that the location of the dispatch center was supposed to be confidential, and that the media had all but defined its location. Mr. Smith said that any information released to the news media must be carefully considered to avoid compromising public safety communications, as evidenced by the Montgomery County example. He then turned the meeting over to Ms. Barbara Hummel (SAFECOM Program) to introduce herself and her background, and to discuss how to approach the news media in the New Orleans and Baton Rouge areas.

Ms. Hummel briefly discussed her history with the SAFECOM Program and its outreach to a very wide audience. She said that that audience included political leaders, public safety officials, and high-level decision makers. She also noted that she was very familiar with public relations functions such as article placement, mailings to selected audiences, and selecting the "right" approach to reach out to the news media and the general public. Ms Hummel stated that it would make the most sense to plan a news media release after the successful testing of the new radio interoperability solution. She said that the IPT should not, however, wait too long after the completion of testing to release the information to the news media.

Mr. Tom Levy (New Orleans Fire) asked how the SAFECOM Program and the Department of Justice (DOJ) would benefit from such a release to the news media. He asked why the cities should release any information to the media. Mr. Smith stated that the intent was to share the SAFECOM Program's interoperability solutions with public safety agencies and communities around the country for their benefit, not the program's. He said that the

SAFECOM Program and the DOJ were not seeking recognition; they simply wanted to get the information out to those agencies that might benefit from it.

Mr. Smith and Ms. Hummel asked the group how the SAFECOM Program could help the agencies in Baton Rouge and New Orleans with providing information to the news media. They said that the SAFECOM Program would like to model this pilot for the benefit of other public safety agencies as well as inform the community about what was accomplished by the coordination and cooperation of the Maritime IPT in Baton Rouge and New Orleans. Mr. Levy asked whether there was any pressure on the SAFECOM Program to do a news release on the pilot. Mr. Smith said that there was no pressure being applied to the SAFECOM Program to do any type of media news release.

Chief Ellison asked whether this pilot project was built around any particular agency. Mr. Smith said that the original case study in the New Orleans area was focused on the maritime aspect of LMR communications in the area. He stated that the SAFECOM Program had originally met with the USCG in Washington, DC, to determine which area had the greatest need for a radio interoperability solution. He noted that the USCG management recommended the New Orleans area. Mr. Smith said that the pilot project grew from that point to include other public safety agencies in the Baton Rouge and New Orleans areas that needed radio interoperability with the USCG and with each other. Chief Ellison stated that he would need to brief his management before they could decide on how to do a news release. He also asked the IPT whether they would like the USCG to lead the effort to define how a news release should be handled. Lt. Stephen Gordon (NOPD) stated that this should be a group effort with Baton Rouge and New Orleans working together. Chief Ellison agreed that the IPT should meet as a group and decide how to pursue the news release. Mr. Smith offered the SAFECOM Program as a neutral third party to facilitate the effort.

Mr. Levy stated that he was in favor of a press release. Ms. Hummel said that the SAFECOM Program had contacts with the national news media and could assist the group in that effort. She asked the group how long it would take them to decide whether or not to release the information. She recommended that the IPT involve the media during the months of September or October, at the latest, if that was the consensus of the group.

Mr. Smith asked the IPT members whether they had suggestions on how much media coverage they would prefer. He stated that any equipment demonstrations should occur after the system was tested and verified, and the operators had been trained on its use. Chief Ellison agreed that any demonstration to the media must be after system verification and operator training to avoid any embarrassing situations. The IPT then talked about possible testing dates and news release dates. Mr. Caruso and Lt. Ricardo Alonso (USCG) both stated that the agencies must meet with upper management to determine how any news releases or pilot system demonstrations could be handled. Ms. Hummel underscored that there were a variety of media outreach options available—from no media, to a simple press release, to a larger scale event.

Mr. Smith asked the group whether anyone had recommendations for a mock scenario to do a final test of the interoperability solution. He suggested an event that could begin in Baton Rouge and move down the river to New Orleans. Mr. Smith said that a scenario of this type

would allow the various agencies involved to communicate and "hand-off" as the event moved down the Mississippi River. Chief Ellison agreed, but cautioned the IPT about making the scenario too complex and getting Homeland Security involved. The IPT agreed that the size of the event must be controlled and that it should be discussed more at the next meeting of the IPT. Mr. Dick Hansen (Federal Bureau of Investigation) said that the exercise could get out of hand with too much "media hype" if it was not carefully planned and executed.

Major Treadaway reiterated that the testing and validation of the interoperability solution should be completed prior to any demonstrations for the news media. Mr. Smith agreed with Major Treadaway. Major Treadaway also stated that the equipment testing and validation should be separate from the operational testing, which would be in concurrence with the SOPs for each of the two cities. The IPT members seemed to be in agreement with this approach.

To summarize, Mr. Smith stated that the SAFECOM Program had brought Ms. Hummel to the meeting to open discussions on how to bring the news media into the pilot effort. He said that he was aware that the IPT might not want any media exposure for this pilot, and that the decision was up to the IPT members. Mr. Smith also stated that the radio interoperability solution would be tested and validated prior to any exercises attended by representatives from the news media.

Mr. Caruso and Mr. Mayo said that the next local working group would discuss pre-planned "nets" for the ACU-1000 switch in New Orleans. Mr. Smith then summarized the action items for the IPT. He asked whether the participating agencies were prepared to move forward with the completion of the Maritime Pilot Project even if the State DPS continued to be uncooperative. The consensus of the IPT was that the pilot should move forward, and that the State DPS could join in whenever it chose to do so. Ms. Hummel asked the IPT to provide a list of media contact persons for each agency with which she could interface.

VIII. Action Items

The following action items were identified:

- IPT Members—
  - Meet and discuss possible news release to media—Due next IPT meeting on August 22
  - Verify room availability for JPS Communications training—Due August 15
  - Complete MOUs and SOPs for both cities—Due August 15
  - Prepare for online STA applications—Due next IPT meeting on August 22
  - Provide agency POC list for public relations to SAFECOM Program—Due at next IPT meeting on August 22

- SAFECOM Program—
  - Modify FDR-3 and 601 forms for City of New Orleans—Due August 8
  - Provide BellSouth circuit info to Bob Mayo—Due August 5
  - Provide BellSouth circuit information to Carolyn Jasmin—Due August 4
  - Return to Baton Rouge and New Orleans to finish installation work—Due August 22

- Install Kenwood UHF radios at Baton Rouge and New Orleans sites—Due August 22
- Install Motorola radio for Causeway Police at New Orleans site—Due August 22
- Complete ACU-1000 configuration and system testing after BellSouth circuits were completed—Due date TBD by completion date of BellSouth circuits
- Forward Jefferson Parish and Harbor Police FDR-3 and 601 forms to APCO—Due August 11
- Forward City of New Orleans FDR-3 and 601 forms to Region 18 committee—Due August 11
- Finalize JPS training schedule and notify agencies via e-mail—Due August 11.

IX. Next Meeting Date and Adjournment

The group agreed that the next IPT meeting would be held in the same location at 401 City Park Drive, at 9:00 a.m., on August 22, 2003. Mr. Caruso agreed to reserve the room for the meeting. Mr. Smith adjourned the meeting at approximately 11:45 a.m.

X. Attendees

Name	Agency	Phone	E-mail
Paul Accardo	NOPD—PIO	504-826-2828	paulac@nopd.org
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Pete Caruso	New Orleans Fire	504-483-2550	pcaruso@worldnet.att.net
David DeBlanc	DEA	504-840-1252	NOFD3838@aol.com
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Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Sgt. Tommy Green	New Orleans Police	504-826-1539	tommyg@new-orleans.la.us
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com
Terry Hardy	NOFD—Public Affairs	504-565-7817	terryha@new-orleans.la.us
Ken Hughes	Jefferson Parish S.O.	504-363-5577	Hughes_kc@jpso.com
Barbara Hummel	Axiom Comms Group	301-602-2154	bhummel@axcomgroup.com
Carolyn Jasmin	USCG ESU	504-942-4033	cjasmin@esunola.uscg.mil
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Bobbie Messer	City of Baton Rouge	225-389-2875	bmesser@ci.baton-rouge.la.us
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McRae Smith	SAFECOM Program/FBI	703-279-2024	mcraesmith@earthlink.net
Jimmie Tindall	USCG—Group New Orleans	504-846-6165	jtindall@grunola.uscg.mil
Major Jim Treadaway	New Orleans Police	504-826-1488	jimt@new-oreleans.la.us
Nick Tusa	City of New Orleans	504-460-8873	nicktusa@aol.com
Carlton Tedrick	SAFECOM Program Contractor Support	505-5214771	tedrick_carlton@bah.com
Alton William	Jefferson Parish F.D.	504-349-5385	awilliam@jeffparish.net

MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
August 22, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the New Orleans Fire Department facility at 401 City Park Drive in New Orleans, Louisiana. The meeting was called to order by Mr. McRae Smith SAFECOM Program at 9:12 a.m.

II. Introductions

Mr. Smith opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He reviewed the meeting agenda with the group and asked for any modifications to the agenda as proposed. With no recommended changes, Mr. Smith then gave a brief summary of the SAFECOM Program and its purpose for implementing the pilot equipment in the New Orleans and Baton Rouge areas. Next, he asked Mr. Carlton Tedrick (SAFECOM Program) to review the progress and status of the pilot implementation work.

III. Pilot Project Implementation Status

Mr. Tedrick started with a status report on the installation efforts at the Rosedale tower site and the Baton Rouge ATM-EOC site. He noted that installation and programming of the radios at Rosedale was complete, except for a problem with the 5 MA/COM Orion mobile radios. He said that this was probably a programming issue and that it would need to be resolved by the MA/COM technician that had previously programmed the radios. Pete Caruso said that Van, from the MA/COM service shop, was in JPS training downstairs and could be available to look at the problem. Mr. Tedrick said that would be an excellent idea, and Van was contacted immediately. Van then proceeded to the tower site and corrected the programming of the 5 mobile units, which then worked with the JPS switch as required. Mr. Tedrick then explained that the telephone circuit from Baton Rouge to Group New Orleans did not work, because it was ordered as a standard 4-wire audio circuit but installed as a 56k digital data circuit. He said that BellSouth was now aware of this and had promised an August 27 delivery date for the correct circuit. He also explained how this would affect the Coast Guard's ability to patch into the JPS ACU-1000 audio switch in Baton Rouge. Also, to concur with the recommendations of JPS, Mr. Tedrick said that the two ACU-1000 switches had been spaced approximately 2 inches apart.

Mr. Tedrick then explained that the installation work at the ATM-EOC in Baton Rouge was complete except for the BellSouth 4-wire analog circuit and one radio that needed to be repaired. He said that the Motorola consolette that will communicate with the East Baton Rouge Sheriff Office has a transmit audio problem, and it will be referred to the local Motorola shop for warranty repair. He noted that the ACU-1000 switches in Baton Rouge had also been spaced approximately 2 inches apart to comply with the JPS recommendations. Mr. Tedrick also said that JPS had recommended additional supporting braces for the rack mounted ACU switches, and that he would contact JPS for the part number for those braces for both locations.

Mr. Tedrick said that the proper Kenwood radios for Baton Rouge and New Orleans had been installed and tested and were working properly. He explained that the previous Kenwood radios were ordered for the wrong portion of the federal band. Mr. Tedrick also noted that the UHF antenna for the Baton Rouge site had also been replaced by the vendor as the previous antenna was for the wrong portion of the federal band. He also noted that the Motorola radio for the Causeway Police Department was now installed in New Orleans at the Rosedale site, and that it was working properly. Mr. Tedrick stated that the install team would be headed for the US Coast Guard Group New Orleans site later in the day to finish testing the equipment that will connect the dispatch console to the new phone lines, which will access the ACU-1000 switch remotely. .

IV. Frequency License Modification Process

Mr. Tedrick explained that the original FDR-3 and FCC 601 forms had been sent to APCO and the Region 18 Committee on August 8, 2003. He said that delivery was verified, and the license modification requests were being processed. Mr. Tedrick passed out copies of the 601 forms that were sent to APCO and stated that the agencies should use the information on these current forms to fill out the on-line requests for Special Temporary Authority. He said that the current forms had minor changes and that they should replace the forms that the agencies currently have in their possession. Mr. Tedrick then reiterated the process of how the agencies should go on-line and apply for the STA as soon as possible. He explained that he has no actual on-line access to any FCC license databases, and that the instructions for the on-line STA application came from Chris Phelps at APCO. Both Mr. Smith and Mr. Tedrick recommended that the agencies complete the on-line application process as quickly as possible.

V. Status of Vendor Orders and Feedback on JPS Training

Mr. Tedrick said that the only outstanding vendor orders were for the 3 BellSouth circuits that were supposed to be completed by 08/20/03. He noted that the 4-wire analog circuit from Group New Orleans to Baton Rouge now has a new delivery date of 08/27/03. He said that the 56k data circuit and the 4-wire analog circuit from Group New Orleans to Rosedale tower site would be tested and verified later today, 08/22/03.

Mr. Smith asked the group for feedback on the JPS training that had just occurred the week of 08/22. Mr. Tindall responded that he felt that there were too many people asking unnecessary questions in the classes. Mr. Smith explained that the non-technical operators needed to know as much as possible to better understand how the system works to allow them to do their jobs more efficiently. Mr. Mayo said that the operator training was very good, but that the technical training was over his head. Overall, the group seemed to feel that the JPS training was very good and very timely.

VI. Discussion—SOP and MOU

Mr. Smith commented that, so far, the Louisiana DPS had elected not to sign the MOU or SOP in New Orleans' pilot solution. He described efforts to bring Mr. Selvaratnam into the pilot project as very difficult. Mr. Smith had met with Mr. Selvaratnam on 8/19/03 and invited him to the IPT meeting on 8/22/03, but for whatever reason, no one from the DPS attended the meeting.

Mr. Caruso said that he had recently talked to Mr. Selvaratnam about his lack of participation. He said that Mr. Selvaratnam had refused to sign the MOU until he has seen and approved of the New Orleans SOP. Mr. Caruso said that he had emailed the New Orleans SOP to Mr. Selvaratnam yesterday, 08/21/03.

Mr. Smith asked about the status of the SOP, and Mr. Caruso and Mr. Mayo said that it was emailed out to the group yesterday, 08/21/03. Mr. Smith then asked about the status of the MOU, and Mr. Mayo confirmed that the USCG and the State DPS were the only two agencies that had not signed it. Mr. Mayo noted that Mr. Ellison was handling this for the USCG. Mr. Smith commented that this needs to happen very soon, possibly within the next 2 weeks.

VII. Discussion—Release of SAFECOM Pilot Information to the News Media

Mr. Smith explained that the SAFECOM Program is offering its support to the agencies if they should decide to involve the news media in the new SAFECOM Program provided radio interoperability solution. He said that the Program is not pressuring the agencies to do anything with the news media, and that it was totally up to the agencies to decide if the news media should be involved. He emphasized that the Program is only there to provide support if the agencies desire it. Mr. Smith then introduced Mittie Rooney from Axiom Communications.

Ms. Rooney then described other SAFECOM Program activities and examples of media outreach that she has supported. She then asked for input from the IPT on what they would like to do. Mr. Levy said that they wanted to be sure that the new interoperability solution is working well and completely tested before they involve the news media. He said that he does not want any operational or technical problems to come up while demonstrating the JPS switches to the news media. Mr. Levy recommended that the agencies meet and discuss how to proceed, once the operational and technical aspects of the system are verified, and the agencies are comfortable with its operation. He noted that the JPS training has been very beneficial in helping the operators and technicians better understand the operation and maintenance of the ACU-1000 switches. Mr. Caruso stated that they must also review the HLS directives and discuss among the members of the IPT, making sure that all participating agencies are represented.

Mr. Murphy asked who would drive the press release. Ms. Rooney offered to provide a draft press release for the agencies to review. The IPT seemed to favor this approach. Mr. Smith asked how soon we could deliver this draft. Ms. Rooney said that she could deliver such a draft in about 2 weeks. Mr. Smith asked if the draft press release should go to all IPT members on the attendance roster. The IPT said that would be satisfactory.

[Break: 10:00 to 10:30 a.m.]

Mr. Smith then asked the IPT what they might recommend for a final test scenario. He suggested that the group consider a past incident that could be duplicated in the test scenario. Mr. Caruso suggested at least a test of all possible radio patches. Mr. Tedrick explained that the users will need to adapt to various levels of audio delay as the different patches are set up. He explained that, depending upon the configuration of the various patches; audio delays of a few

tenths of a second to several seconds are possible. He said that the users must be trained to accommodate these delays to allow efficient radio interoperability operation.

Mr. Mayo suggested that that IPT meet next Tuesday at 9:00 a.m. at the Fire training facility. Mr. Caruso said that should be OK, but he will need to verify availability of the facility. Mr. Gordon suggested that the agencies could do some actual patching of the radios there and see how the new interoperability solution works. Mr. Smith suggested that the agencies meet to determine how they will test, and they should put the actual testing off until later. Mr. Mayo said that he would get the MOU to Chief Tindall for USCG signature next week. Mr. Caruso delivered the MOU to Mr. Mayo during this meeting.

