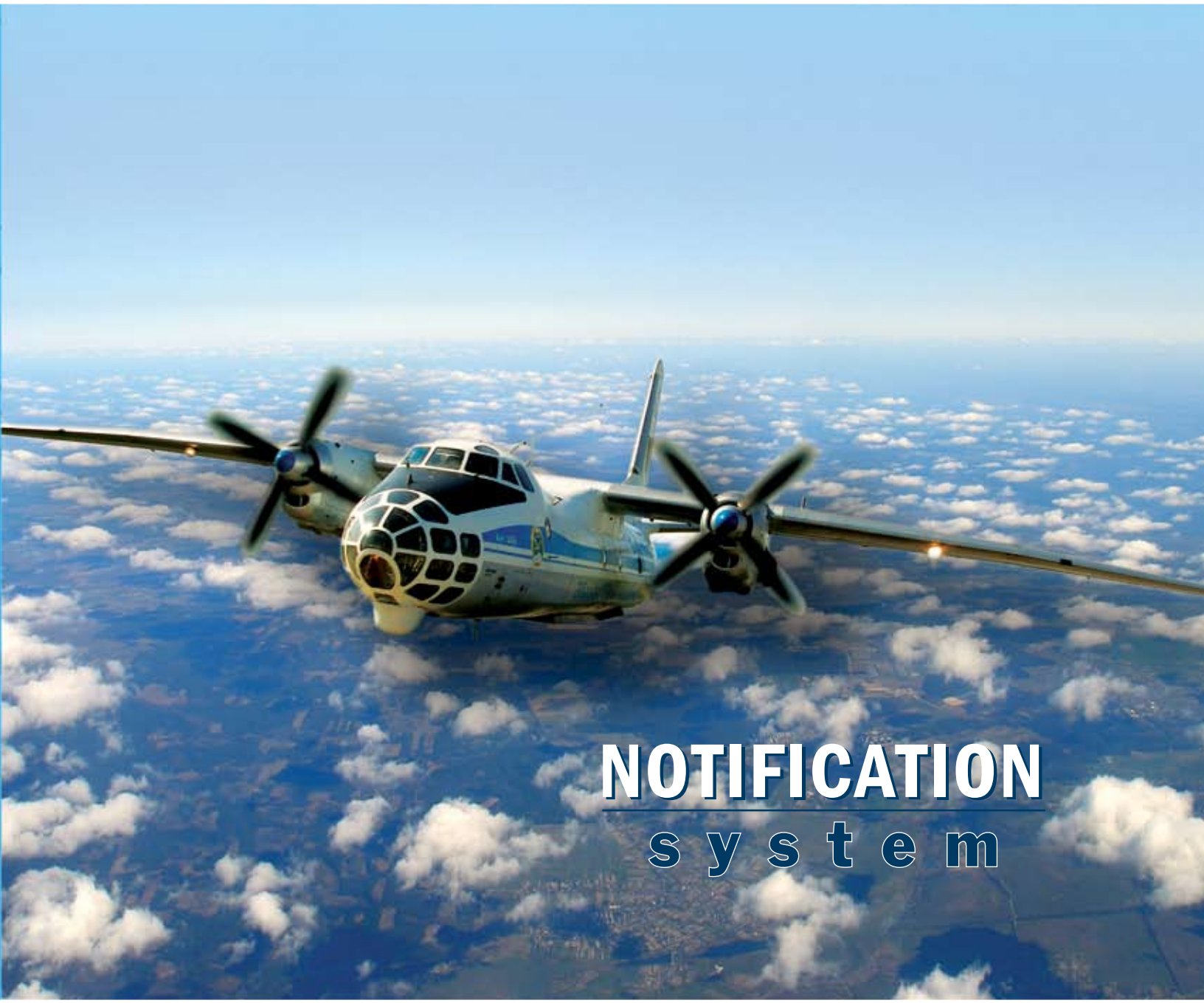
OPEN *Skies*



NOTIFICATION system

Product No. 315P

READINESS DTIRP THROUGH AWARENESS

This pamphlet was prepared by the Defense Treaty Inspection Readiness Program (DTIRP) to increase ***Readiness Through Awareness*** throughout the Department of Defense (DoD) and defense-contractor community. Additional copies of this pamphlet and other arms control security-related materials may be obtained by contacting the DTIRP Outreach Program Coordinator.

November 2008

DTIRP Outreach Program
Defense Threat Reduction Agency
8725 John J. Kingman Road, Stop 6201
Fort Belvoir, VA 22060-6201

From the DTIRP Outreach series: Product No. 315P

Open Skies Notification System

Table of Contents

INTRODUCTION

This pamphlet describes the Open Skies Notification System operated by the Open Skies Division at the Defense Threat Reduction Agency (DTRA). This important treaty implementation support service provides advance notification and flight status messages to subscribed facilities located inside the United States. These messages keep subscribed facilities informed about when they may be overflown and imaged during an Open Skies observation mission.

This knowledge provides facilities with a window of time—estimated to be a maximum of 24 hours—within which to implement appropriate measures if needed to ensure facility safety and security, and to prevent or minimize any adverse impacts an observation flight could have on their schedule and activities. Equally important, facilities will have this opportunity to prevent or minimize any adverse impacts their schedule and activities could have on an observation flight.

To receive Open Skies notification messages, see the subscription and contact information provided on page 18.

TREATY OVERVIEW

The Treaty on Open Skies entered into force on January 1, 2002. When the Treaty opened for signature in March 1992, there were 27 original signatories. These included the United States, Russia, United Kingdom, Germany, Canada, and 22 other European states. The United States ratified the Treaty in December 1993, and at present there are a total of 34 States Parties. This number does not include Kyrgyzstan, which has signed but not yet ratified the Treaty.

The Treaty allows States Parties to fly observation missions over the entire territories of the other States Parties. Observation flights are conducted using unarmed, certified Open Skies aircraft equipped with treaty-approved imaging sensors to collect data. These flights serve as confidence-building measures supporting the Treaty's underlying premise, which is that greater military openness and transparency among the participating States of the Organization for Security and Cooperation in Europe (OSCE) will lead to a lessening of regional tensions and reduce the probability of conflict occurring from "Vancouver to Vladivostok."

