

NCNG COUNTERDRUG PROGRAM

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DIRECTOR

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NGR 500-2/ANGI 10-801, 29 August 2008, National Guard Counterdrug Support



- National Guard Counterdrug program born out of the 1987 Executive Order 12590, the Anti-Drug Abuse Act of 1988 and the ONDCP's 1989 National Drug Control Policy.
- 1989 Defense Authorization Act provided funding to the Guard to support the State's Counterdrug Support Plans.
- NC Began to support local law enforcement agencies through aviation support in 1989

Mission



- Provide Support to Local, State and Federal Law Enforcement Organizations (LEO)
- Mission Profile
 - Law Enforcement Support (Interdiction)
 - Marijuana Eradication
 - LE Training
- State Support during emergencies
 - Hurricane, flood, mass casualty evac
 - Search and rescue
 - HOIST



MISSION SUPPORT TYPES:

- "2B" Intelligence Analyst, Translation Support,
 Counter-Threat Finance
- "3A" Marijuana Eradication
- "4" Counterdrug LEA Training (MANTA)
- "5A" Ground reconnaissance support
- "5B" Air Reconnaissance Support

Task Force Structure



- ~18-65 personnel
- The Director/Counterdrug Coordinator (CDC), typically a Lieutenant Colonel, oversees the program in accordance with the Governor's State Action Plan
- Headquarters staff (1 Deputy/XO, 4 NCOs (admin/supply/Budget)
- Each year's funding dependent on appropriations from Congress and Congressional Adds.
- Aviation Section currently 5 pilots, 4 mechanics on fulltime active duty orders
- Augmented by 3-4 trained aviators with counterdrug experience not on full time counterdrug orders.

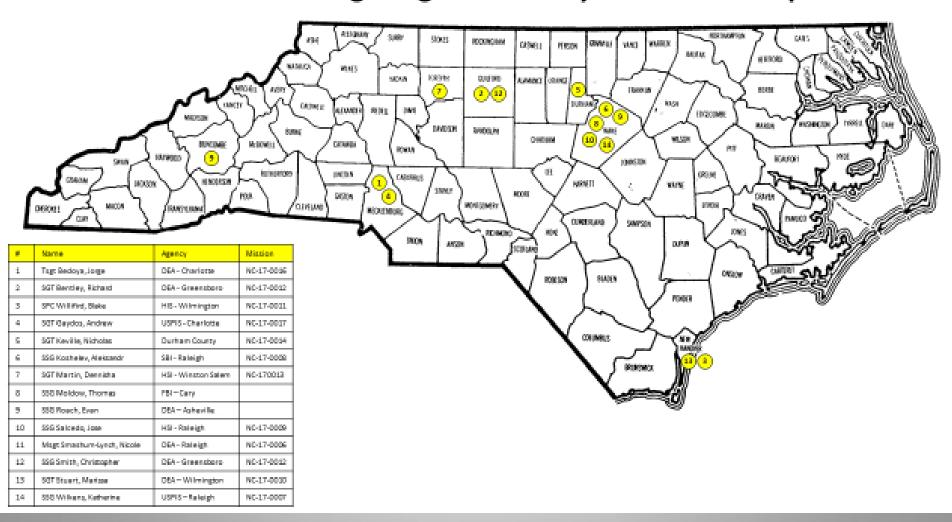
Task Force Structure



- 4 LUH-72 Lakota aircraft available for use
- 14 Criminal Analyst at 13 offices
- MANTA (Director/NCOIC/IT)
- Ground Surveillance (1 NCOIC, x3)
- Full Time Counterdrug personnel belong to a "traditional" guard unit and participate in unit functions.

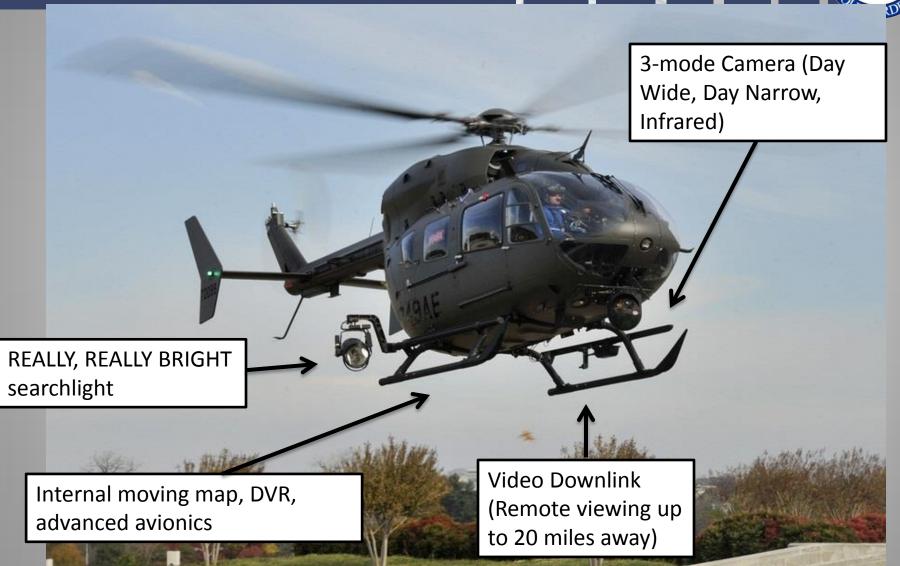


NC Counterdrug Program - Analyst Location Map



UH-72 General Description





Primary Purpose





Primary Purpose





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After officer safety, the purpose for CD is to provide actionable...

INFORMATION

Mission Support Integration



How do we provide INFORMATION?

- Maintaining concealment through altitude or standoff distances
- Maximizing use of military grade imaging systems and technology
- Training law enforcement to include observers to make solid fact based decisions
- Watching suspects in an environment they perceive to be secure and safe.

Intelligence Preparation



What we need to know

- What is going on?
 - Current state of target and associated organizations
- What do we want to happen?
 - If everything goes right in the investigation, what is the end state? How can we affect larger DTO goals?
- Target Friendly Areas
 - Location of associates, stash houses, delivery locations, hangout locations. Where could he go?
- Target Likely Courses of Action
 - Will he run? Will he give up? Will he conduct counter surveillance? What is his tendencies?
- Target Threat
 - Does he pose a threat to LEO's?

Reconnaissance Principles



- What we do from the ground or the air
 - Detect Find target of interest
 - Identify Confirm target ID and activity
 - Locate Where is he in comparison of where he is suppose to be.
 Where is he going? Is this what we expected?
 - Report Accurate and timely information. Not an analysis we report only what we see.

Mission Support Integration



- Types of Support typically provided:
 - Case Development
 - Pattern of Life/Positive Identification
 - Vehicle Tracking
 - Pre-raid surveillance
 - Buy/Walk, Buy/Bust (vehicle stops?)
 - Marijuana Indoor Grow
 - Fixed-Point Surveillance
 - Open Air-Markets
 - Life/Limb/Property protection

Legal Non-Counterdrug Uses



- Search for lost person at risk of death
- Search for escaped, suspected dangerous felons that engager public safety
- Submit requests for support via NC Emergency Management Operations Center (EOC) for Aviation Support.

Legal Non-Counterdrug Uses



- If we are supporting you on a mission and ANY situation comes up that threatens life, limb or great human suffering, we have emergency authority to act.
- Keep in mind that our aircraft is not equipped with any emergency medical equipment and any casualty evacuation to a medical facility may be more dangerous than waiting on an ambulance.

Questions?