VIII. Action Items

The following action items were identified:

- IPT Members—
  - Meet and discuss possible news release to media—Due next IPT meeting on Sept 25, 2003
  - Complete MOUs and SOPs for both cities—Due Sept. 5, 2003
  - Review HLS directive and discuss with IPT—Due Sept. 25, 2003
  - Determine multi-agency test scenario for final test—Due Sept. 25, 2003

- SAFECOM Program—
  - Assist agencies in STA on-line request process—Due ASAP
  - Work with BellSouth to get circuits installed and working—Due Sept. 15, 2003
  - Provide draft news release to IPT for review—Due Sept. 5, 2003
  - Facilitate IPT meeting—Due Sept. 25, 2003
  - Follow up with agencies on progress of STA applications—Due Aug. 29, 2003

IX. Next Meeting Date and Adjournment

The group agreed that the next IPT meeting would be held in the same location at 401 City Park Drive, at 9:00 a.m., on September 25, 2003. Mr. Caruso agreed to reserve the room for the meeting. Mr. Smith adjourned the meeting at approximately 10:55 a.m.

X. Attendees

Name	Agency	Phone	E-mail
Ricardo Alonso	USCG—MSO N.O.	504-589-6261	ralonso@msoneworleans.uscg.mil
Lt. Calvin Avery	Harbor Police	504-891-7585	averyc@portno.com
Lorn Bourgeois	Jefferson Parish S.O.	504-363-5663	bourgeois.lj@jpso.com
Jerry Burg	Immigration and Customs	504-310-8990	gerard.burg@dhs.gov
Pete Caruso	New Orleans Fire	504-483-2550	pcaruso@worldnet.att.net

Name	Agency	Phone	E-mail
Hector Cintron	US Coast Guard—MSO	504-589-6261	hcintron@msoneworleans.uscg.mil
Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com
Ken Hughes	Jefferson Parish S.O.	504-363-5577	Hughes_kc@jpso.com
Carolyn Jasmin	USCG ESU	504-942-4033	cjasmin@esunola.uscg.mil
Peter Johnson Sr.	Crescent City Connection	504-376-8183	peterjohnson@dotd.state.la.us
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Jeff Murphy	USCG—PIO	504-589-6287	jgmurphy@d8.uscg.mil
Jeff Oconner	Immigration and Customs	504-310-8928	jeffry.oconner@dhs.gov
Jason Rehage	USCG—Group New Orleans	504-846-6163	jrehage@grunola.uscg.mil
Mittie Rooney	Axiom Comms Group	301-602-8709	mrooney@axcomgroup.com
John Ross	US Border Patrol	504-589-6107	john.ross@dhs.gov
A.J. Seruntine	St. Bernard F.D.	504-278-4478	tstone@stbernard.com
McRae Smith	SAFECOM Program/FBI	703-279-2024	mcraesmith@earthlink.net
Jimmie Tindall	USCG—Group New Orleans	504-846-6165	jtindall@grunola.uscg.mil
Larry Toney	Harbor P.D.	504-566-0750	tonyl@portno.com
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MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
September 25, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the New Orleans Fire Department facility at 401 City Park Drive in New Orleans, Louisiana. The meeting was called to order by Mr. McRae Smith SAFECOM Program at 9:20 a.m.

II. Introductions

Mr. Smith opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He reviewed the meeting agenda with the group and asked for any modifications to the agenda as proposed. Mr. Smith and the group then discussed the potential news media release for the agencies that will utilize the new JPS audio switches in New Orleans and Baton Rouge.

III. Discussion—Release of SAFECOM Pilot Information to the News Media

Mr. Smith explained to the group that there would be a conference call within the next two weeks that will be set up by Axiom Communications, the public relations consulting firm used by the SAFECOM Program. He said that the representatives from Axiom had suggested a call rather than traveling to New Orleans for a meeting with the public relations representatives from each agency. Mr. Smith asked each agency representative to provide Mr. Carlton Tedrick with the name and contact number for their agency's public relations representative. He said that Mr. Tedrick would then take that information to Axiom Communications so that they could arrange the conference call, preferably for the week of October 6, 2003. Mr. Tom Levy and Mr. Smith agreed that there should be no limit to the number of people that would be involved in the conference call. . Ms. Carlene Barthe suggested that there should be no information released to the news media until the agencies have reviewed and approved the information. Lt. Steve Gordon and Mr. Smith agreed that the news release would be a combined effort of the SAFECOM Program and the agencies that are involved.

Ms. Barthe then asked if there was a schedule for the staged event to test the interoperability solution. Mr. Levy said that there were a few bugs to "iron out" before the system would be ready for such a test. He also said that he wants to have a meeting of the New Orleans Maritime Intercommunications Committee (NOMIC) prior to having a conference call with Axiom Communications. Mr. Levy stated that the group needed to meet with their public relations people prior to meeting with Axiom. Pete Caruso said that they must get approval from their department heads before going forward with the other agencies and the SAFECOM Program on the news release. Mr. Smith stated that the agencies should contact Axiom Communications as needed, because they are being paid to provide assistance in this news media

release effort. Mr. Caruso asked if October 2 would be a good date for the next NOMIC meeting, althougha consensus on the next NOMIC meeting date was not reached.

Richard Hansen asked if all circuit issues had been resolved. He said that he is worried about the FBI's internal public relations concerns, especially since the interoperability solution is not yet 100% operational. Mr. Smith suggested that the internal public relations meetings be completed as well as final system testing and validation prior to releasing any information to the news media. Mr. Caruso suggested that public relations representatives from all involved agencies participate in the news release. Ms. Bobbie Messer suggested that the news release be done at the same time in New Orleans and Baton Rouge. Mr. Smith agreed that this would be best approach.

Mr. Caruso also noted that Mr. Jeya Selvaratnam is ready to sign the MOU, and that he would bring it to Mr. Selvaratnam, if necessary, to get it done quickly. Mr. Paul Accardo said that this media release would likely be a minor thing to the news media, given the magnitude of recent events in the New Orleans area. Ms. Barthe said that the SAFECOM Program's solution would receive more attention only if it was a slow day for news in the New Orleans/Baton Rouge areas. Mr. Smith suggested that the agencies work this out with their media representatives and then l schedule a conference call with Axiom Communications. Mr. Levy and Mr. Caruso then suggested that all agencies do that in time for a conference call with Axiom Communications on October 9, 2003, at 10:00 a.m., Central time.

III. Pilot Project Implementation Status

Mr. Tedrick then presented a status report on the installation efforts at the Rosedale tower site and the Baton Rouge ATM-EOC site. He noted that the BellSouth leased circuits were not yet completed and that he had been in touch with them all week regarding the issues to be resolved. Mr. Tedrick said that the 56k digital data service from Group New Orleans to Rosedale tower site was not yet working. He also stated that the analog circuit from Group New Orleans to Rosedale tower site was working in only one direction. Mr. Tedrick stated that the circuit from Baton Rouge to Group New Orleans was tested from the BellSouth Central Office to both end points and appeared to be working properly after he extended the point of demarcation to the Baton Rouge EOC radio room. He noted that BellSouth had been paid to provide this extended demarc and had failed to do so. He said that he would test the circuit end-to-end later in the day to verify its performance.

Mr. Tedrick noted that the 800 MHz consolette at Baton Rouge had been repaired by EMCO under warranty, and that it was back in the radio room to be connected for service. He noted that a "y" adapter was being shipped to Ms. Messer's office for Friday delivery, and that he would install it on the consolette to put it back into service.

Mr. Tedrick also noted that, according to Mr. Levy, the City of New Orleans Fire Department was experiencing interference on the ACU-1000 when patching certain agencies together. He said that he would have a look at this issue at the end of the IPT meeting. Mr. Tedrick also stated that he would be programming the 56k data modems at Group New Orleans

and Rosedale tower site and installing attenuator pads in the transmission lines for the 800 MHz control stations at Rosedale tower later in the day. He noted that the attenuator pads would be necessary to complete the frequency coordination process for the 800 MHz control stations at that site, per the response from Bill Vincent, Region 18 Committee Chair.

Mr. Smith then asked the group if they had someone in their departments who could test the remaining BellSouth circuits, end-to-end, when they are completed. He explained that it was very expensive to have someone fly in from the SAFECOM Program just to test the remaining circuits to verify that they actually work. Mr. Mayo said that he had qualified technicians that could do this for the remaining circuits, and that he would make the arrangements to provide that assistance.

IV. Frequency License Modification Process

Mr. Tedrick asked if all agencies had received their STAs. He said that City of New Orleans had received theirs. Mr. Ken Hughes of the Jefferson Parish S.O. said that he was not sure if their STA was submitted and he would check to and provide an update to Mr. Tedrick . Mr. Calvin Avery of the Harbor P.D. said that he was having a problem with the on-line process, and was ready to fax the information to the FCC to complete the process. Mr. Tedrick noted that the FCC frequency coordination effort was in process, and that he would provide the information regarding attenuators at Rosedale tower to satisfy APCO's frequency coordination requirements.

V. Status of Vendor Orders

Mr. Tedrick said that the only outstanding vendor orders were for 2 of the 3 BellSouth circuits. He noted that the 56k data circuit and the 4-wire analog circuit from Group New Orleans to Rosedale tower site would be tested and verified later in the afternoon.

VI. Discussion—SOP and MOU

Mr. Smith asked the group about the status of the MOU for New Orleans and Baton Rouge. Mr. Caruso commented that everyone except the State DPS has signed the MOU. Ms Messer said that everyone had signed the Baton Rouge MOU, except for the US Coast Guard. Mr. Mayo said that he would make every effort to get the MOU signed ASAP. Mr. Smith then asked about the status of the SOP. Ms. Messer stated that the basic SOP is completed, and that they are waiting on the agencies for specific information. Mr. Smith said that the SOP is critical to the successful use of the new radio interoperability solution in New Orleans and Baton Rouge.

VII. Other Items

Mr. Levy asked if the PCs that control the ACU-1000 at Rosedale were on the LAN at the Fire Department. He stated a concern that someone could "hack" into the ACU programming from the outside, if that was the case. Mr. Tedrick offered to look at the two PCs

at Rosedale to verify that they were "stand alone" and not connected to their LAN. He explained that they need to be "stand alone" to ensure the security of the ACU programming.

Later on Thursday, September 25, Mr. Tedrick tested the 56k data circuit and found that it was installed as a 4.8k data circuit. This will not work as the data modems work only at the 56k data rate. Mr. Tedrick reported this to BellSouth immediately, and is waiting for an estimated delivery date. The 4 wire analog circuit from Group New Orleans to Baton Rouge was tested end to end and works fine. The 4 wire analog circuit from Group New Orleans to Rosedale tower was tested end-to-end, and it was found to be faulty. Mr. Tedrick reported this to BellSouth immediately, and is waiting for an estimated delivery date.

Mr. Smith then informed the IPT that the SAFECOM Program will transition to the Department of Homeland Security on October 1, 2003. He explained that the SAFECOM Program had been co-chaired by the Departments of Justice and Treasury in the past, and that the former Treasury components are now under DHS. He noted that the Department of Justice would remove itself as a co-sponsor of the SAFECOM Program by October 1, 2003. Mr. Smith noted that SAFECOM would now become SAFECOM and would transition to that program over the next year. He also said that a contractor would continue to support the Maritime IPT, most likely Mr. Tedrick. He said that Mr. Tedrick was capable of continuing to support all aspects of the Maritime IPT meetings. Mr. Smith noted that the DOJ Metro 25 Cities project was in full force, and that the Maritime IPT agencies should have already been contacted by this new initiative. He said that the agencies should stay in touch with this new effort and make sure that their communications needs are heard.

VIII. Action Items

The following action items were identified:

- IPT Members—
  - Provide agency PR contact info to Axiom Communications—Due October 6, 2003
  - Complete MOUs and SOPs for both cities—Due October 30, 2003
  - Determine multi-agency test scenario for final test—Due Sept. 25, 2003

- SAFECOM Program—
  - Work with BellSouth to get circuits installed and working—Due October 27, 2003
  - Set up Axiom Communications conference call—Due October 8, 2003
  - Facilitate IPT meeting—Due October 30, 2003
  - Follow up with agencies on progress of STA applications—Due October 15, 2003

IX. Next Meeting Date and Adjournment

The group agreed that the next IPT meeting would be held at the FBI building located at 2901 Leon C. Simon Blvd., at 9:00 a.m., on October 30, 2003. Mr. Richard Hansen will be the point of contact for the meeting, and his number is 504-816-3357. Directions to the meeting place will be sent out prior to the meeting date.

Mr. Smith adjourned the meeting at approximately 11:00 a.m.

X. Attendees

Name	Agency	Phone	E-mail
Lt. Calvin Avery	Harbor Police	504-891-7585	averyc@portno.com
Fred Bennett	62nd CST—WMD	225-319-4830	fred.bennett@la.ngb.army.mil
Pete Caruso	New Orleans Fire	504-483-2550	pcaruso@worldnet.att.net
N. B. Crochet	USCG	757-398-6595	ncrochet@lantd5.uscg.mil
Matt Dooris	US Coast Guard	504-589-6261	mdooris@msoneworleans.uscg.mil
Tommy Green	NOPD	504-826-1530	tommyg@new-orleans.la.us
Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com
Ken Hughes	Jefferson Parish S.O.	504-363-5577	Hughes_kc@jpso.com
Barbara Ireland	NOHDEMS	504-827-3200	none
Peter Johnson Sr.	Crescent City Connection	504-376-8183	peterjohnson@dotd.state.la.us
Mike Kast	Causeway PD	504-835-3116	mkast@gndec.org
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
John Lyon	LANOIA (Moisant Airport)	504-465-1358	johnl@flymsy.com
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Bobbie Messer	City of Baton Rouge EMS	225-389-2875	bmesser@ci.baton-rouge.la.us
Jeff Oconner	Immigration and Customs	504-310-8928	jeffry.oconner@dhs.gov
Jason Rehage	USCG—Group New Orleans	504-846-6163	jrehage@grunola.uscg.mil
John Ross	US Border Patrol	504-589-6107	john.ross@dhs.gov
A.J. Seruntine	St. Bernard F.D.	504-278-4478	tstone@stbernard.com
McRae Smith	SAFECOM Program/FBI	703-279-2024	mcraesmith@earthlink.net
Jimmie Tindall	USCG—Group New Orleans	504-846-6165	jtindall@grunola.uscg.mil
Larry Toney	Harbor P.D.	504-566-0750	tonyl@portno.com
Carlton Tedrick	SAFECOM Program Contractor Support	505-5214771	tedrick_carlton@bah.com
Alton William	Jefferson Parish F.D.	504-349-5385	awilliam@jeffparish.net
Rob Wyman	USCG D8	504-589-6287	rwyman@d8.uscg.mil

MARITIME PILOT
INTEGRATED PROGRAM TEAM—CONFERENCE CALL HIGHLIGHTS
October 9, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) participated in a conference call at 10:00am Central on Thursday, October 9. The conference was called to order by Mr. Carlton Tedrick (Booz Allen Hamilton--SAFECOM Program Support Contractor) at 10:10 a.m.

II. Introductions

Mr. Tedrick opened the meeting by taking roll of IPT members. He reviewed the meeting agenda with the group and gave a brief summary of the SAFECOM Program's Maritime Case Study effort, the Maritime Pilot Implementation, the transition from the SAFECOM Program into SAFECOM, and the need to come to closure on a plan for implementing outreach activities prior to the end of this month. Next, he asked Ms. Katherine Nicol (Axiom Communications Group) to lead the discussion of media outreach planning and implementation.

III. Media Outreach Planning and Implementation – Discussion

Ms. Nicol began by asking the IPT for feedback on the recently submitted media outreach recommendations and the draft press release that was put forward for the team's review. Tom Levy said that the press release was moving through the proper review channels at the New Orleans police department without any problems.

Chief Murphy said the release looked good from the USCG perspective and recommended that the final quote in the release be attributed to Col. Terry Ebbert, Director of Homeland Security, for the City of New Orleans. Chief Murphy added that DHS is very interested in the Maritime pilot because it is the "first of its kind" and has offered their assistance in securing VIP's from the state and/or federal level to participate in a media event. Chief Murphy felt this type of participation and support from DHS would help drive media coverage at the state, regional, and perhaps even national level.

John Lyon asked that the Louis Armstrong New Orleans International Airport be added to the release and agreed to e-mail the necessary revisions to Ms. Nicol. No other specific comments were offered on the press release at this time.

Mr. Levy and Chief Murphy shared the opinion that hosting one media event would be preferable to either distributing the press release on its own or initiating two waves of media outreach. The IPT agreed, but stated that they were uncomfortable planning such an event prior to the end of October because of outstanding concerns about "getting the bugs out of the system"

and because two weeks does not seem to be a realistic time frame to plan and execute a solid media event.