For training purposes, the United States regularly participates in joint training flights (JTFs) with its treaty partners. JTFs permit U.S. personnel to test and operate Open Skies aircraft and sensors in a variety of situations. These flights allow all States Parties to practice mission procedures and sensor operations, which increases their abilities to conduct observation flight-related activities more efficiently and effectively.

Implementation

The Open Skies Consultative Commission (OSCC) is the international forum established by the Treaty to oversee and facilitate treaty implementation. Decisions in the OSCC are made by consensus and the OSCC is empowered to consider the accession of any state which in the judgment of the Commission is able and willing to contribute to the objectives of the Treaty.

The OSCC is also the forum where the annual number of observation flights each State Party is obligated to accept over its territory is determined for the upcoming year. This number, known as the Party's "passive" quota, is determined through the OSCC's annual quota negotiation and distribution process. Although a Party's negotiated passive quota for a particular year may be *less* than its passive quota specified in Annex A to the Treaty, its annual quota may *never exceed* that number.

The passive quotas specified in Annex A vary by country. Russia and the United States each have a passive quota of 42, but to date the actual number of observation missions flown over the United States has been far fewer than this maximum number. Until 2008, only Russia had expressed a desire to fly over the United States. In 2008, Russia flew four observation missions over the United States. Sweden accompanied Russia on the second of these missions. Russia also conducted four observation missions over the United States in 2007 and 2006. Russia flew two missions over the United States in 2005 and 2004.

Rights and Obligations

Within the Parties' annual quotas agreed in the OSCC, any State Party may initiate an observation mission over another State Party. Each State Party also has the right to obtain a copy of the data collected during any observation mission conducted by other States Parties.

When initiating an observation mission, the observing Party is required to provide at least 72 hours advance notice to the observed Party prior to the estimated time of their arrival at the observed Party's point of entry (POE). A maximum of 96 hours is allowed for the mission, beginning from the estimated time of arrival at the POE. This time period also includes any refueling and rest stops required during the mission. If the observed Party requests a demonstration flight of the observing Party's aircraft, the mission may be extended by up to 24 hours.

There is no right of refusal for Open Skies observation missions, and any place on entire territory of the observed Party may be overflown. Only legitimate flight safety concerns may prevent overflight of a particular

area. Open Skies flights are required to satisfy International Civil Aviation Organization safety standards and national flight clearance practices. They are also required to follow the flight path stated in the mission plan agreed by both the observing and the observed Parties. In certain situations, the Treaty allows the Open Skies aircraft to deviate by up to 50 kilometers along either side of the projected flight path.

The observed Party has the right to have escorts present throughout Open Skies observation missions and to conduct a pre-flight inspection of the observing Party's aircraft and sensors to ensure they meet treaty requirements. In the United States, personnel from DTRA monitor Open Skies observation missions and accompany the observing Party during their entire in-country stay.

Imaging Sensors

The four types of imaging sensors approved by the Treaty for use on Open Skies aircraft are listed below along with the treaty-specified sensor resolution limits for each type of sensor. "Resolution" refers to the minimum distance on the ground between two detached objects for them to be distinguished as separate objects.

- **Optical panoramic and framing cameras** are limited to 30 centimeters ground resolution;
- **video cameras with real-time display** are limited to 30 centimeters ground resolution;
- **infrared (IR) line-scanning devices** are limited to 50 centimeters ground resolution; and
- **sideways-looking synthetic aperture radar (SAR**) is restricted to 3 meters ground resolution.

The Open Skies aircraft currently certified for use during observation missions are equipped only with optical wet film panoramic and framing cameras, and video cameras with real time display. No State Party has yet implemented infrared (IR) line-scanning devices or sideways-looking synthetic aperture radar (SAR).

U.S. Compliance

The aims of the Treaty on Open Skies serve U.S. national interests and the United States is committed to being in full compliance with the Treaty. At the same time, it is important to prevent or minimize any safety or security risks associated with the conduct of observation missions.

To assist facilities with maintaining safety and security during an observation overflight, this pamphlet describes the notification system operated by the Open Skies Division at DTRA. DoD, defense contractor, and other industry facilities and organizations may subscribe to this service. They will receive advance notification and flight status messages which will keep them informed about the location of the Open Skies aircraft and about when their facility may be within range of aircraft sensors.

THE NOTIFICATION SYSTEM

Purpose

The Open Skies Division at DTRA developed and operates the Open Skies Notification System to provide U.S. facilities with advance warning about impending observation missions and to keep subscribed facilities informed about when they may be overflown and imaged during the flight. The system sends multiple messages throughout the mission to continually update subscribed facilities about the current status and location of the Open Skies aircraft.

Once notified, facilities will have a window of time—estimated to be a maximum of 24 hours—within which to implement appropriate measures to prevent or minimize any adverse impacts an observation flight may have on their schedule and activities, or conversely, any adverse impacts their schedule and activities may have on an observation flight. For example, upon notification, satellite, rocket, and missile launch facilities whose ongoing or scheduled activities may interfere with aircraft navigation, endanger flight safety, or otherwise affect the safe passage of an observation aircraft, may suspend such activities.

Facilities are advised to carefully assess the risks posed by Open Skies observation flights. Outdoor activities or indicators such as power sources, ventilation systems, cooling ponds, and pollution-affected vegetation could potentially reveal proprietary, national security-related, or other sensitive information.

Open Skies Management and Planning System (OSMAPS)

The Open Skies Management and Planning System (OSMAPS) is operated and maintained by DTRA's Open Skies Division. This system is composed of a number of different modules, each of which is used as needed to plan "active" Open Skies missions (when the United States is the observing Party) and to manage "passive" missions (when the United States is the observed Party). Of the many modules making up OSMAPS, the three most important for supporting passive observation missions are the Passive Overflight Module (POM), the Telephone Notification System (TNS), and the Database Management Facility (DMF).

Passive Overflight Module (POM)

The Passive Overflight Module (POM) is used to analyze relevant mission data. From this data, the POM is able to determine sensor coverage areas and to generate appropriate notification messages. Relevant mission data contained in the mission plan (both the proposed and the final mission plan) is entered into the POM. This data includes the aircraft's planned altitudes, turn points, and flight path over ground. It also includes sensor capabilities.