The question was raised regarding the potential for future financial support from SAFECOM. Ms. Nicol responded that the SAFECOM integration with SAFECOM was still in the transition phase and that funding allocations had not yet been finalized. Mr. Tedrick suggested that IPT members contact the Department of Justice representatives who had been calling their respective jurisdictions regarding the Metro 25 analysis. Mr. Tedrick stated that the DOJ may have available funding as part of the Metro 25 project that could cover outreach efforts moving forward. He mentioned that this recommendation surfaced during a recent meeting with McRae Smith prior to his departure from the Program.

IV. Action Items

The following action items were identified:

- IPT Members—
  - Final comments on the press release to Katherine Nicol, knicol@axcomgroup.com – Due COB, Tuesday, October 14, 2003
  - Internal discussions over the next few days regarding realistic timeline for demonstration of completed pilot – Timeline Due Tuesday, October 14, 2003
  - Identify potential spokespersons for participation in media event and for media interviews —Draft list due Tuesday, October 14, 2003

- SAFECOM Program/Axiom Communications—
  - Develop 1-2 page recommendations/media outreach blueprint for publicizing the upcoming event —Due Friday, October 17
  - Finalize press release and send as FINAL to IPT—Due Friday, October 17.

V. Next Meeting Date and Adjournment

The group agreed that the next IPT meeting would be held in the FBI facility located at 2901 Leon C Simon Blvd, New Orleans, at 10:00 a.m., on Tuesday, October 14, 2003. Mr. Richard Hansen agreed to reserve the room for the meeting. Mr. Tedrick adjourned the call at approximately 11:10 a.m.

VI. Attendees

NAME:	TITLE	ORGANIZATION
Paul Accardo	Public Information Officer	New Orleans Police Dept.
Calvin Avery	Lieutenant	Harbor Police Dept.
Tommy Green	Radio System Manager	New Orleans Police Dept.
Terry Hardy	Public Affairs Officer	New Orleans Fire Dept.

NAME:	TITLE	ORGANIZATION
Peter Johnson	Admin. Division	Crescent City Connection
Mr. Kastner	Public Affairs Officer	US Border Patrol
Tom Levy	Communications Supervisor	New Orleans Fire Dept.
John Lyon	Public Affairs Officer	New Orleans Airport
Robert Mayo	Communications	US Coast Guard
Bobbie Messer	Emergency Comm. Director	City of Baton Rouge
Jeff Murphy	Public Affairs Officer	US Coast Guard
Katherine Nicol	Consultant	Axiom Communications
Carlton Tedrick	Consultant	Booz Allen Hamilton
Larry Toney	Captain	Harbor Police Dept.

MARITIME PILOT
INTEGRATED PROGRAM TEAM—MEETING HIGHLIGHTS
October 30, 2003

I. Meeting Called to Order

The Maritime Integrated Program Team (IPT) met at the FBI facility at 2901 Leon C. Simon Blvd. in New Orleans, Louisiana. The meeting was called to order by Mr. Rick Murphy of SAFECOM at 9:45 a.m.

II. Introductions and SAFECOM Presentation

Mr. Rick Murphy opened the meeting by asking IPT members to introduce themselves and state the organization they represented. He then gave a short presentation on the transition from the SAFECOM Program to the SAFECOM Resource Center. The presentation was provided to the attendees in hard copy.

III. Pilot Project Implementation Status

Mr. Tedrick informed the IPT that the pilot implementation was almost complete. He said that the major hold up had been the leased circuits from BellSouth. He noted that the voice circuit from Baton Rouge to Group New Orleans was still working, and that he had tested it on Tuesday to verify. Mr. Tedrick also said that the data modems for the 56k circuit, which were supplied by the SAFECOM Program, would have to be set up for the new 56k circuit from Group New Orleans to Rosedale tower site. He said that the plan for Thursday afternoon and Friday morning was to complete the modem programming and verify that the 56k data circuit was working as designed. Mr. Tedrick also noted that the voice circuit from Group New Orleans to Rosedale tower site would be verified at the same time.

Mr. Tedrick noted that the Motorola consolette at Baton Rouge had been repaired by EMCO and was working properly. He also said that the only other equipment issue was to get the Causeway PD radio programmed to the proper frequencies. Mr. Levy noted that this radio was still out for programming and had not been returned to the shelf at Rosedale.

IV. General Discussion

Mr. Tom Levy asked Mr. Murphy about SAFECOM's involvement in APCO's frequency licensing and management responsibilities. Mr. Rick Murphy stated that SAFECOM supports APCO as much as possible. He said that they track spectrum issues with the NTIA and the FCC and notify all federal, state, and local public safety agencies of relevant spectrum policy developments. Mr. Murphy also addressed the idea of a separate agency to manage public safety spectrum, as coordination and interference issues in the 700 and 800 MHz bands are of extreme importance. He noted that representatives on the APCO P-25 committees could possibly be tapped to deal with these issues. Mr. Murphy identified Don Pfol (retired communications director of Mesa, Az.) as a state level representative, and Jimmy Downes of DHS as a federal level representative, as possible candidates for this position. He also noted that up to date information is still available at the SAFECOM Program web site, **www.pswn.gov,** which will soon transition to a SAFECOM web site.

Chief Jimmy Tindall noted that a recent COPS grant for 7 local parishes was funding an interoperability effort and had suggested incorporation of the SAFECOM pilot solution into its project. Mr. Murphy responded that the inclusion of the SAFECOM pilot solution was solely up to the New Orleans IPT, also known as NOMIC. He said that SAFECOM would support NOMIC in their decision to either participate or keep it separate. Mr. Levy verified that the NOMIC would decide how the SAFECOM pilot solution would be used and who would be participating in it.

Mr. Murphy restated that anyone wanting to participate in the I/O solution must go through the NOMIC for approval. He also stated that the DOJ 25 Metro Area Interoperability Assistance effort would soon partner with SAFECOM to assist the New Orleans agencies, as led by NOMIC. He noted that the NOMIC is the owner and operator of the SAFECOM pilot solution, and he recommended that NOMIC first consider what is best for the members of the group.

Mr. Levy noted that the State DPS has not signed the MOU as of this date. Mr. Levy said that he and Mr. Pete Caruso would get with Jeya Selvaratnam of the State Department of Public Safety (DPS) for his signature on the MOU. Mr. Levy noted that his city vehicle had broken down on his last attempt to drive to Baton Rouge to see Mr. Selvaratnam.

Mr. Bob Mayo of the U.S. Coast Guard (USCG) said that the USCG had not signed the MOU yet. Chief Tindall said that he would make sure that it was signed as soon as possible. Mr. Mayo and Mr. Levy said that the SOP has been completed and is out for comments from the NOMIC.

V. Frequency License Modification Process

Mr. Tedrick asked if all agencies had received their special temporary authorizations STAs. He said that the City of New Orleans and Jefferson Parish Sheriff's Office had both reported that their STAs were issued. There was no one present from the Harbor PD to verify that they had received their STA. Mr. Tedrick noted that the APCO coordinator had not identified any problems with the FCC license modification process for the 3 agencies. He noted that he had also not heard from the FCC seeking any clarifications for additional information.

VI. Discussion—News Media Release and Event

Mr. Rick Murphy gave an example of a very successful news media release and event that recently occurred in Los Angeles County. He noted that the USCG, Harbor Patrol, Fire Department (boat), US Customs (helicopter), Sheriff's Office (helicopter), several local law enforcement and fire agencies (vehicles), the FBI (vehicle) and other federal agencies (vehicles) had participated in the event, which demonstrated the capabilities of the metro area's ACU-1000 based interoperability solution. He explained that the event coordinator would contact each agency via radio and then the agency's unit would respond by radio and emergency lights. PA horns were used to broadcast the radio traffic to observers and bystanders, which helped draw positive attention and build public support behind L.A.'s interoperability solution. Mr. Murphy said that the event was very successful, and recommended that the NOMIC consider something similar.

Mr. Murphy also noted that the event in Los Angeles County also involved 3 television stations, 2 radio stations (including one in Spanish), and several dignitaries who were introduced as part of the event. He said that the event lasted approximately 1 hour, and that refreshments were provided. He stated that SAFECOM could also help plan the logistics for such an event in New Orleans and Baton Rouge. Mr. Murphy said that such an event could also address the recent COPS Grant and the DOJ25 Metro Area Interoperability Assistance Program's efforts to assist the City of New Orleans.

Mr. Tedrick said that the IPT must be cognizant of the fact that the interoperability solution is at its best in areas where the participating agencies have overlapping coverage of their LMR systems. He noted that it is in these overlap areas that most agencies will be working events that can best benefit from this type of radio interoperability solution.

Mr. Jeff Murphy (USCG Public Affairs) noted that it would be very helpful to get the blessing of the DHS to do testing on a regional level. Ms. Bobbie Messer recommended that separate events be staged in New Orleans and Baton Rouge, but that they should be held at the same time. She said that the two cities could do their separate scenarios, then link the two cities together through the USCG console at Group New Orleans.

Lt. Gordon then stated that they must test and verify the patching capabilities at both locations before considering staging the media event.

Chief Seruntine than asked if there would be a problem with incorporating St. Bernard Parish FD and the New Orleans airport in the New Orleans ACU-1000 switch. Mr. Rick Murphy said that it would not be problem as the NOMIC is in charge of who is connected to the New Orleans ACU-1000. Mr. Tedrick said that he would provide Mr. Caruso with a list of items to consider when adding an agency to the audio switch. The IPT/NOMIC agreed that they would enlist the services of Nick Tusa to ensure that any additional agencies would not cause interference problems to the agencies currently on the switch.

Mr. Jeff Murphy asked if Axiom Communications would continue to support the IPT/NOMIC. Mr. Rick Murphy said that the funding was there and that Axiom would continue to support the IPT in New Orleans and Baton Rouge.

VII. Action Items

The following action items were identified:

- IPT/NOMIC Members—
  - Complete MOUs and SOPs for both cities—Due December 2, 2003
  - Perform local testing of ACU-1000 to verify operation—Due December 2, 2003
  - Determine multi-agency test scenario for final test—Due December 2, 2003

- SAFECOM Program—

- Work with BellSouth to get circuits installed and working—Due November 3, 2003
- Facilitate IPT/NOMIC meeting—Due December 2, 2003
- Follow up with APCO & FCC on form 601 modifications—Due December 2, 2003

VIII. Next Meeting Date and Adjournment

The group agreed that the next IPT meeting would be held at the City of New Orleans Fire Academy located at 401 City Park Drive, at 9:00 a.m., on December 2, 2003. Mr. Tom Levy will be the point of contact for the meeting, and his number is 504-483-2550

Mr. Rick Murphy adjourned the meeting at approximately 10:45 a.m.

IX. Attendees

Name	Agency	Phone	E-mail
JoAnn Bechnel	Jefferson Parish	504-349-5302	jbechnel@jeffparish.net
David DeBlanc	DEA	504-840-1252	NOFD3838@aol.com
Tommy Green	NOPD	504-826-1530	tommyg@new-orleans.la.us
Lt. Stephen Gordon	New Orleans Police	504-826-2865	steveg@new-orleans.la.us
Richard Hansen	FBI	504-816-3357	Rhansen432@aol.com
Peter Johnson Sr.	Crescent City Connection	504-376-8183	peterjohnson@dotd.state.la.us
Tom Levy	New Orleans Fire	504-483-2550	t.levy@bellsouth.net
Michael Loper	Customs & Border Protection	281-872-5723	michael.loper@dhs.gov
Gerald Love	Jefferson Parish	504-349-5300	glove@jeffparish.net
Bob Mayo	USCG District 8	504-589-3916	rmayo@d8.uscg.mil
Bobbie Messer	City of Baton Rouge EMS	225-389-2875	bmesser@ci.baton-rouge.la.us
Jeff Murphy	USCG—Public Affairs	504-589-6287	jgmurphy@d8.uscg.mil
Rick Murphy	SAFECOM—DHS	703-279-2037	rick.murphy@do.treas.gov
Jason Rehage	USCG—Group New Orleans	504-846-6163	jrehage@grunola.uscg.mil
John Ross	US Border Patrol	504-589-6107	john.ross@dhs.gov
A.J. Seruntine	St. Bernard F.D.	504-278-4478	tstone@stbernard.com
Carlton Tedrick	SAFECOM Contractor Support	505-521-4771	tedrick_carlton@bah.com
Jimmie Tindall	USCG—Group New Orleans	504-846-6165	jtindall@grunola.uscg.mil
Todd Wanner	USCS	504-733-0823	todd.wanner@dhs.gov
Alton William	Jefferson Parish F.D.	504-349-5385	awilliam@jeffparish.net

MEETING ATTENDANCE
MARITIME INTEGRATED PROGRAM TEAM

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Paul Accardo			X			X		NOPD	504-826-2828
Ricardo Alonso	X		X	X				USCG	504-589-6261
Jimmie Anderson								N.O. O.E.P.	504-565-7200
Jim Ballow								LOEP	225-342-9367
Calvin Avery	X		X	X	X	X		Port of New Orleans Harbor Police	504-566-0750
Carlene Barthe			X					NOFD	504-565-7848
Linda Bizzarro	X							US Attorney's Office	504-680-3024
Ronnie Black								La. DOJ	225-342-7536
Lorn Bourgeois				X				Jefferson Parish SO	504-363-5663
Jerry Burg				X				Immigration & Customs Enforcement	504-310-8990
Kay Calhoun								Baton Rouge Fire Department	225-389-2062
Pete Caruso	X	X	X	X	X			New Orleans Fire Dept.	504-483-2550
Hector Cintron				X				USCG	504-589-6261
Peggy Colomb								Baton Rouge Fire Department	225-389-2062
Ronnie Cotton								Livingston S.O.	225-686-2241

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Keith Cranford								Baton Rouge FD	225-389-2100
David DeBlanc	X		X				X	DEA	504-840-1252
James DeFreese								Crescent City Connection PD	318-549-8495
Bud Dill								Lafourche SO	504-532-4320
Joe Drago								DOTD	225-935-0263
Keith Ellison	X	X	X					U.S. Coast Guard, District 8	504-589-6280
Andrew Gilbert	X	X						SAFECOM Program/Booz Allen Hamilton	703-377-1178
Dale Givens								LDEQ	225-765-0639
Michael Gonzales	X							US Border Patrol	504-589-6107
Stephen Gordon	X	X	X	X	X		X	NOPD	504-826-1488
Tommy Green	X	X	X		X	X	X	NOPD	504-826-1530
Tamia Guenard	X							NOHD EMS	504-827-3200
Fred Gwin								La. DOJ	225-342-9068
Richard Hansen	X	X	X	X	X		X	FBI	504-816-3357
Terry Hardy			X			X		NOFD	504-565-7818
Robert Hecker								Port of New Orleans Harbor Police	504-891-7585

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Donald Higgins								U.S. Customs Service	504-299-2040
Jose M. Huerta								US Border Patrol	504-589-6107
Colonel Ken Hughes	X		X	X	X			Jefferson Parish Sheriff's Office	504-363-5577
Marvin Huling	X							New Orleans EMS	504-827-3200
Barbara Hummel			X					Axiom Comms Group	301-602-4454
James B. Insco								FBI	504-816-3031
Carolyn Jasmin	X	X	X	X				U.S. Coast Guard ESU New Orleans	504-942-4033
Peter Johnson, Sr.	X				X	X	X	Crescent City Connection	504-376-8183
Lt. Scott Johnson	X	X	X					U.S. Coast Guard, MSU	225-298-5400
William Johnson			X					NOPD	504-826-2820
Mike Kast					X			Causeway Police Dept.	504-835-3116
Dr. Mostafa Khosravanipour								LDOTD	225-935-0154
Ronald LaFosse								U.S. Border Patrol	225-389-0231
Tom Levy	X	X	X	X	X		X	NOFD	504-483-2550
Joseph Livingston								LA Division of Administration	225-342-7741
Felix Locican								Causeway Police Dept.	504-835-3116

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Michael Loper		X					X	U.S. Customs Service	281-872-5723
Gerald Love	X						X	Jefferson Parish Telecomm.	504-349-5327
Bruen Martin	X							NOFD	504-565-7800
Joseph Matthews	X							NOFD	504-483-2013
Bob Mayo	X	X	X	X	X	X	X	US Coast Guard	504-589-2888
Blaine Melancon								Ascension Parish SO	225-621-8330
Bobbie Messer	X	X	X		X	X	X	City of Baton Rouge EMS	225-389-4808
Glen Messer	X							West Feliciana Sheriff's Office	225-784-3136
Jerry Monier, Jr.								Lafourche Parish SO	985-532-4374
William Mullis								US Customs	504-733-0823
Jeff Murphy				X		X	X	USCG	504-589-6287
Rick Murphy							X	DHS–Safecom	703-279-2037
Stephen Nicholas								NOPD	504-826-1488
Jeff O'Conner					X			Immigration & Customs Enforcement	504-310-8928
Julio Peck	X							State of Louisiana Department of Public Safety	225-925-6036
Rick Rauch	X							US Customs Service	228-868-9899

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Jason Rehage			X	X	X		X	USCG	228-846-6163
David Robertson								U.S. Marshals Service, Technical Support Group	703-285-3200
Mittie Rooney				X				Axiom Comms. Group	301-602-8709
John Ross				X	X		X	US Border Patrol	504-589-6107
Bob Salmon	X		X					U.S. Coast Guard Headquarters	202-267-2820
Lauri Scivicque			X					Baton Rouge EMS	225-389-5155
JoAnn Secinel	X							Jeffferson Parish Telecomm Dept.	504-349-5302
Jeya Selvaratnam								LA Department of Public Safety	225-925-6036
A.J. Seruntine			X	X	X		X	St. Bernard FD	504-278-4478
McRae Smith	X	X	X	X	X			SAFECOM Deputy Program Manager (FBI)	703-279-2024
Roy L. Smith	X							DOTD/CCCD	225-935-0238
Thomas Stone		X						St Bernard FD	504-278-4275
Carlton Tedrick	X	X	X	X	X	X	X	SAFECOM Program/Booz Allen Hamilton	505-521-4771
Jimmie Tindall	X		X	X	X		X	USCG	504-846-6165
Larry Toney	X	X		X	X	X		Harbor PD	504-566-0750
Jim Treadaway	X	X	X					New Orleans Police Department	504-826-1488

NAME	IPT MEETINGS							AGENCY	PHONE #
	May 29	June 26	July 29	Aug. 22	Sept. 25	Oct. 9	Oct. 30		
Nick Tusa	X	X	X					Consultant, City of New Orleans	985-892-7348
Bill Vincent								APCO Region 18 Coordinator	337-291-5080
Todd Warner							X	US Customs Service	504-733-0823
Alton William			X	X	X		X	Jefferson Parish FD	504-349-5385
Rick Williams								St. Tammany Parish Sheriff's Office	985-895-2116
Cyndi Wolfe	X							Motorola	225-292-3444

4 MARITIME DUAL ZONE SYSTEM DOCUMENTATION

Key to the successful operation and maintenance of a communications system is an accurate account of the system's configuration. As part of the implementation of the audio switches in New Orleans and Baton Rouge, SAFECOM Program staff recorded configuration details and diagrams that collectively serve as a master reference file for the solution. This section includes a copy of the overall system topology, which was also provided to points of contact in New Orleans who remain responsible for the continued operation of the Dual Zone Maritime Interoperability Solution. The system documentation includes the following figures—

- Figure 4–1—Overall system topology diagram graphically displays hardware and connectivity of installed interoperability equipment.
- Figure 4–2—US Coast Guard site topology diagram illustrates how the three phone circuits provide connectivity between the dual-zone sites and the coast guard site. This diagram also displays how the equipment is distributed throughout the coast guard facility.

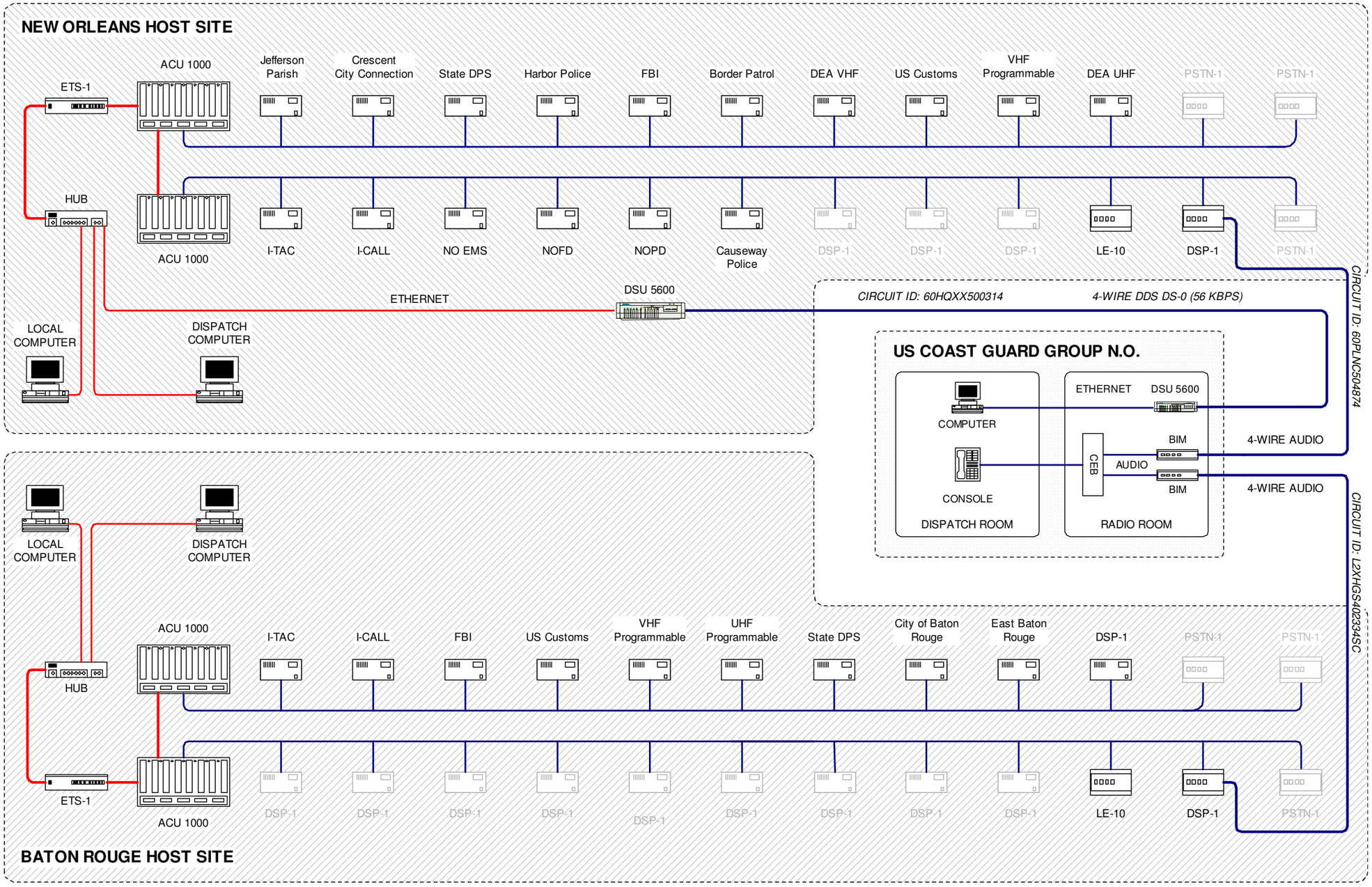


FIGURE 4–1
Maritime Dual Zone Overall System Topology

US COAST GUARD GROUP N.O.

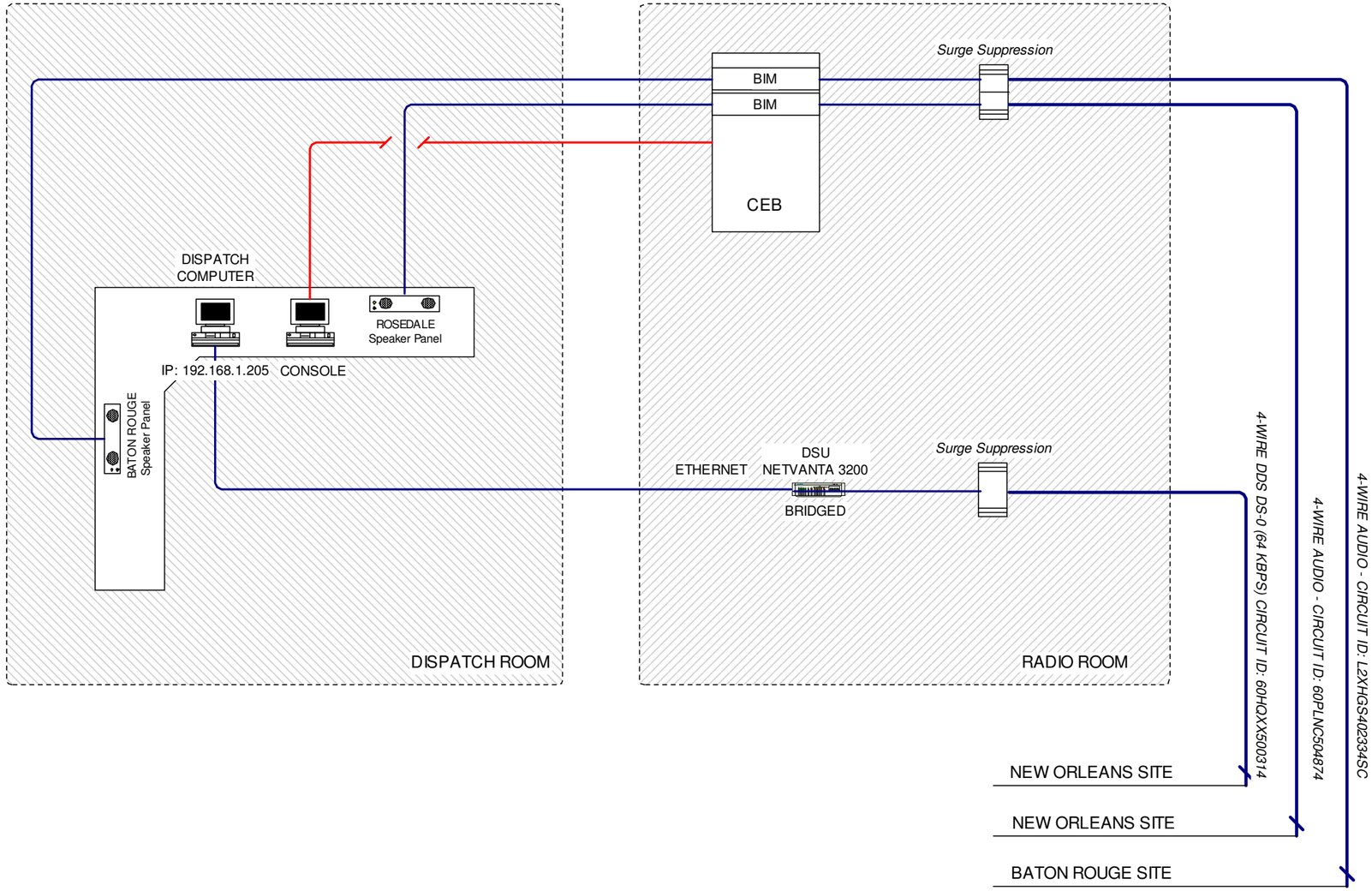


FIGURE 4–2
US Coast Guard Site System Topology

5 NEW ORLEANS SYSTEM DOCUMENTATION

Key to the successful operation and maintenance of a communications system is an accurate account of the system's configuration. As part of the implementation of the audio switches in New Orleans, SAFECOM Program staff recorded configuration details and diagrams that collectively serve as a master reference file for the solution. This section includes a copy of this system documentation, which was also provided to points of contact in New Orleans who remain responsible for the continued operation of the Dual Zone Maritime Interoperability Solution. The system documentation includes the following figures—

- Figure 5–1—New Orleans system topology diagram graphically displays hardware and connectivity of installed interoperability equipment
- Figure 5–2—New Orleans site floor plan displays how the system equipment was distributed throughout the radio room in the New Orleans Fire dispatch facility.
- Figure 5–3—New Orleans Antenna Layout diagram displays the physical arrangement, orientation, and agency use of the antennas used in this implementation. The structure shown is a 320 foot self-supporting tower.
- Figure 5–4—Rack 1 diagrams were used to design how the racks would be populated with equipment for the interoperability solution. Rack one was populated with ten radios using channels ranging from VHF to 800 MHz.
- Figure 5–5—Rack 2 diagram illustrates how this rack was populated with the ACU-1000's, local computer, and network infrastructure.
- Figure 5–6—Rack 3 diagram illustrates how this rack was populated with five M/A-COM EDACS system type radios.

NEW ORLEANS HOST SITE

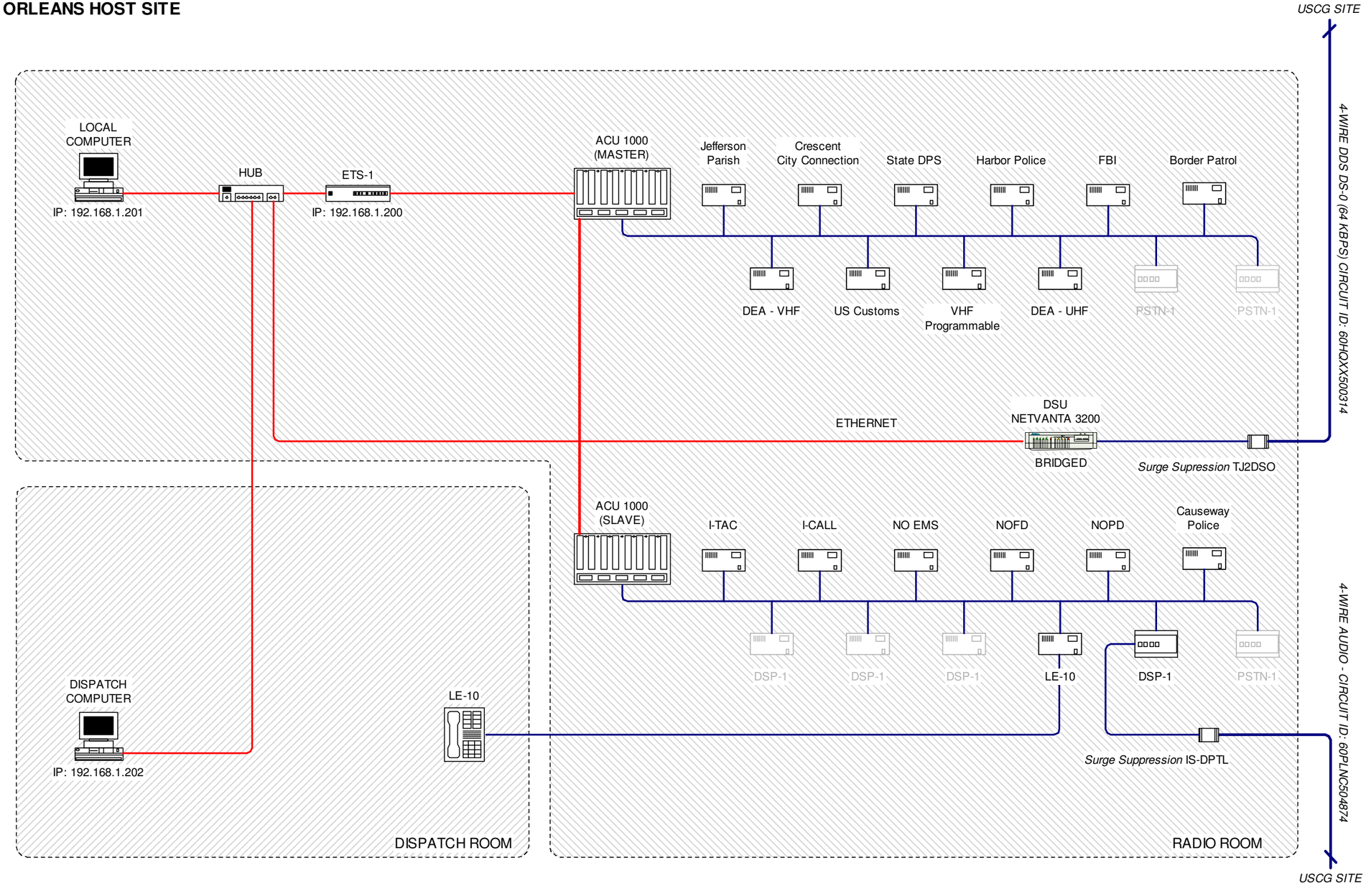
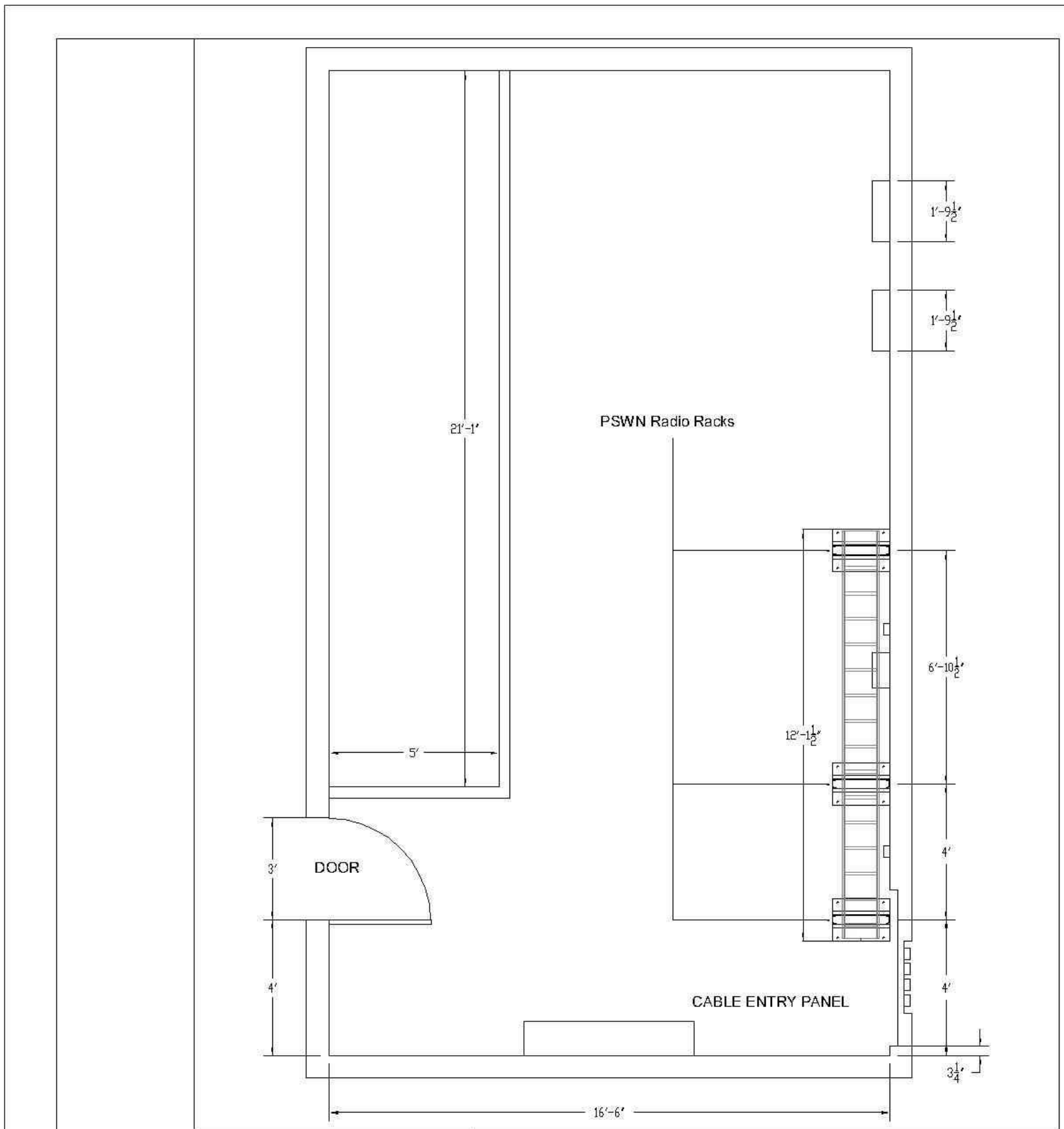