Within the resolution limits set by the Treaty (see page 5), aircraft sensors may be used at any time during the observation flight provided the aircraft has not deviated outside the range permitted along the flight path. Deviations from the agreed flight path may result from navigation inaccuracies or from other causes. In the event the aircraft deviates outside the permitted range, the aircraft sensors are turned off.

Typically, the POM is set to calculate an approximate 50-kilometer sensor range along each side of the aircraft plus a 50-kilometer aircraft deviation range along each side of the flight path. These calculations result in the identification of an area approximately 200-kilometers wide running along the projected flight path. By comparing this area with the site coordinates of subscribed facilities, and by taking local terrain features into account, the POM is able to identify which facilities are located along the flight path and may be within range of aircraft sensors during the mission.

The POM will then be able to generate the appropriate notification messages to be sent to subscribed facilities. These messages are transmitted by DTRA's Telephone Notification System and Defense Messaging Service (DMS).

Telephone Notification System (TNS)

The Telephone Notification System (TNS) is a computer-based autodialer that simultaneously transmits POM-generated messages to appropriate facilities over multiple telephone lines. The TNS disseminates email, fax, pager, and voice phone call messages and makes multiple attempts to contact each facility. It also flags those facilities it is unable to reach so that DTRA personnel can follow-up with subscribed facilities and update the telephone calling list with reliable contact information as needed. The TNS sends messages to facilities on two separate lists: the Standard Calling List (SCL) and the Affected Site List (ASL).

Standard Calling List (SCL)

The Standard Calling List (SCL) is composed of facilities and organizations such as major military commands, the Federal Aviation Administration, and other government agencies that require all available information regarding Open Skies implementation activities. Subscribed facilities on the SCL receive all messages whether or not they may be affected by an observation mission.

Affected Site List (ASL)

The Affected Site List (ASL) is composed of facilities and organizations desiring to receive notifications only when their facility, programs, or operations could be affected by an observation mission. Typical subscribed facilities are those whose schedules and activities might be adversely impacted by, or might adversely impact, an observation mission. To be included on the ASL, the facility needs to indicate its location in precise latitude and longitude coordinates.

Database Management Facility (DMF)

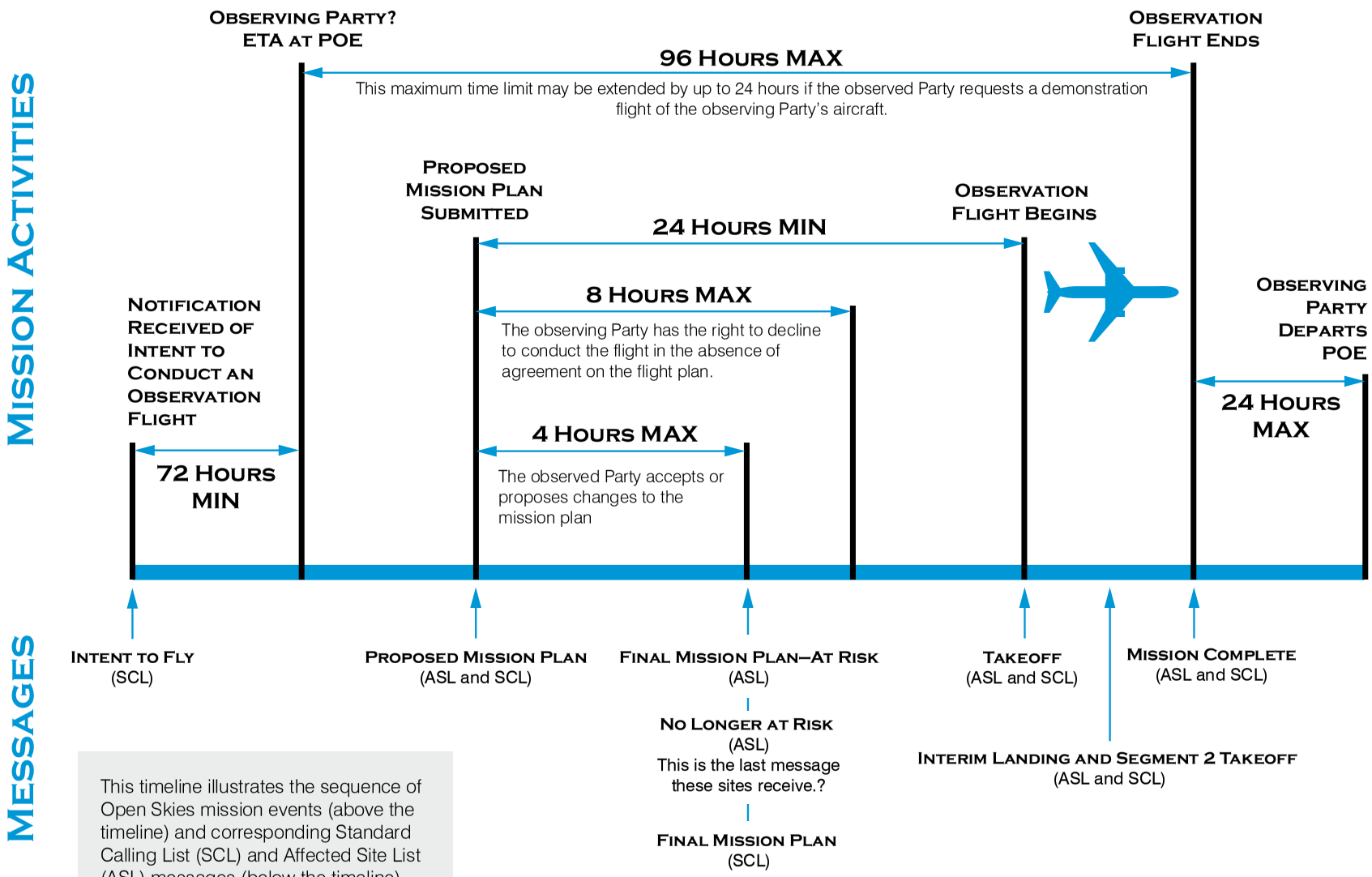
The Database Management Facility (DMF) is a database inside the POM. This database contains the information provided for each facility and organization subscribed to the Open Skies Notification System and is essential for enabling the POM to generate appropriate SCL and ASL messages.