FIGURE 5–1
New Orleans System Topology



PUBLIC SAFETY PSWN PROGRAM WIRELESS NETWORK

PSWN Program

Floor Plan - New Orleans Site

Date: August 6, 2003	Drawn By: Robert A. DeLauney	
Maritime Pilot	Sheet: 1 of 1	

FIGURE 5–2
New Orleans Site Floor Plan

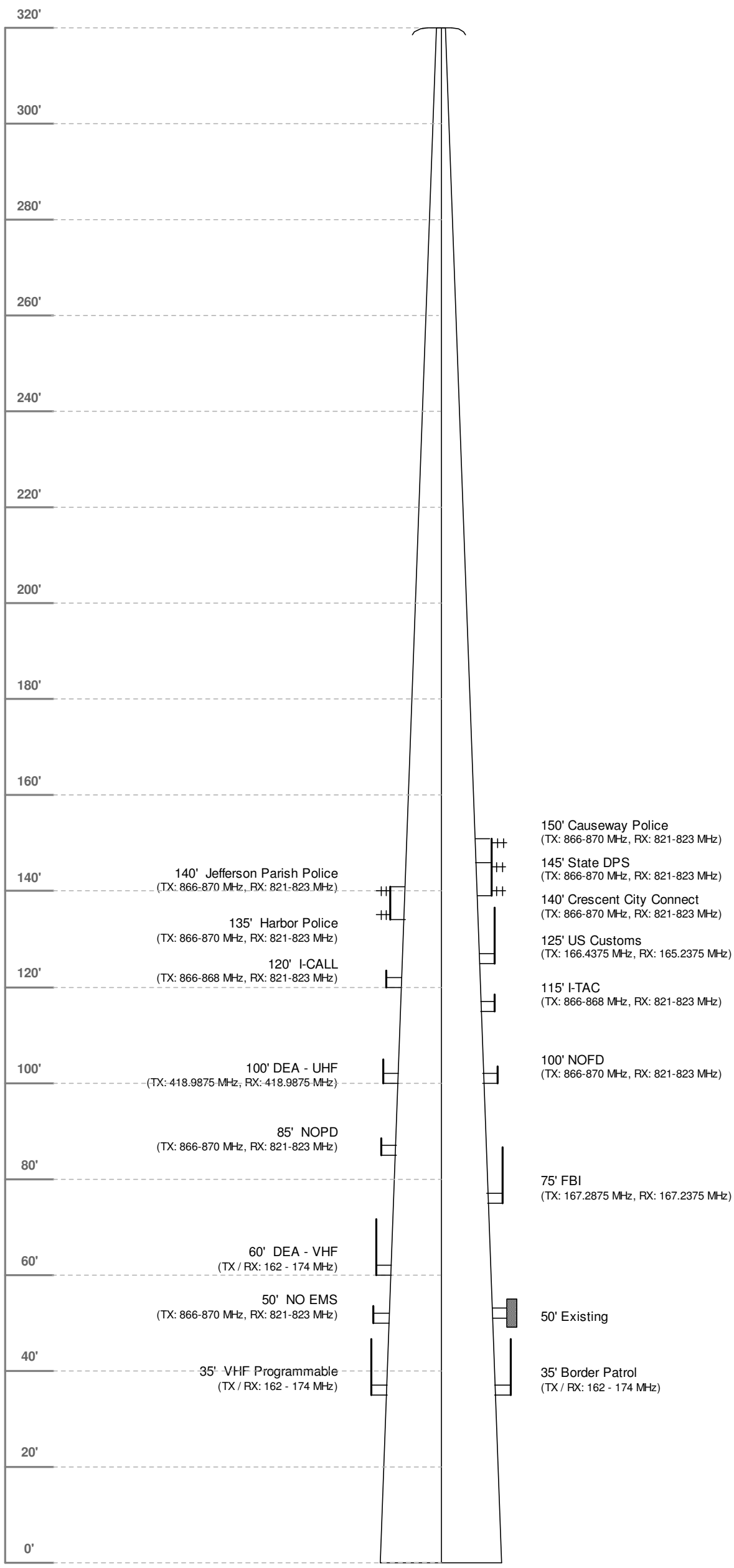


FIGURE 5–3
New Orleans (Rosedale) Antenna/Tower Layout

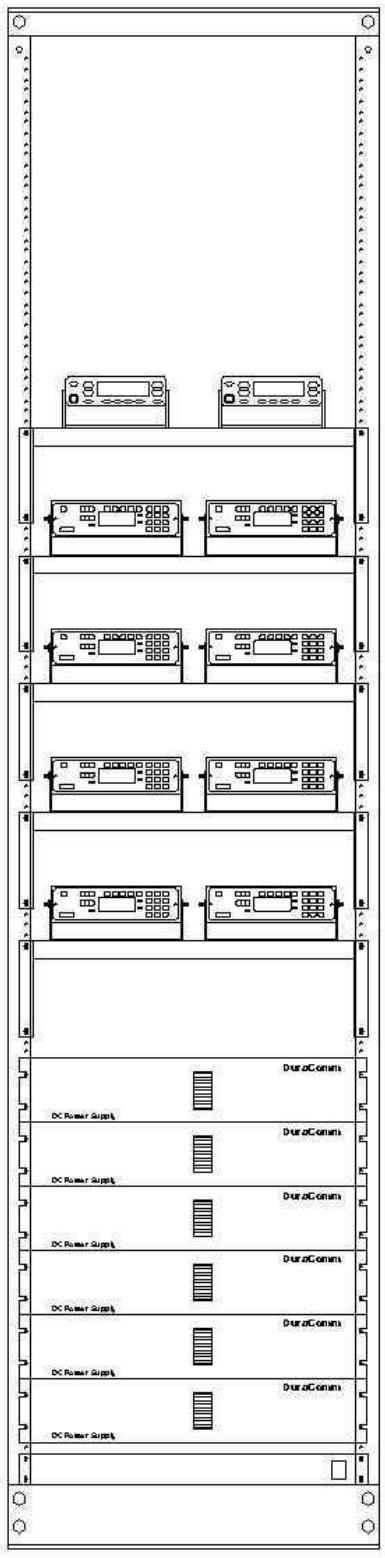
VHF PROGRAMMABLE

DEA - VHF

FBI

STATE DPS

JEFFERSON PARISH SHERIFF



DEA - UHF

US CUSTOMS

US BORDER PATROL

HARBOR POLICE

CRESCENT CITY CONNECTION

FIGURE 5–4
New Orleans Site Rack 1 Layout

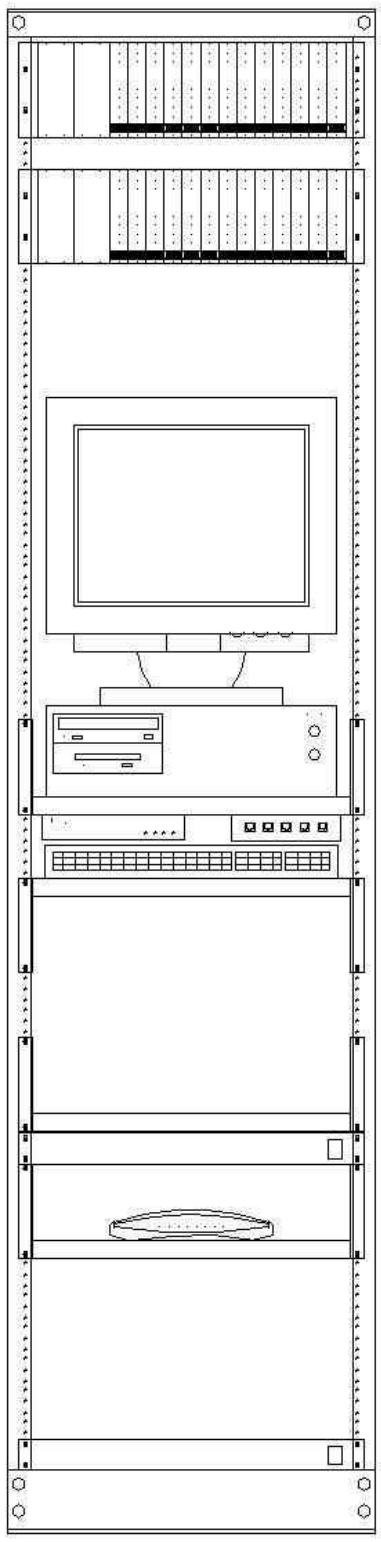
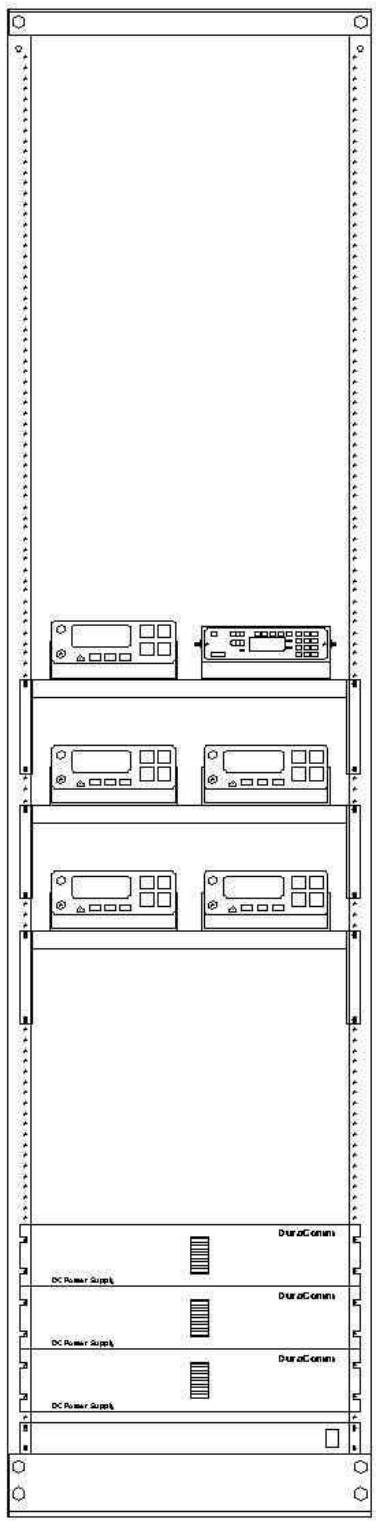


FIGURE 5–5
New Orleans Site Rack 2 Layout



NOPD

CAUSEWAY POLICE

NO EMS

NOFD

I - TAC

I - CALL

FIGURE 5–6
New Orleans Site Rack 3 Layout

6 BATON ROUGE SYSTEM DOCUMENTATION

Key to the successful operation and maintenance of a communications system is an accurate account of the system's configuration. As part of the implementation of the audio switch in Baton Rouge, SAFECOM Program staff recorded configuration details and diagrams that collectively serve as a master reference file for the solution. This section includes a copy of this system documentation, which was also provided to points of contact in Baton Rouge who remain responsible for the continued operation of the Dual Zone Maritime Interoperability Solution. The system documentation includes the following figures—

- Figure 6–1—Baton Rouge system topology diagram graphically displays hardware and connectivity of installed interoperability equipment
- Figure 6–2—Baton Rouge site floor plan displays how the system equipment was distributed throughout the radio room at the Emergency Operations Center (EOC) located in Baton Rouge.
- Figure 6–3—Baton Rouge antenna layout diagram displays the physical arrangement, orientation, and agency use of the antennas used in this implementation. The I-Beam structure shown is mounted to the rooftop of the EOC.
- Figure 6–4—Rack 1 diagrams are were used to design how the racks would be populated with equipment for the interoperability solution. Rack one was populated with nine radios using channels ranging from VHF to 800 MHz.
- Figure 6–5—Rack 2 diagram illustrates how this rack was populated with the ACU-1000s, local computer, and network infrastructure.