When subscribing, facility representatives complete an Open Skies Database Management Facility (DMF) registration form (see Appendix A for an example of this form) for either the SCL or the ASL. When this information is entered into the DMF, each facility or organization is identified by a unique site identification number assigned by DTRA. Each site is also assigned a personal identification number (PIN) for use when confirming the receipt of each message.

Sequence of Notification Events

A detailed timeline of Open Skies observation mission events and notification messages is provided on page 10. Mission events are depicted above the timeline, and the corresponding ASL and SCL notification messages are shown below the timeline.

Open Skies Observation Mission Timeline



This timeline illustrates the sequence of Open Skies mission events (above the timeline) and corresponding Standard Calling List (SCL) and Affected Site List (ASL) messages (below the timeline).

NOTIFICATION MESSAGES

The Open Skies Notification System transmits a series of advance warning and flight status messages to subscribed facilities during Open Skies observation missions flown over the United States. These messages keep subscribed facilities informed about when they may be overflown and, potentially, imaged. This information provides subscribed facilities with an opportunity to take appropriate actions to ensure flight and facility safety and security during the mission.

Subscribed facilities are required to confirm their receipt of each message sent by the Open Skies Notification System. For this purpose, a toll-free number will be included in each message sent by email, fax, and voice mail. If subscribed facilities receive messages by voice phone call and a facility representative answers the call in person, they will be prompted to immediately confirm receipt of the message without needing to make a separate call. Each message will continue to be re-sent at regular intervals until its receipt has been confirmed.

Messages sent to Affected Site List (ASL) and Standard Calling List (SCL) subscribed facilities are transmitted by the Telephone Notification System (TNS), whereas messages sent to the Open Skies Address Indicator Group (AIG) 4764, maintained by DTRA's Operations Center, are transmitted by the Defense Messaging Service (DMS). The DMS version will include the special use areas (SUAs) through which the Open Skies aircraft will be expected to fly during the observation mission. (For a definition and examples of SUAs, see page 20.)

Examples of actual notification messages sent by the TNS to SCL and ASL subscribed facilities are provided in Appendices B and C, respectively. (These examples are of fax messages. Voice phone call and pager messages are somewhat different.)

The order in which each message is sent is illustrated on the Open Skies timeline provided on page 10. Each message is also described below, in sequential order. These descriptions summarize the event(s) triggering each message, message contents, its recipients, and the actions required of recipient facilities.

Intent to Fly Message

The first notification message that may be sent to subscribed facilities is the "Intent to Fly Message" (also referred to as an "Intent to Conduct Observation Flight Message"). The Treaty on Open Skies requires observing parties to notify the observed Party of their intent to conduct an observation mission over the observed Party's territory at least 72 hours prior to the estimated time of their arrival at the observed Party's POE. When a notification is received in the United States, an "Intent to Fly Message" will be sent by the TNS to all SCL subscribed facilities and to those ASL facilities specifically requesting to receive these early warning messages.

The "Intent to Fly Message" will include the name(s) of the observing Party (or Parties), the mission's earliest possible start time ("Takeoff will occur no sooner than...") and latest possible stop time ("This Mission must be completed by..."). This information will provide facilities with the maximum possible window of time during which they could, potentially, be overflown.

At this early point in the inspection process, no mission plan or flight path information will be available. Consequently, it will not yet be known which facilities on the SCL or ASL may be overflown.

Subscribed facilities will be asked to confirm their receipt of this message and informed that the next message will be sent when a proposed mission plan is submitted by the observing Party.

Proposed Mission Plan Message

The Treaty requires the observing Party to submit a proposed mission plan to the observed Party at least 24 hours prior to the initial takeoff of the Open Skies aircraft. When this plan is submitted, the plan data will be entered into DTRA's Transportable Operation Planning System (TOPS). TOPS will be used to transmit this data to DTRA Headquarters where it will be entered into the Passive Overflight Module (POM) for analysis.

The POM will be used to identify the approximate sensor coverage areas and the coordinates of ASL facilities located within these areas. The POM will then be able to generate the appropriate "Proposed Mission Plan Messages" to be sent by the TNS to those ASL subscribed facilities that may be overflown and imaged during the mission, and to all SCL subscribed facilities. The message will also be sent by the DMS to all organizations on the AIG 4764.

The “Proposed Flight Plan Messages” will inform recipients that a proposed mission plan has been received and will include the proposed date(s), time(s), and locations(s) for takeoff(s) and landing(s) of the Open Skies aircraft during the expected observation flight.

Messages sent by the TNS to selected ASL subscribed facilities will inform them that according to the proposed flight path they are likely to be observed during the mission. Most important, these ASL messages will include the approximate time(s) when the facility will most likely be within range of aircraft sensors.

Messages sent to SCL subscribed facilities and AIG 4764 organizations will contain the entire proposed mission plan. These messages will include detailed data specifying the proposed turn point coordinates, altitudes, airspeeds, radar markers along the flight path, and time en route. Subscribed facilities will be asked to confirm their receipt of this message and will be informed that the next message will be sent when a final mission plan has been agreed by the observed and the observing Parties.

Final Mission Plan Messages

Before reaching agreement on the final mission plan, and not later than four hours after the observing Party has submitted its proposed mission plan, the Treaty allows the observed Party to negotiate changes. When changes are proposed by the observed Party, the observing Party is obligated either to accept these changes or to exercise its right to cancel the flight not later than eight hours after initially submitting the proposed mission plan.

When the final mission plan is accepted, the mission data will be updated in the POM and a “Final Mission Plan Message” will be generated. This message will be sent by the TNS to all SCL subscribed facilities and by the DMS to all AIG 4764 organizations. The message will contain the entire final mission plan, including detailed flight path data such as the agreed turn point coordinates, altitudes, airspeeds, radar markers along the flight path, and time en route. Subscribed facilities will be asked to confirm receipt of this message and informed that the next message will be transmitted when the Open Skies aircraft takes-off.

Final Mission Plan – At Risk Message

A "Final Mission Plan – At Risk Message" will be sent by the TNS to ASL subscribed facilities determined by the POM to be subject to observation during the upcoming mission. This message will be the first notification sent to ASL subscribed facilities that were not subject to observation under the proposed mission plan initially submitted by the observing Party.