BATON ROUGE HOST SITE

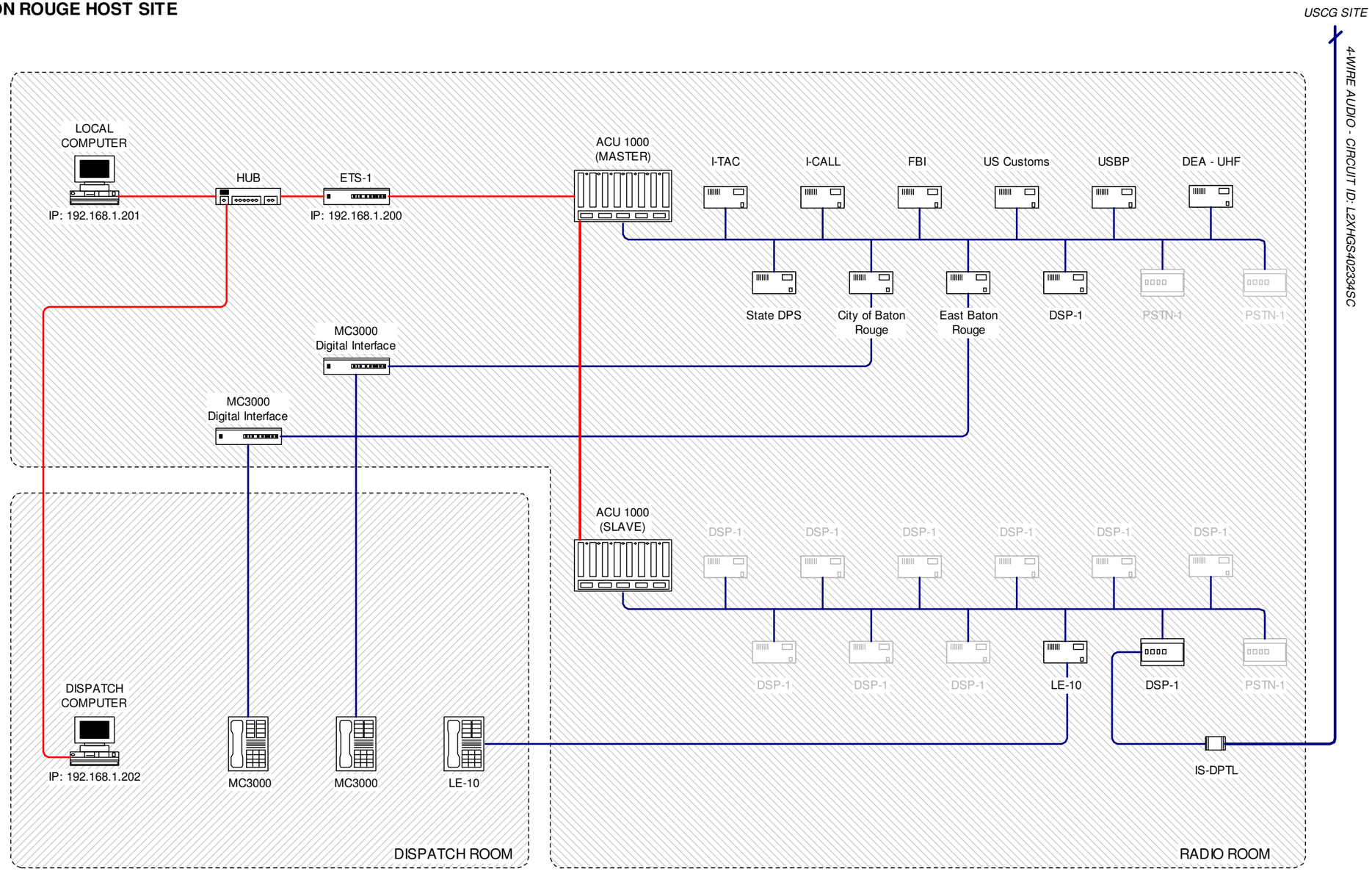


FIGURE 6–1
Baton Rouge System Topology

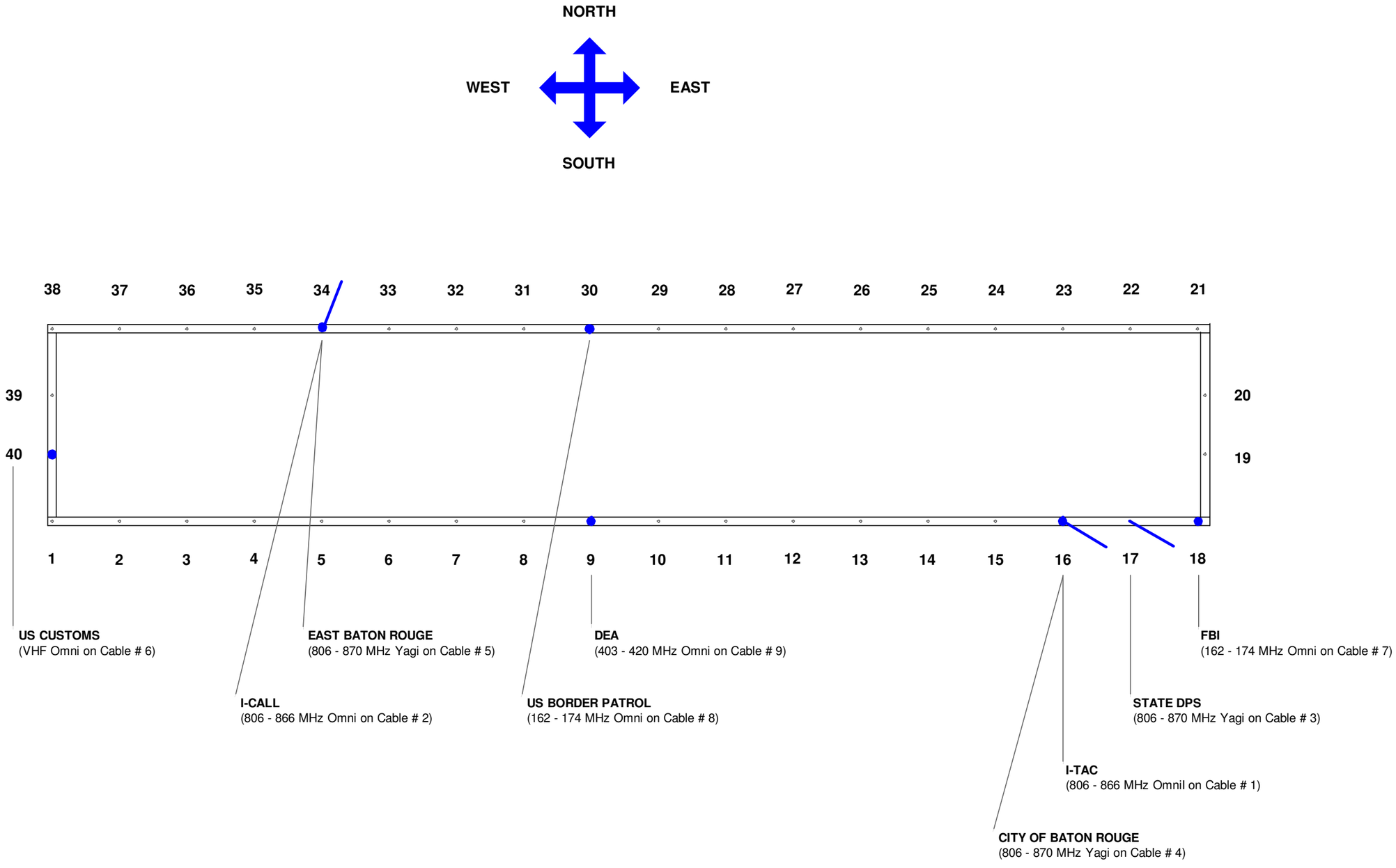
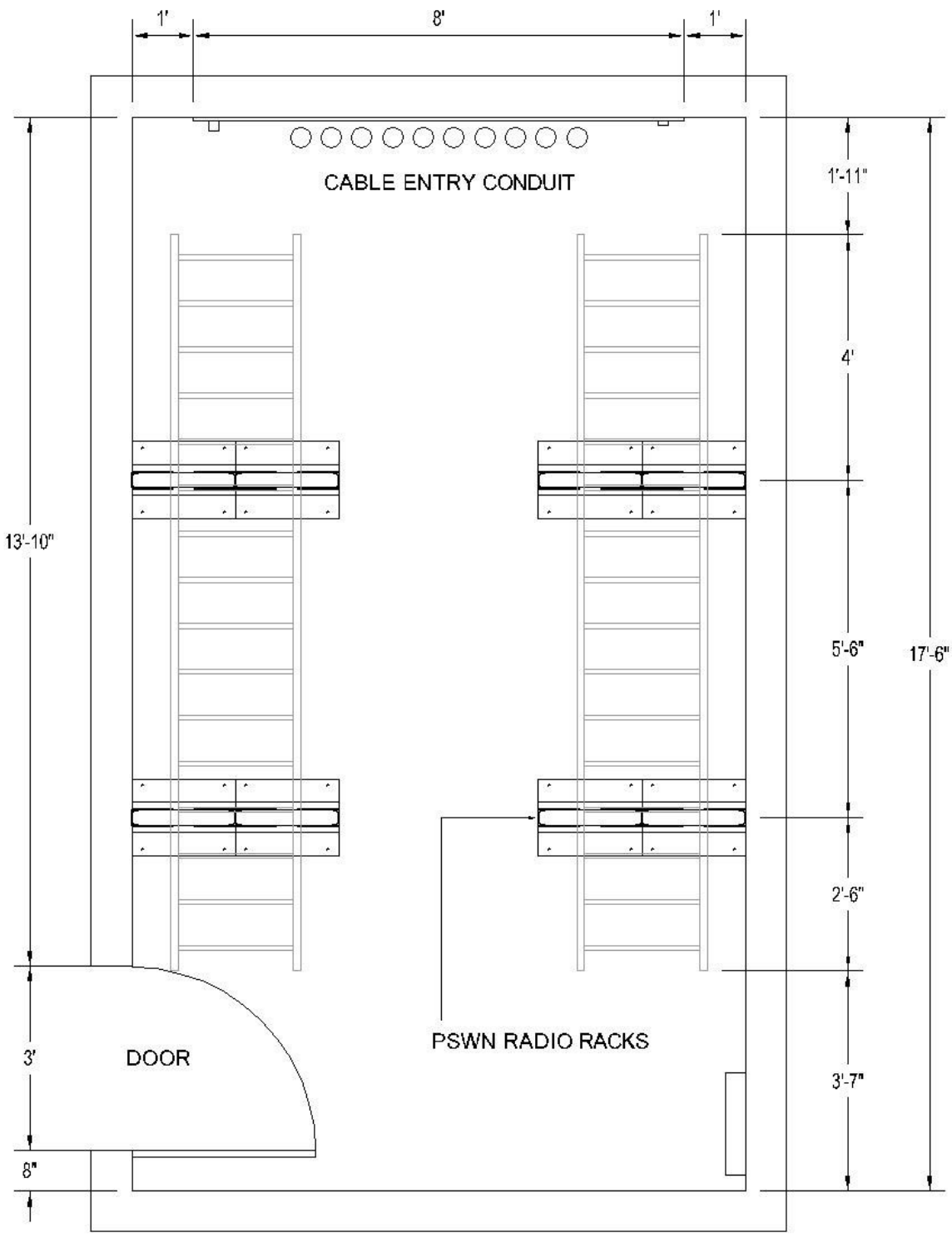


FIGURE 6–2
Baton Rouge Antenna/Rooftop Layout



PUBLIC SAFETY PSWN PROGRAM WIRELESS NETWORK

PSWN Program

Floor Plan - Baton Rouge Site

Date: August 26, 2003	Drawn By: Robert A. DeLauney	
Project: Maritime Pilot	Sheet: 1 of 1	

FIGURE 6–3
Baton Rouge Site Floor Plan

EAST BATON ROUGE SHERIFF

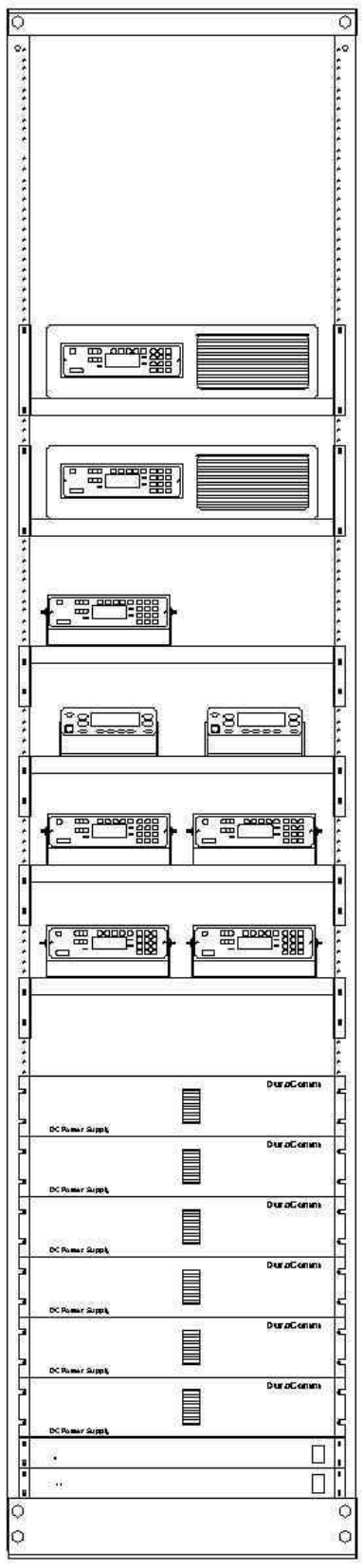
CITY OF BATON ROUGE

STATE DPS

US BORDER PATROL

FBI

I - TAC



DEA - UHF

US CUSTOMS

I - CALL

FIGURE 6–4
Baton Rouge Site Rack 1 Layout

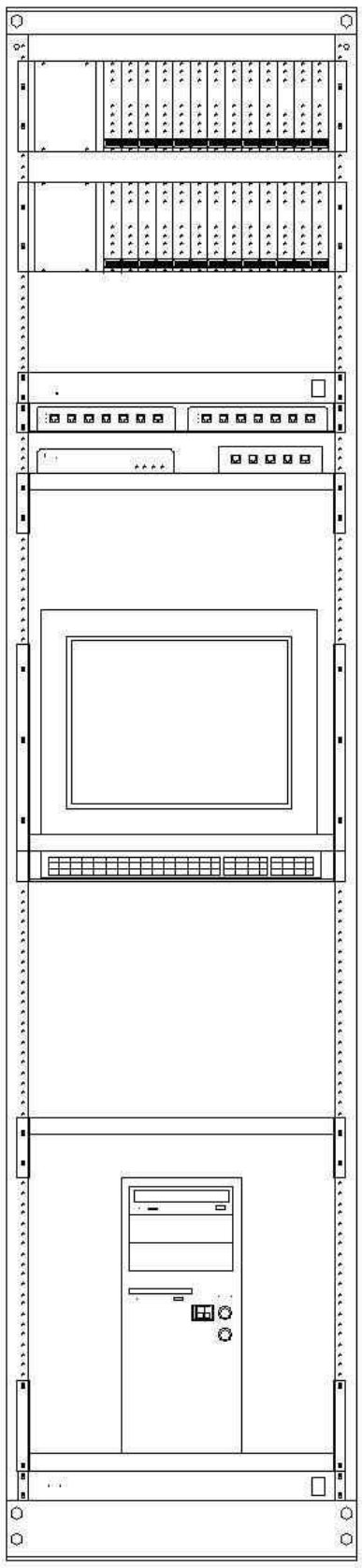


FIGURE 6–5
Baton Rouge Site Rack 2 Layout

7 SYSTEM SCALABILITY

As the Maritime IPT moved forward in the development and implementation of the Dual Zone Maritime Interoperability Solution, several other public safety representatives in the southeast Louisiana region expressed interest in joining the initiative. The solution has been viewed by agencies outside of the IPT as a critical element in the region's efforts to improve port security and inter-agency coordination. In light of this development, SAFECOM Program staff identified the need to detail the scalability of the Dual Zone Maritime Interoperability Solution and describe how the solution may support additional public safety agencies. This section describes the opportunities to increase the capacity of the solution with regard to its original technical and operational configuration.

The charts below show the technical requirements to support additional agencies as they are added to the switches in New Orleans and Baton Rouge. They do not, however, address the requirements of the agencies in New Orleans that must interoperate with the agencies in Baton Rouge, and vice-versa. The only linkage between the two JPS audio switches is a single 4-wire analog circuit that is connected from the New Orleans Rosedale tower site, through the US Coast Guard dispatch console, to the Baton Rouge ATM-EOC. This connection is intended to allow the US Coast Guard to patch into either or both of the audio switches to facilitate radio interoperability between Coast Guard assets and other public safety agencies in either or both cities and the surrounding areas.

If the participating agencies in New Orleans and Baton Rouge see a need for connectivity between the two audio switches on a regular basis, the switches could be linked directly via additional analog circuits. Connectivity could be established by connecting a DSP-1 card in each switch together with a leased circuit. For example, two additional leased analog circuits could allow two simultaneous radio patches between the two switches. This could be accomplished without disturbing the US Coast Guard's capability to be patched into either or both audio switches.

When more than one audio switch is implemented at a site, the switches may be connected in more than one way. The present configuration has the switches connected in a master-slave arrangement, and the computer interface is through the master switch only. This allows great flexibility between the two switches, and up to 7 simultaneous talkgroups may be configured across either or both switches. Another method of connecting two or more audio switches is to treat them as fully independent switches, with each switch connected to the controlling computer through its own ETS-1 interface. This gives each switch more capacity, but the interconnection between independent switches must be through discrete DSP-1 modules. If the operator wanted to set up 7 simultaneous talkgroups between two audio switches, as in the above example, it would require connections to 7 DSP-1 cards in EACH of the two switches just to connect the switches together. This inter-switch connectivity is handled by the audio bus in the present master-slave configuration.

7.1 New Orleans Host Site—System Scalability Matrix

Scalability Scenarios	Requirements	Details
1. 1–4 Additional Agencies	**Audio Switch**	• Three DSP cards remain available on the "slave" ACU 1000 switch; each of these cards can be used to connect additional radios
	Physical	• Sufficient space in the upper portion of Rack 1 remains available for 1 additional shelf capable of supporting 2 radios • Sufficient space in the upper portion of Rack 3 remains available for 3 additional shelves capable of supporting 2 radios per shelf • Sufficient space in the lower portion of Rack 3 remains available for 3 additional DC power supplies capable of supporting 2 radios per DC power supply • Sufficient tower space remains available for up to 6 omni-directional or 32 yagi radio antennas (1 radio = 1 antenna)
	Network	• 2 ports are available on the network hub to support additional network devices • Agencies must decide whether to link ACU-1000s "master-slave" or network each ACU-1000 with its own ETS-1 unit
	Power	• Each individual DC power supply is capable of supporting 1-2 additional radios; available space for these power supplies is located at the bottom portion of Rack 3 • There are 3 available outlets in the power strip located at the base of Rack 3
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site
2. 5–17 Additional Agencies	**Audio Switch**	• Requires an additional ACU 1000 switch (1 switch = <12 radios)
	Physical	• There is space available below the "slave" ACU 1000 switch for 1 additional ACU 1000 switch (see Rack 2 diagram in Figure 5-5) • Requires additional racks (1 rack = <12 radios + 6 power supplies) and appropriate number of shelves (each shelf = 1–2 radios) for accommodating additional radios • Each shelf supporting radios requires 7 inches of vertical spacing between shelves • Sufficient tower space remains available for up to 6 omni-directional or 32 yagi additional radio antennas (1 radio = 1 antenna)
	Network	• Each new master/slave ACU-1000 switch set requires an ETS-1 • Each additional ETS-1 requires an individual network IP address • Agencies must decide whether to link ACU-1000s "master-slave" or network each ACU-1000 with its own ETS-1 unit

Scalability Scenarios	Requirements	Details
	Power	• Each individual DC power supply is capable of supporting 1-2 additional radios • Each individual DC power supply requires 3.5 inches of available rack space and can be stacked • 6 outlet power strips should be placed at the base of each additional rack (as depicted in Figure 5-4) to accommodate power supplies in the rack
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site
3. 17+ Additional Agencies	**Audio Switch**	• Requires 2 additional ACU 1000 switches (1 switch = <12 radios)
	Physical	• Requires additional racks for accommodating extra switches; remaining space on these racks may be used for accommodating additional shelves for radios • Requires additional racks (1 rack = <12 radios + 6 power supplies) and appropriate number of shelves (each shelf = 1–2 radios) for accommodating additional radios • Each shelf supporting radios requires 7 inches of vertical spacing between shelves • Sufficient tower space remains available for up to 6 omni-directional or 32 yagi additional radio antennas (1 radio = 1 antenna
	Network	• Each new master/slave ACU-1000 switch set requires an ETS-1 • Each additional ETS-1 requires an individual network IP address • Agencies must decide whether to link ACU-1000s “master-slave” or network each ACU-1000 with its own ETS-1 unit
	Power	• Each individual DC power supply is capable of supporting 1-2 additional radios • Each individual DC power supply takes up 3.5 inches of available rack space and can be stacked • 6 outlet power strips should be placed at the base of each additional rack (as depicted in Figure 5-4) to accommodate power supplies in the rack
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site

7.2 Baton Rouge Host Site—System Scalability Matrix

Scalability Scenarios	Requirements	Details
1. 1-9 Additional Agencies	**Audio Switch**	• Nine DSP cards remain available on the "slave" ACU 1000 switch; each of these cards can be used to connect additional radios
	Physical	• Sufficient space in the upper portion of Rack 1 remains available for 1 additional shelf capable of supporting 2 radios. One of the existing shelves has space for 1 additional radio. • Rack 1 has no space to add additional power supplies. Existing power supplies can support up to 3 additional radios • The rooftop antenna support structure may support additional antennas, depending upon the final configuration of non-SAFECOM related antennas and mounts
	Network	• 2 ports are available on the network hub to support additional network devices • Agencies must decide whether to link ACU-1000s "master-slave" or network each ACU-1000 with its own ETS-1 unit
	Power	• There are 3 available outlets in the power strip located at the base of Rack 1
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site
2. 10-21 Additional Agencies	**Audio Switch**	• Requires an additional ACU 1000 switch (1 switch = <12 radios)
	Physical	• There is space available below the "slave" ACU 1000 switch for 1 additional ACU 1000 switch (see Figure 6-5) • Requires additional racks (1 rack = <12 radios + 6 power supplies) and appropriate number of shelves (each shelf = 1–2 radios) for accommodating additional radios • Each shelf supporting radios requires 7 inches of vertical spacing between shelves • The rooftop antenna support structure may support additional antennas, depending upon the final configuration of non-SAFECOM related antennas and mounts
	Network	• Each new master/slave ACU-1000 switch set requires an ETS-1 • Each additional ETS-1 requires an individual network IP address • Agencies must decide whether to link ACU-1000s "master-slave" or network each ACU-1000 with its own ETS-1 unit
	Power	• Each individual DC power supply is capable of supporting 1-2 additional radios • Each individual DC power supply requires 3.5 inches of available rack space and can be stacked • 6 outlet power strips should be placed at the base of each additional rack (as depicted in Figure 6-4) to accommodate power supplies in the rack
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site
3. 22+	**Audio Switch**	• Requires 2 additional ACU 1000 switches (1 switch = <12 radios)

Scalability Scenarios	Requirements	Details
Additional Agencies	Physical	• Requires additional racks for accommodating extra switches • Requires additional racks (1 rack = <12 radios + 6 power supplies) and appropriate number of shelves (each shelf = 1–2 radios) for accommodating additional radios • Each shelf supporting radios requires 7 inches of vertical spacing between shelves • The rooftop antenna support structure may support additional antennas, depending upon the final configuration of non-SAFECOM related antennas and mounts
	Network	• Each new master/slave ACU-1000 switch set requires an ETS-1 • Each additional ETS-1 requires an individual network IP address • Agencies must decide whether to link ACU-1000s "master-slave" or network each ACU-1000 with its own ETS-1 unit
	Power	• Each individual DC power supply is capable of supporting 1-2 additional radios • Each individual DC power supply takes up 3.5 inches of available rack space and can be stacked • 6 outlet power strips should be placed at the base of each additional rack (as depicted in Figure 6-4) to accommodate power supplies in the rack
	FCC Licensing	• Each agency implementing an additional radio is responsible for modifying their existing frequency license to include the additional fixed antenna site

8 LESSONS LEARNED

The Maritime Pilot represents a comprehensive effort resulting in the implementation of a tailored interoperability solution for the southeast Louisiana region. The implementation process serves as a model for public safety agencies across the Nation working to improve interoperability in their respective locales. This section identifies the key logistical and technical lessons learned, drawn from the Maritime Pilot implementation process. These lessons are intended to help guide future SAFECOM Program efforts and those of the public safety community.

8.1 Logistical Lessons Learned

- In accordance with the Code of Federal Regulations (CFR) Title 47, Part 90, Section 90.119, if the antenna of a permanently mounted radio connected to a fixed ACU-1000 is placed higher than 6.1 meters above ground level on an antenna structure, or above the highest point of a structure not intended for supporting antennas; this fixed control station must be accounted for in the owning agency's frequency license, which can be appropriately modified using FCC Forms 601 and working with local APCO frequency coordinators. If the noted antenna is below 6.1 meters in either of the abovementioned scenarios, the owning agency must only update its frequency license on-line by utilizing the FCC Universal Licensing System.

- Planning the entities responsible for radio programming prior to installation helps avoid time-consuming logistical tasks during the installation process. Developing a simple plan identifying the organization responsible for programming the radio (i.e., the agency itself or SAFECOM Program staff) proved effective during the implementation of the Dual Zone Maritime Interoperability Solution. If SAFECOM Program staff program the radio, it is important to obtain the information listed in the *Radio Programming Requirements (Motorola)* document from the agency.

- Depending on the contract used to support the installation, the required hardware may be predetermined by a federal GSA vendor list. This needs to be identified upfront to ensure consistency and availability of hardware components.

- The equipment selection process is critical and must be completed in a manner that ensures consistency across present and future equipment, particularly in regards to types of racks, shelves and other hardware. Varying types of equipment can make racking designs difficult to track and require extra time to update the information accurately. The following is a list of equipment that should be consistent with the make and model of present hardware equivalents:

  - Racks (polished aluminum or black finish)
  - Cable trays
  - Mounting hardware (Note: A Phillips head stainless steel screw is commonly used for SAFECOM Program rack mounted installations)

- Shelves (Note: A black finish type rack mounted shelf is commonly used for SAFECOM Program installations)

- Concerning training requirements, JPS Communications provides operational and technical training sessions for participating agencies' representatives. Each session is one day long. Operational training is conducted first and technical training second. It is important to note that JPS recommends all technical students attend both operational and technical training sessions. Moreover, JPS prefers to limit the number of technical training session attendees to a maximum of 15 total students, to ensure that each student has adequate hands on training.

8.2 Technical Lessons Learned

- It is important to convey to participating agencies that the ACU-1000 switch does not expand the coverage area of the agency's current system. Effective operation of the solution requires users to stay within the current coverage area of their home system. If users leave this coverage area, they will need to use an alternative interoperability solution, such as portable radio exchange, for example.

- In surveying candidate sites for hosting a switch, detailed site surveys need to be conducted to identify available equipment room and tower space and, more importantly, potential technical and performance issues associated with the candidate site.

- The following information must be obtained accurately and graphically (i.e., in diagram form) *in both "as built" and "to be installed" formats* to support successful system design and equipment selection efforts:

  - Radio room floor plans and ceiling heights
  - Tower specifications, including current antenna locations and physical features
  - Rooftop layout if a rooftop antenna installation is required
  - Rack and shelf configurations, including power requirements
  - UPS infrastructure and generator capacity
  - HVAC capacity
  - Commercial power capacity

- Participating agencies should provide the type (manufacturer and model number) of antennas they presently use for their fixed sites. This enables the engineering design team to analyze the coverage of existing systems and develop the optimum solution for the best radio interoperability coverage among the participating agencies.

- Understanding the basic system configuration of each system is critical and should be documented graphically. In particular, identifying the site that each agency would prefer to talk in to, with the radio connected to the switch, is essential. This information will help identify the azimuth of the directional antenna used to access the agency's system, if a directional antenna is used.

- Coverage maps should be completed once the fixed sites (if applicable) have been identified. The specific elements of coverage maps may vary and should be defined in advance, based on the circumstances of the solution. For instance, if the fixed site utilizes a control station to access an existing repeater based system, the coverage map needs only to be a single radial from the control station site to the repeater site. This would define the reliability and availability of the control station link into its home system. If the fixed station site is a stand alone base station, the coverage map would be a 360 degree representation of the talk-in and talk-out characteristics of the base station site. This type of coverage map would be of great interest to the agency that is depending upon the coverage of the fixed base station.

- System tests and scenario testing need to be identified and approved to help evaluate the understood capabilities of the solution in its original configuration. These tests may be developed and finalized prior to, or shortly following, the implementation of the solution, depending on the degree of variation between the planned and implemented solution.

- The purchase and shipping of hardware equipment can delay proposed implementation schedules. Planning in advance is key in this area, which is heavily dependent on effective cooperation from equipment vendors and service providers, and the estimated time required for equipment purchases and delivery serves as a key factor in planning the installation. This estimation is largely contingent on the organization (e.g., the Government or Booz Allen) purchasing the equipment and services, since each organization maintains different purchasing processes. The following estimates are based on the Maritime Pilot experience, which involved the Booz Allen purchasing office:

  - Approximately 10 days for Booz Allen equipment and service purchase orders to go through. The critical component of this step is developing a point of contact (POC) with the vendor once the purchase order has been cut. Once a POC is in place, it is necessary to regularly touch base to ensure that the order is fully understood and nothing was left out in the order. Most important, it is necessary to convey to the vendor POC that all questions concerning the order should be directed at the appropriate SAFECOM Program staff person. This person can coordinate with the purchasing office, if necessary, and will ensure that any issues are resolved in a timely manner.

  - Approximately 60 days for leased line installation after the purchase order has been placed.

  - Approximately 90 days for shipment of radio equipment to the appropriate site (Note: this estimate reflects the average length of time for equipment delivery based on the Maritime Pilot experience. The estimate can vary widely and depends on the vendor and type of equipment ordered).

- As with any major project, task trackers can serve as an effective tool to guide the installation team's efforts. These trackers can be used to effectively manage the expectations of the participating agencies. Managing these expectations is critical from

the beginning to maintain momentum and support behind the solution. Also, trackers help identify obstacles clearly and can be openly discussed with participating agencies. The team supported the Maritime Pilot trackers to track the following:

  - Purchase orders
  - Frequency and agency system information
  - Equipment inventory checklists
  - Checklists for internal staffing tasks
  - Training sessions
  - Equipment implementation items and issues

- The development of system documentation—the "as built" diagrams for the solution—should be completed as soon as possible to educate participating agencies on the technical details of the solution. This documentation serves as the master file reference for participating agencies and can help identify opportunities to expand the solution or address any problems that may arise in the future. The system documentation workbooks developed for the Maritime Pilot were also used to update the Government on a weekly basis with relevant information from an implementation standpoint.

APPENDIX A—MEETING AGENDAS

MARITIME INTEGRATED PROGRAM TEAM
AGENDA

Date: May 29—Thursday
Time: 9:00 a.m.—Noon
Place: US Coast Guard, District 8
501 Magazine St.
Room 1340
New Orleans, Louisiana

9:00 a.m. **Introduction**
Mr. McRae Smith, SAFECOM Program/Department of Justice

9:05 a.m. **Status of Equipment Orders and Estimated Time to Implementation**
Mr. Andrew Gilbert, SAFECOM Program, contractor support staff

9:15 a.m. **Review of Frequency License Modification Process**
Mr. Carlton Tedrick, SAFECOM Program contractor support staff, and Mr. Gilbert

10:00 a.m. **Standard Operating Procedure (SOP) Discussion**
Group

10:15 a.m. **Break**

10:30 a.m. **SOP Discussion Continued**

11:00 a.m. **Remaining Items**
Mr. Gilbert and Mr. Tedrick
- Training sessions
- Host site logistics for SAFECOM implementation teams
- Radio programming responsibilities during implementation
- Other

11:30 a.m. **Next Steps**
- Action items for individual agencies—frequency license modifications, Memorandum of Understanding, and SOP

Noon **Adjournment**

MARITIME INTEGRATED PROGRAM TEAM
AGENDA

Date: July 29—Tuesday
Time: 9:00 a.m.—Noon
Place: New Orleans Fire Department
401 City Park Avenue, 2nd Floor Conference Room
New Orleans, Louisiana

9:00 a.m. **Introduction**
Mr. McRae Smith, SAFECOM Program/Department of Justice

9:05 a.m. **Remaining Implementation Items**
Mr. Carlton Tedrick, SAFECOM Program, contractor support staff

9:15 a.m. **Review of Form 601s and Remaining Frequency License Issues**
Mr. Tedrick

9:35 a.m. **Standard Operating Procedure (SOP) Discussion**
Group

9:50 a.m. **Training Session Details and Sign-Up Sheets**
Group

10:15 a.m. **Break**

10:30 a.m. **PR Coverage**
Ms. Barbara Hummel, SAFECOM Program, contactor support staff

11:00 a.m. **Operational Test Scenarios**
Mr. Smith and Group

11:30 a.m. **Next Steps**
- Submit form 601 materials and STA cover letter to appropriate contacts
- Address remaining issues concerning operational and technical training
- Coordinate PR contacts from participating agencies
- Discuss possible operational test scenarios

Noon **Adjournment**

MARITIME INTEGRATED PROGRAM TEAM
AGENDA

Date: August 22—Friday
Time: 9:00 a.m.—Noon
Place: New Orleans Fire Department
401 City Park Avenue, 2nd Floor Conference Room
New Orleans, Louisiana

9:00 a.m. **Introduction**
Mr. McRae Smith, SAFECOM Program/Department of Justice

9:05 a.m. **Status of SAFECOM Program Pilot equipment implementation**
Mr. Carlton Tedrick, SAFECOM Program, contractor support staff

9:15 a.m. **Status of FCC license modifications and STAs**
Mr. Tedrick

9:35 a.m. **Standard Operating Procedure (SOP) Update**
Group

9:50 a.m. **Feedback on JPS training**
Group

10:15 a.m. **Break**

10:30 a.m. **Discussion of possible information release to news media**
Ms. Mittie Roonie, SAFECOM Program, contactor support staff, Mr. Smith and Group

11:00 a.m. **Operational Test Scenarios**
Mr. Smith and Group

11:30 a.m. **Next Steps**
- Agencies apply for STAs
- Address any issues concerning operational and technical training
- Coordinate PR contacts from participating agencies
- Discuss possible operational test scenarios
- Resolve any remaining issues with equipment implementation

Noon **Adjournment**

MARITIME INTEGRATED PROGRAM TEAM
AGENDA

Date: September 25—Thursday
Time: 9:00 a.m.—Noon
Place: New Orleans Fire Department
401 City Park Avenue, 2nd Floor Conference Room
New Orleans, Louisiana

9:00 a.m. **Introduction, Sign-In Sheets, EMAIL Updates**
Mr. McRae Smith, SAFECOM Program/Department of Justice

9:05 a.m. **Status of SAFECOM Program Pilot equipment implementation**
Mr. Carlton Tedrick, SAFECOM Program, contractor support staff

9:15 a.m. **Status of FCC license modifications and STAs**
Mr. Tedrick, Group

9:35 a.m. **Standard Op. Procedure (SOP), Memo of Understading (MOU) Updates**
Group