The message will inform ASL subscribed facilities that their facility will be subject to observation during the mission, and will include the date(s), time(s), and location(s) of the planned takeoff(s) and landing(s) of the Open Skies aircraft. Most important, the message will include the approximate time(s) their facility is expected to be within range of aircraft sensors. Subscribed facilities will be asked to confirm their receipt of the message and informed that the next notification will be transmitted at the Open Skies aircraft's initial takeoff.

No Longer At Risk Message

A "No Longer at Risk Message" will be sent by the TNS to ASL subscribed facilities only if: 1) they previously received a "Proposed Mission Plan Message" informing them that they may be overflown and imaged during the mission; and if 2) under the agreed final mission plan, there were changes to the flight path resulting in their facility not being within range of aircraft sensors. Subscribed facilities will be asked to confirm their receipt of the message and informed that no further messages will be transmitted to their facility.

Takeoff Message

When the Open Skies aircraft initially takes-off, ASL subscribed facilities (subject to observation during the mission) and SCL subscribed facilities will receive a "Takeoff Message" sent by the TNS. This message will indicate the date, time, and location of takeoff. Messages to ASL subscribed facilities will also indicate the approximate time(s) when their facility may be within range of aircraft sensors.

Facilities will be asked to confirm their receipt of the message and will be informed that the next notification will be transmitted when the aircraft lands.

Interim Landing Message

The final mission plan may include an interim stop for refueling or for an overnight rest. If an interim landing is scheduled, the TNS will transmit an "Interim Landing Message" to ASL subscribed facilities (subject to observation) and to SCL subscribed facilities. This message will indicate that a scheduled interim landing has taken place and will include the landing time and location.

Facilities will be asked to confirm their receipt of the message and will be informed that the next notification will be transmitted when the aircraft again takes-off.

Segment 2 Takeoff Message

When the Open Skies aircraft takes-off after an interim landing, the TNS will transmit a "Segment 2 Takeoff Message" to ASL subscribed facilities (subject to observation) and to SCL subscribed facilities. The message will indicate that the mission has resumed and will include the Segment 2 takeoff date, time, and location. It will also indicate the approximate time(s) when ASL subscribed facilities may be within range of aircraft sensors.

Facilities will be asked to confirm their receipt of the message and will be informed that the next notification will be transmitted when the aircraft again lands.

Mission Complete Message

When the Open Skies aircraft lands at the end of the mission, the TNS will transmit a "Mission Complete Message" to ASL subscribed facilities (subject to observation) and to SCL subscribed facilities. The message will indicate that the observation mission has been completed and will include the time and location of the aircraft's final landing.

The messages sent to ASL subscribed facilities will inform these facilities that it is highly probable they were overflown and imaged during the mission. Facility representatives will be directed to contact their DoD security representative or the DTRA Operations Center (phone and fax numbers for the DTRA Operations Center will be provided in the message) if they have any questions or concerns.

Subscribed facilities will be asked to confirm their receipt of the message and will be informed that no further messages will be transmitted concerning this mission.

Miscellaneous Message

In addition to the standard notification messages described above, miscellaneous non-standard messages may also be transmitted to potentially affected facilities during key moments of the mission. For example, a facility might be alerted to a change in time(s) when the facility may be overflown due a significant delay.

Flight delays can result from a number of different causes such as bad weather conditions which make it unsafe to fly. The Open Skies aircraft could also experience technical difficulties. Delays could also be caused by a medical emergency involving a person onboard the aircraft.

Subscribed facilities will be asked to confirm their receipt of non-standard messages in the same way they confirm their receipt of standard notification messages.

Summary of Notification Messages

The following table summarizes the types of Open Skies notification messages that may be transmitted during an observation mission. The table also indicates whether these messages are transmitted by the TNS or DMS, and whether recipients include SCL or ASL subscribed facilities or AIG 4764 organizations.

Summary of Notification Messages Table

Message Type	Recipients		
	Standard Call List	Affected Site List	AIG 4764
Intent to Fly	TNS		
Proposed Mission Plan	TNS	TNS	DMS
Final Mission Plan	TNS	TNS*	DMS
Takeoff #1	TNS	TNS	
Interim Landing	TNS	TNS	
Takeoff #2	TNS	TNS	
Mission Complete	TNS	TNS	
Miscellaneous	TNS	TNS	

* This list may change due to changes in the mission plan. New sites may be identified, and previously identified sites may no longer be subject to observation.

How to Subscribe

To receive notification messages concerning Open Skies observation missions, you may contact the Open Skies Division at DTRA directly by phone or fax:

- Call DTRA Open Skies Division (OSO) personnel at: (703) 767-0802 or DSN 427-0802.
- Fax DTRA Open Skies Division (OSO) personnel at: (703) 767-0505 or DSN 427-0505.

You may request a copy of the Database Management Facility (DMF) registration form or refer to the Open Skies Notification registration form in Appendix A of this pamphlet to be added to either the Affected Site List (ASL) or the Standard Calling List (SCL).

For assistance with determining which list (ASL or SCL) is appropriate for your facility or organization, please call one of the telephone numbers listed above.

Additional Information

For more information about the Treaty on Open Skies and how to protect your facility's security during observation missions, you may contact the DTIRP Outreach Program Coordinator at: 1-800-419-2899, or send an email to: dtirpoutreach@dtra.mil.

Additional arms control treaty and security awareness materials are also available on the DTIRP Website at: http://dtirp.dtra.mil. Direct links to sections of particular interest are also provided below:

- Treaty Information Center: http://dtirp.dtra.mil/TIC/index.cfm
- DTIRP Outreach Products: http://dtirp.dtra.mil/Products/index.cfm#OS
- Bi-Weekly Treaty Review: http://dtirp.dtra.mil/WTR/index.cfm

You may also contact your local Defense Security Service (DSS) Industrial Security Representative or your U.S. government sponsor.

GLOSSARY

Affected Site List (ASL): List of facilities subscribed to receive Open Skies notification messages only when their facility could be within range of aircraft sensors during an Open Skies observation mission.

Defense Messaging Service (DMS): Communications network used by the military to transmit messages.

Database Management Facility (DMF): Support module of the OSMAPS database which organizes the facility information provided to DTRA for entry into the SCL and the ASL.

Defense Security Service (DSS): Agency of the Department of Defense (DoD), under the authority, direction, and control of the Under Secretary of Defense for Intelligence, which provides security services to the DoD through the integration of personnel security, industrial security, information systems security, and counterintelligence; facilitates the application of threat-appropriate security measures through the integration of security services, combined with intelligence threat data.

Defense Threat Reduction Agency (DTRA): Agency of the Department of Defense (DoD) which serves as DoD's focal point for addressing the proliferation of weapons of mass destruction; seeks to reduce the threat to the United States and its allies from nuclear, biological, chemical, conventional, and special weapons and technology transfers; and is responsible for implementing the Treaty on Open Skies, as well as other arms control treaties and agreements.

Defense Treaty Inspection Readiness Program (DTIRP): Department of Defense (DoD) arms control security awareness education and outreach program; provides on-site assistance services and informational products on a wide range of arms control security and treaty-implementation topics to assist DoD and defense contractor facilities with protecting their national security-related, proprietary, and other sensitive information during arms control activities.

Joint Training Flights (JTFs): Flights conducted between the States Parties to the Treaty on Open Skies to practice mission procedures and to operate Open Skies aircraft and onboard sensors in a variety of situations. The United States has actively participated in JTFs with its treaty partners since 1993.

Open Skies Management and Planning System (OSMAPS): Total system designed for Open Skies mission planning, tracking, analysis, and notification; contains modules such as the POM, DMF, and TNS.

Passive Overflight Module (POM): A re-engineered B-2 bomber mission planning system used to compare Open Skies mission flight path data with the locations of subscribed facilities; identifies subscribed facilities which may be within range of aircraft sensors during the observation mission; generates appropriate notification messages to inform subscribed facilities about when they will may be overflown and imaged.

Resolution: Indicates the minimum size of an object or the minimum distance on the ground between detached objects for them to be distinguished as separate objects; provides a measurement of the sensitivity of a camera or other imaging device.

Special Use Airspace (SUA): Airspace of defined dimensions identified by an area on the surface of the earth and a base and ceiling altitude wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities; types of SUA are alert areas, controlled firing areas, military operations areas, prohibited areas, restricted areas, and warning areas; the Treaty on Open Skies gives observation aircraft priority over all other air traffic except emergencies; to ensure compliance with the treaty protocol, the Federal Aviation Administration and DoD have agreed on standard procedures for Open Skies aircraft to transit SUA.

Standard Calling List (SCL): List of facilities subscribed to received all available information and notification messages concerning Open Skies missions.

Telephone Notification System (TNS): Computer-based autodialing system which transmits POM-generated notification messages by email, fax, pager, and voice phone call messages directly to subscribed facilities.

Transportable Operation Planning System (TOPS): Portable computer used by DTRA escorts at the POE to copy and transmit the observing Party's proposed mission plan, by modem, to the POM team at DTRA headquarters.

APPENDIX A:
SAMPLE OPEN SKIES NOTIFICATION (DMF) REGISTRATION FORM

Please complete the attached form and return by mail or fax:

Defense Threat Reduction Agency/OSO
8725 John J. Kingman Road, MSC 6201
Fort Belvoir, VA 22060-6201

Fax (703) 767-0505 or DSN 427-0505

Please address any questions or comments to:

Mr. Don Lewis (703) 767-0802 or DSN 427-0802

Please complete either the Standard Calling List **-OR-** the Affected Site List form.
If you need assistance in determining which list is appropriate for your organization, please call the number listed on cover sheet.

STANDARD CALLING LIST

Site ID _____ (10 character abbreviation for site)

Agency Name _____ (organization/agency name)

Notification Time Code **Intent to fly** (point at which messages will start)

Primary Phone Number _____ fax / voice* / pager (circle one)

Secondary Phone Number _____ fax / voice* / pager (circle one)

* At least one voice number is required.

AFFECTED SITE LIST

Site Owner _____ (agency/company responsible for site)

Site ID _____ (short name/10 character abbreviation for site)

Latitude _____ (dd:mm.ssN or S for center of site)

Longitude _____ (dd:mm.ssE or W for center of site)

Country **USA**

Site Name _____ (name of company/base/installation)

POC Name _____ (name of point of contact)

Shape Point / Polygon / Polyline / Ellipse (circle one)

Length _____ (length of site in meters)

Width _____ (width of site in meters)

Radius _____ (radius of shape in meters)

Category of Site (circle best choice)

0) Other
1) Airfield
2) Missile system
3) Electronic installation
4) Military activity
5) Shipping
6) Rail facilities
7) Water control facilities
8) Coastal strip
9) River crossing/ferry
10) Barracks/MPS/HQ
11) Route recon
12) Terrain recon
13) Port harbor
14) Storage/repair facilities
15) Electronic power
16) Industrial installation
17) Bridges
18) Cities

Notification Code (circle one)

S) Notify by TNS only
B) Notify by TNS & AUTODIN
O) Notify by AUTODIN only

Notification Time Code (point in mission at which site would like to start receiving notifications) (circle one)

2) Proposed mission plan (default code if none specified)
3) Negotiated mission plan
4) Mission take-off

City _____

State _____ (2 letters) Zip Code _____

Primary Phone Number _____ fax / voice* / pager (circle one)

Secondary Phone Number _____ fax / voice* / pager (circle one)

* At least one voice number is required.

APPENDIX B:
SAMPLE STANDARD CALLING LIST MESSAGES

SAMPLE
STANDARD CALLING LIST
INTENT TO CONDUCT OBSERVATION FLIGHT MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 1
for Open Skies Mission Number OS9533.
FRANCE has filed an Intent to Conduct an Observation Flight.

Takeoff will occur no sooner than 0800 Washington DC Time,
1300 Zulu Time,
on February 23, 1999.
This Mission must be completed by 0800 Washington DC Time,
1300 Zulu Time,
on February 27, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

The next Notification will be transmitted upon a Mission Plan Proposal.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
STANDARD CALLING LIST
PROPOSED MISSION PLAN MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 2
for Open Skies Mission Number OS9533.
A Proposed Mission Plan has been Received.
This Mission will include 2 Takeoffs and Landings.

SEGMENT 1 Takeoff will occur no sooner than 0930 Washington DC Time,
1430 Zulu Time,
on February 24, 1999.
SEGMENT 2 Takeoff is scheduled for 1000 Washington DC Time,
1500 Zulu Time,
on February 25, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

The next Notification will be transmitted upon final Mission Plan Approval.