9:50 a.m. **Briefing on SAFECOM Program support of News Media Release**
Mr. Smith

- Support offered by the SAFECOM Program
- Upcoming conference call with Axiom Communications Group
- List of each agency's Public Relations POC information for media relations

10:15 a.m. **Operational Test Scenarios**
Mr. Smith and Group

10:30 a.m. **Next Steps**

- Coordinate teleconference call with Axiom Comms and agency POCs to discuss news media release
- Discuss possible operational test scenarios
- Resolve any remaining issues with equipment implementation
- Deliver final SAFECOM Program Pilot Implementation Report to IPT members

11:00 a.m. **Adjournment**

MARITIME INTEGRATED PROGRAM TEAM
AGENDA

Date: October 30, 2003—Thursday
Time: 9:00 a.m.—Noon
Place: New Orleans FBI Building
2901 Leon C. Simon Blvd
New Orleans, Louisiana

9:00 a.m. **Introduction, Sign-In Sheets**
Mr. Rick Murphy, Department of Homeland Security

9:05 a.m. **Status of SAFECOM Program Pilot equipment implementation**
Mr. Carlton Tedrick, SAFECOM Program, contractor support staff

9:15 a.m. **Status of FCC license modifications and STAs**
Mr. Tedrick, Group

9:35 a.m. **Standard Op. Procedure (SOP), Memo of Understanding (MOU) Updates**
Mr. Murphy, Mr. Tedrick, Group

9:50 a.m. **Status of SAFECOM Program support of News Media Release**
Mr. Murphy, Mr. Tedrick, Group
- Support provided by the SAFECOM Program
- Draft documents provided by Axiom Communications Group
- Comments from agencies

10:15 a.m. **Operational Test Scenarios**
Mr. Murphy, Mr. Tedrick, Group

10:30 a.m. **Next Steps**
Mr. Murphy, Mr. Tedrick, Group
- Fine tune draft documents provided by Axiom Communications, if necessary
- Discuss possible operational test scenarios
- Resolve any remaining issues with equipment implementation and testing
- Deliver final SAFECOM Program Pilot Implementation Report to IPT members

11:00 a.m. **Adjournment**

APPENDIX B—INVENTORY LISTS

NEW ORLEANS HARDWARE INVENTORY

New Orleans Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
1	✓	JPS Communications	Chassis & Backplane	5961-200000	2067 (Master)
2	✓	JPS Communications	Chassis & Backplane	5961-200000	2019 (Slave)
3	✓	JPS Communications	PSM-1 Power Supply Module	5951-813000	
4	✓	JPS Communications	PSM-1 Power Supply Module	5951-813000	
5	✓	JPS Communications	CPM-2 CPU Module	5961-213000	
6	✓	JPS Communications	CPM-2 CPU Module	5961-213000	
7	✓	JPS Communications	HSP-2 Handset/Speaker Module	5962-314000	
8	✓	JPS Communications	HSP-2 Handset/Speaker Module	5962-314000	
9	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
10	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
11	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
12	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
13	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
14	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
15	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
16	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
17	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
18	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
19	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
20	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
21	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
22	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
23	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
24	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
25	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
26	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	

New Orleans Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
27	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
28	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
29	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
30	✓	JPS Communications	PSTN Card	5961-215000	
31	✓	JPS Communications	PSTN Card	5961-215000	
32	✓	JPS Communications	PSTN Card	5961-215000	
33	✓	JPS Communications	Master Slave Cable	0314-037000	
34	✓	JPS Communications	ETS-1 Vipernet Controller		136
35	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1045
36	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1044
37	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1046
38	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1043
39	✓	JPS Communications	Network Hub	Netgear EN108	
40	✓	JPS Communications	Kenwood Cable for TK-760HGK	5961-291174-15	
41	✓	JPS Communications	Kenwood Cable for TK-860HGK	5961-291174-15	
42	✓	JPS Communications	M/A-COM Orion Mobile Cable	5961-291171-15	
43	✓	JPS Communications	M/A-COM Orion Mobile Cable	5961-291171-15	
44	✓	JPS Communications	M/A-COM Orion Mobile Cable	5961-291171-15	
45	✓	JPS Communications	M/A-COM Orion Mobile Cable	5961-291171-15	
46	✓	JPS Communications	M/A-COM Orion Mobile Cable	5961-291171-15	
47	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		11081602
48	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		11081002
49	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		11081202
50	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		11081902
51	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
52	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
53	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
54	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
55	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	

New Orleans Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
56	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
57	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
58	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
59	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
60	✓	Motorola	800 MHz Smartnet Spectra	D04UJH9PW7AN	494CDJ0831
61	✓	Motorola	800 MHz Smartnet Spectra	D04UJH9PW7AN	494CDJ0832
62	✓	Motorola	800 MHz Smartzone Spectra	D04UJH9PW7AN	494CDJ0833
63	✓	Motorola	800 MHz Smartzone Spectra	D04UJH9PW7AN	494CDJ0834
64	✓	Motorola	800 MHz Smartzone Spectra	D04UJH9PW7AN	494CDN1330
65	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDJ1006
66	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDJ1007
67	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDJ1008
68	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDJ1009
69	✓	Mills Communications	Kenwood 50 Watt UHF	TK-860HGK	40900120
70	✓	Mills Communications	Kenwood 40 Watt VHF	TK-760HGK	40600398
71	✓	Mills Communications	Adapter Cable - External I/O	KCT-19	
72	✓	Mills Communications	Adapter Cable - External I/O	KCT-19	
73	✓	M/A-COM	Orion Mobile ProVoice	D28LPX	2501623
74	✓	M/A-COM	Orion Mobile ProVoice	D28LPX	2501624
75	✓	M/A-COM	Orion Mobile ProVoice	D28LPX	2501625
76	✓	M/A-COM	Orion Mobile ProVoice	D28LPX	2501626
77	✓	M/A-COM	Orion Mobile ProVoice	D28LPX	2501627
78	✓	M/A-COM	Scan Control Head	D2CP5L	
79	✓	M/A-COM	Scan Control Head	D2CP5L	
80	✓	M/A-COM	Scan Control Head	D2CP5L	
81	✓	M/A-COM	Scan Control Head	D2CP5L	
82	✓	M/A-COM	Scan Control Head	D2CP5L	
83	✓	M/A-COM	Mobile Microphone	D2MC3Z	
84	✓	M/A-COM	Extended Option Cable	D2ZN1B	

New Orleans Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
85	✓	M/A-COM	Extended Option Cable	D2ZN1B	
86	✓	M/A-COM	Extended Option Cable	D2ZN1B	
87	✓	M/A-COM	Extended Option Cable	D2ZN1B	
88	✓	M/A-COM	Extended Option Cable	D2ZN1B	
89	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
90	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
91	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
92	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
93	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
94	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
95	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
96	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
97	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
98	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
99	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
100	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
101	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA26152748
102	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103128
103	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103133
104	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103109
105	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103176
106	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103180
107	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA26152472
108	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA26152478
109	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	CA29103179
110	✓	TESSCO	Surge Suppression - Analog	IS-DPTL	
111	✓	TESSCO	Surge Suppression - DSO	TJ2DSO	
112	✓	TESSCO	Cable Tray – 12’ X 12”	LT-12-6D	
113	✓	ADTRAN	NetVanta 3200 – 56K DSU	4200861L1	

New Orleans Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
114	✓	ADTRAN	NetVanta 3200 – 56K DSU	4200861L1	

BATON ROUGE HARDWARE INVENTORY

Baton Rouge Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
1	✓	JPS Communications	Chassis & Backplane	5961-200000	2042
2	✓	JPS Communications	Chassis & Backplane	5961-200000	2206
3	✓	JPS Communications	PSM-1 Power Supply Module	5951-813000	
4	✓	JPS Communications	PSM-1 Power Supply Module	5951-813000	
5	✓	JPS Communications	CPM-2 CPU Module	5961-213000	
6	✓	JPS Communications	CPM-2 CPU Module	5961-213000	
7	✓	JPS Communications	HSP-2 Handset/Speaker Module	5962-314000	
8	✓	JPS Communications	HSP-2 Handset/Speaker Module	5962-314000	
9	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
10	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
11	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
12	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
13	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
14	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
15	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
16	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
17	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
18	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
19	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
20	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
21	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
22	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
23	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	

Baton Rouge Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
24	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
25	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
26	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
27	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
28	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
29	✓	JPS Communications	DSP-1 Radio Interface Card	5961-818000	
30	✓	JPS Communications	PSTN Card	5961-215000	
31	✓	JPS Communications	PSTN Card	5961-215000	
32	✓	JPS Communications	PSTN Card	5961-215000	
33	✓	JPS Communications	Master Slave Cable	0314-037000	
34	✓	JPS Communications	ETS-1 Vipernet Controller		138
35	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1049
36	✓	JPS Communications	NXU-2 Vipernet Endpoint	5000-600000	1048
37	✓	JPS Communications	Network Hub	Netgear EN108	ENT8B24221135
38	✓	JPS Communications	RS-232 Conversion Cable	0313-090010	
39	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
40	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
41	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
42	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
43	✓	JPS Communications	Astro Spectra Cable	5961-291132-15	
44	✓	JPS Communications	Astro Consolette Cable	5961-291212-15	
45	✓	JPS Communications	Astro Consolette Cable	5961-291212-15	
46	✓	JPS Communications	Kenwood Cable for TK-760HGK	5961-291174-15	
47	✓	JPS Communications	Kenwood Cable for TK-860HGK	5961-291174-15	
48	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		12052902
49	✓	JPS Communications	LE-10 Phone to NXU-2 Cable		11081802
50	✓	Motorola	Astro Consolette	L04UJH9PW7AN	761CDL0226
51	✓	Motorola	Astro Consolette	L04UJH9PW7AN	761CDL0227

Baton Rouge Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
52	✓	Motorola	800 MHz Smartnet Spectra	D04UJH9PW7AN	494CDL0657
53	✓	Motorola	800 MHz Smartnet Spectra	D04UJH9PW7AN	494CDL0658
54	✓	Motorola	800 MHz Smartzone Spectra	D04UJH9PW7AN	494CDL0659
55	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDL0327
56	✓	Motorola	VHF Astro Spectra	D04KKH9PW7AN	412CDL0328
57	✓	CML Technologies	MC3000 Consolette Deskset	L3223A	124CDJ0276
58	✓	CML Technologies	MC3000 Consolette Deskset	L3223A	124CDJ0375
59	✓	CML Technologies	Digital Junction Box	L3208A	124CDJ0011
60	✓	CML Technologies	Digital Junction Box	L3208A	124CDJ0039
61	✓	CML Technologies	Astro Cable	ZA00225AA	
62	✓	CML Technologies	Astro Cable	ZA00225AA	
63	✓	Mills Communications	Kenwood 50 Watt UHF	TK-760HGK	41000196
64	✓	Mills Communications	Kenwood 40 Watt VHF	TK-860HGK	40600400
65	✓	Mills Communications	Adapter Cable - External I/O	KCT-19	
66	✓	Mills Communications	Adapter Cable - External I/O	KCT-19	
67	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
68	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
69	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
70	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
71	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
72	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
73	✓	TESSCO	19" Rack Shelves	SA-1279- BLACK	
74	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	
75	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	
76	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	
77	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	
78	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	
79	✓	TESSCO	Power Supply - 13.8 VDC	RM5012	

Baton Rouge Site Inventory					
Item	**OK**	**Vendor**	**Description**	**Model Number**	**Serial Number**
80	✓	TESSCO	Surge Suppression - Analog	IS-DPTL	

APPENDIX C—TRAINING SCHEDULE

PUBLIC SAFETY PSWN PROGRAM WIRELESS NETWORK

Baton Rouge	Operational Training, Aug. 18 8:30am – 4:30pm		Tech. Training, Aug. 19 8:30am – 4:30pm	
Baton Rouge ATM/EOC 3773 Harding Blvd. Baton Rouge, Louisiana Point of Contact Ms. Bobbie Messer, (225) 389-2875	City of Baton Rouge	11	City of Baton Rouge	4
	Louisiana State Police	4	Louisiana State Police	4
	West Feliciana Parish	2	West Feliciana Parish	2
	U.S. Coast Guard	2	U.S. Coast Guard	2
	Federal Bureau of Investigation	2	DOTD	3
Subtotals		**21**		**15**

New Orleans	Operational Training, Aug. 20 8:30am – 4:30pm		Tech. Training, Aug. 21 8:30am – 4:30pm		Tech. Training, Aug. 22 8:30am – 4:30pm	
New Orleans Fire Dept. 401 City Park Ave. New Orleans, Louisiana Point of Contact Tom Levy, (504) 483-2550	New Orleans Fire Department	9	New Orleans Fire Department	2	US Coast Guard	6
	New Orleans Police Department	6	Border Patrol	1	New Orleans Fire	1
	Border Patrol	1	Crescent City Connection	2	St. Bernard's Fire	2
	Harbor Police	2	Federal Bureau of Investigation	3	New Orleans Police Department	3
	U.S. Coast Guard	6	Jefferson Parish Sheriff's Office	2		
	Crescent City Connection	2	Causeway Police	1		
	Federal Bureau of Investigation	2	U.S. Customs	2		
	Jefferson Parish Sheriff's Office	2	Drug Enforcement Administration	1		
	Causeway Police	1				
	Drug Enforcement Administration	1				
	St. Bernard's Fire	**2**				
Subtotals		**34**		**14**		**12**

APPENDIX D—DRAFT STANDARD OPERATING PROCEDURE

APPENDIX E—INTER-MODULATION ANALYSIS

APPENDIX F—PRELIMINARY TEST RESULTS

Rosedale Tower Site in New Orelans

AGENCY	FREQ. BAND	TX OUTPUT	FORWARD	REFLECTED	VSWR
JPSO	800	5.0	5.0	0	1:1
CCPD	800	4.7	4.7	0	1:1
STATE DPS	800	4.6	4.6	0	1:1
HARBOR PD	800	4.9	4.9	0.1	1.04:1
FBI	VHF	5.0	5.0	0.1	1.04:1
USBP	VHF	5.0	5.0	0	1:1
DEA	UHF	5.0	5.0	0	1:1
USCS	VHF	6.0	6.0	0	1:1
VHF PROG.	VHF	8.0	4.5	2.0	3.25:1
UHF PROG**	UHF	9.0	9.0	0.1	1.02:1
ITAC	800	4.0	4.0	0	1:1
ICALL	800	4.0	4.0	0	1:1
N.O. EMS	800	9.0	9.0	0	1:1
N.O. FIRE	800	9.0	9.0	0	1:1
N.O. PD	800	9.0	9.0	0	1:1
CAUSEWAY P.D.	800	35.0	35.0	1.25	1.07:1

** Vendor to replace bad antenna on VHF Programmable Radio

ATM-EOC Site in Baton Rouge

AGENCY	FREQ. BAND	TX OUTPUT	FORWARD	REFLECTED	VSWR
ITAC	800	4.9	4.9	0.1	1.04:1
ICALL	800	4.9	4.9	0.1	1.04:1
FBI	VHF	8.0	8.0	0.2	1.05:1
US CUSTOMS	VHF	6.1	6.1	0.3	1.1:1
VHF PROG.	VHF	8.2	8.2	0.3	1.08:1
UHF PROG.	UHF	9.1	9.1	0.2	1.04:1
STATE DPS	800	4.8	4.8	0	1:1
CITY OF B.R.	800	6.0	6.0	0.2	1.07:1
EBR PARISH S.O.	800	6.1	6.1	0.2	1.07:1

APPENDIX G—LIST OF ACRONYMS

LIST OF ACRONYMS

ATM/EOC	Automated Traffic Management/Emergency Operations Center (Baton Rouge)
BIM	Base Interface Module
CCCPD	Crescent City Connection Police Department
CWO	Chief Warrant Officer
CS	Control Station
DEA	Drug Enforcement Administration
DOJ	Department of Justice
DPS	Department of Public Safety
EMS	Emergency Medical Services
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FCC	Federal Communications Commission
FD	Fire Department
IM	Inter-modulation
INS	Immigration and Naturalization Service
IPT	Integrated Program Team
LA	Louisiana
LDOTD	Louisiana Department of Transportation and Development
LMR	Land Mobile Radio
MHz	Megahertz
MOU	Memorandum of Understanding
NOPD	New Orleans Police Department
NTIA	National Telecommunications and Information Administration
OEP	Office of Emergency Preparedness
PD	Police Department
PS	Public Safety
PSWN	Public Safety Wireless Network Program
RF	Radio Frequency
RMWIS	Regional Maritime Wireless Interoperability Strategy
SO	Sheriff's Office
TRC	Technical Resource Center
UHF	Ultra High Frequency
U.S.	United States
USCG	United States Coast Guard
USCS	United States Customs Service
USSS	United States Secret Service
VHF	Very high frequency