PROPOSED MISSION PLAN

SEGMENT 1 :

Takeoff Date and Time (Zulu): 02/24/1999 14:00
Takeoff Date and Time (Wash. DC local): 02/24/1999 09:00

Takeoff Airfield: Wright-Patterson AFB
Landing Airfield: Tinker AFB

						Radial/DME		
WP	Evnt	Lat (dd:mm.mm)	Long (ddd:mm.mm)	MSL (ft)	Speed (kt)	Id	Radial (deg)	Range (nm)	ETE (h:m)
0	TO	39:49.57N	84:02.90W	825	293				
1	Turn	39:50.52N	83:48.46W	8000	250	XSF	85	1.5	00:15
2	Turn	39:30.97N	84:20.91W	7000	250	FFO	221	22.6	00:22
3	Turn	39:10.32N	84:39.02W	7000	250	CVG	19	9.7	00:27
4	Turn	38:58.01N	84:40.07W	7000	250	CVG	155	3.4	00:30
5	Turn	38:07.20N	85:48.64W	7000	250	BQM	227	9.5	00:48
6	Turn	36:37.49N	87:31.82W	7000	250	HXW	210	3.5	01:17
7	Turn	35:02.35N	89:59.55W	7000	250	MEM	341	1.5	01:54
8	Turn	34:59.48N	90:22.48W	7000	250	MEM	265	19.3	01:58
9	Turn	34:54.63N	92:16.65W	8000	250	LRF	262	5.9	02:21
10	Turn	35:20.47N	94:23.47W	9000	250	FSM	237	6.5	02:46
11	Turn	33:37.14N	95:27.72W	7000	250	PRX	345	4.6	03:14
12	Turn	33:17.47N	96:12.51W	7000	250	BYP	169	14.8	03:24
13	Turn	33:03.28N	96:03.39W	7000	250	MJF	156	0.7	03:27
14	Turn	33:04.02N	97:06.43W	7000	250	FUZ	13	11.3	03:39
15	Turn	32:42.43N	96:57.35W	7000	250	NBE	154	1.7	03:43
16	Turn	32:46.26N	97:27.93W	8000	250	FWH	262	1.3	03:49
17	Turn	31:05.56N	97:46.45W	8000	250	GRK	23	4.1	04:13

18	Turn	30:10.30N	97:40.45W	7000	250	AUS	162	7.7	04:26
19	Turn	29:30.77N	98:17.63W	7000	250	RND	214	2.0	04:38
20	Turn	29:26.53N	98:28.06W	7000	250	KSY	56	6.7	04:41
21	Turn	29:21.90N	98:36.62W	7000	250	KSY	217	2.2	04:43
22	Turn	29:21.65N	99:12.66W	9000	250	HDO	284	1.9	04:50
23	Turn	32:26.50N	99:51.65W	8000	250	DYS	342	1.4	05:35
24	Turn	34:41.18N	99:16.02W	8000	250	LTS	360	1.4	06:08
25	Turn	35:21.35N	97:54.68W	8000	250	IRW	262	14.8	06:27
26	Turn	35:25.51N	97:19.68W	8000	250	TIK	98	2.6	06:34
27	Lnd	35:24.88N	97:23.19W	1286	0				06:35

SEGMENT 2 :

Takeoff Date and Time (Zulu): 02/25/1999 15:00
Takeoff Date and Time (Wash. DC local): 02/25/1999 10:00

Takeoff Airfield: Tinker AFB
Landing Airfield: Travis AFB, CA

						Radial/DME			
WP	Evnt	Lat (dd:mm.mm)	Long (ddd:mm.mm)	MSL (ft)	Speed (kt)	Id	Radial (deg)	Range (nm)	ETE (h:m)
0	TO	35:24.88N	97:23.19W	1286	294				
1	Turn	35:23.49N	97:37.17W	8000	250	IRW	339	2.0	00:15
2	Turn	34:39.30N	99:17.61W	10000	250	LTS	239	1.2	00:37
3	Turn	33:35.40N	102:03.49W	15000	250	LBB	215	10.0	01:14
4	Turn	32:50.18N	106:11.06W	10000	250	HMN	238	4.1	02:05
5	Turn	32:51.01N	106:15.24W	10000	250	HMN	254	7.3	02:06
6	Turn	32:54.55N	106:25.81W	14000	250	HMN	270	16.4	02:10
7	Turn	32:04.68N	110:38.71W	11000	250	DMA	100	13.0	03:02
8	Turn	32:16.79N	111:11.58W	9000	250	DMA	282	17.4	03:09
9	Turn	33:27.12N	112:00.85W	8000	250	PXR	285	2.5	03:29
10	Turn	33:32.34N	112:23.98W	10000	250	LUF	262	1.0	03:33
11	Turn	33:24.95N	115:51.22W	11000	250	TRM	117	19.9	04:15
12	Turn	32:51.07N	117:01.17W	7000	250	NKX	84	6.9	04:31
13	Turn	32:41.71N	117:14.74W	7000	250	NZY	239	1.6	04:33
14	Turn	32:53.28N	117:07.89W	7000	250	NKX	32	1.6	04:35
15	Turn	33:13.53N	117:24.58W	9000	250	OCN	141	1.0	04:41
16	Turn	33:53.71N	117:15.28W	10000	250	RIV	111	1.2	04:50
17	Turn	33:40.12N	117:53.24W	6000	250	NZJ	253	7.8	04:58
18	Turn	33:47.77N	118:03.61W	6000	250	SLI	326	0.8	05:01
19	Turn	33:49.49N	118:10.18W	7000	250	SLI	279	6.3	05:02
20	Turn	34:00.96N	118:15.44W	7000	250	SMO	73	9.9	05:04
21	Turn	34:00.99N	118:28.44W	7000	250	SMO	278	0.9	05:07
22	Turn	34:02.77N	118:55.19W	8000	250	VTU	108	7.7	05:12
23	Turn	34:09.32N	119:12.92W	6000	250	NTD	278	5.0	05:16
24	Turn	34:24.22N	120:22.03W	7000	250	GVO	225	15.7	05:30
25	Turn	34:30.88N	120:35.89W	8000	250	VBG	168	13.1	05:33
26	Turn	34:44.87N	120:34.48W	8000	250	VBG	9	1.0	05:37
27	Turn	35:09.75N	120:45.32W	8000	250	MQO	162	5.4	05:43
28	Turn	35:22.80N	120:51.39W	11000	250	MQO	312	9.0	05:46
29	Turn	36:35.71N	121:55.63W	7000	250	SNS	238	16.1	06:08
30	Turn	36:59.16N	122:01.27W	8000	250	SJC	173	23.6	06:13
31	Turn	37:18.16N	121:56.16W	7000	250	SJC	159	4.3	06:18
32	Turn	37:26.84N	122:04.70W	6000	250	NUQ	295	1.4	06:21
33	Turn	37:31.47N	122:16.05W	6000	250	SFO	121	7.6	06:23
34	Turn	37:38.49N	122:24.08W	7000	250	SFO	298	1.9	06:25

35	Turn	37:48.41N	122:27.84W	7000	250	SAU	119	4.0	06:28
36	Turn	37:55.80N	122:21.27W	7000	250	SAU	44	9.1	06:30
37	Turn	38:05.85N	122:13.90W	7000	250	SGD	109	8.3	06:32
38	Turn	38:15.90N	121:55.60W	7000	250	SUU	20	1.5	06:37
39	Lnd	38:15.77N	121:55.65W	62	0				06:44

Please call back at: (800) 583-5772 to confirm.

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 3
for Open Skies Mission Number OS9533.
A final Mission Plan has been Approved.
This Mission will include 2 Takeoffs and Landings.

SEGMENT 1 Takeoff will occur no sooner than 0900 Washington DC Time,
1400 Zulu Time,
on February 24, 1999.
SEGMENT 2 Takeoff is scheduled for 1000 Washington DC Time,
1500 Zulu Time,
on February 25, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

The next Notification will be transmitted when the Aircraft Takes Off.

NEGOTIATED MISSION PLAN

SEGMENT 1 :

Takeoff Date and Time (Zulu): 02/24/1999 14:00
Takeoff Date and Time (Wash. DC local): 02/24/1999 09:00

Takeoff Airfield: Wright-Patterson AFB
Landing Airfield: Tinker AFB

						Radial/DME		
WP	Evnt	Lat (dd:mm.mm)	Long (ddd:mm.mm)	MSL (ft)	Speed (kt)	Id	Radial (deg)	Range (nm)	ETE (h:m)
0	TO	39:49.57N	84:02.90W	825	293				
1	Turn	39:50.52N	83:48.46W	8000	240	XSF	85	1.5	00:15
2	Turn	39:30.97N	84:20.91W	8000	240	FFO	221	22.6	00:22
3	Turn	39:10.32N	84:39.02W	8000	240	CVG	19	9.7	00:28
4	Turn	38:58.01N	84:40.07W	8000	240	CVG	155	3.4	00:31
5	Turn	38:07.20N	85:48.64W	7000	240	BQM	227	9.5	00:49
6	Turn	36:37.49N	87:31.82W	7000	240	HXW	210	3.5	01:20
7	Turn	35:02.35N	89:59.55W	7000	240	MEM	341	1.5	01:58
8	Turn	34:59.48N	90:22.48W	7000	240	MEM	265	19.3	02:03
9	Turn	34:54.63N	92:16.65W	9000	240	LRF	262	5.9	02:26
10	Turn	35:20.47N	94:23.47W	9000	240	FSM	237	6.5	02:53
11	Turn	33:37.14N	95:27.72W	7000	240	PRX	345	4.6	03:21
12	Turn	33:17.47N	96:12.51W	7000	240	BYP	169	14.8	03:32
13	Turn	33:03.28N	96:03.39W	8000	240	MJF	156	0.7	03:35
14	Turn	33:04.02N	97:06.43W	8000	240	FUZ	13	11.3	03:47
15	Turn	32:42.43N	96:57.35W	8000	240	NBE	154	1.7	03:52
16	Turn	32:46.26N	97:27.93W	8000	240	FWH	262	1.3	03:58
17	Turn	31:05.56N	97:46.45W	8000	240	GRK	23	4.1	04:23

18	Turn	30:10.30N	97:40.45W	8000	240	AUS	162	7.7	04:37
19	Turn	29:30.77N	98:17.63W	8000	240	RND	214	2.0	04:50
20	Turn	29:26.53N	98:28.06W	8000	240	KSY	56	6.7	04:52
21	Turn	29:21.90N	98:36.62W	8000	240	KSY	217	2.2	04:54
22	Turn	29:21.65N	99:12.66W	9000	240	HDO	284	1.9	05:02
23	Turn	32:26.50N	99:51.65W	9000	240	DYS	342	1.4	05:49
24	Turn	34:41.18N	99:16.02W	9000	240	LTS	0	1.4	06:23
25	Turn	35:21.35N	97:54.68W	8000	240	IRW	262	14.8	06:42
26	Turn	35:25.51N	97:19.68W	8000	240	TIK	98	2.6	06:49
27	Lnd	35:24.88N	97:23.19W	1286	0				06:50

SEGMENT 2 :

Takeoff Date and Time (Zulu): 02/25/1999 15:00
Takeoff Date and Time (Wash. DC local): 02/25/1999 10:00

Takeoff Airfield: Tinker AFB
Landing Airfield: Travis AFB, CA

WP	Evnt	Lat (dd:mm.mm)	Long (ddd:mm.mm)	MSL (ft)	Speed (kt)	Radial/DME Id	Radial (deg)	Range (nm)	ETE (h:m)
0	TO	35:24.88N	97:23.19W	1286	294				
1	Turn	35:23.49N	97:37.17W	9000	240	IRW	339	2.0	00:15
2	Turn	34:39.30N	99:17.61W	10000	240	LTS	239	1.2	00:38
3	Turn	33:35.40N	102:03.49W	16000	240	LBB	215	10.0	01:16
4	Turn	32:50.18N	106:11.06W	14000	240	HMN	238	4.1	02:09
5	Turn	32:51.01N	106:15.24W	14000	240	HMN	254	7.3	02:10
6	Turn	32:54.55N	106:25.81W	14000	240	HMN	270	16.4	02:12
7	Turn	32:04.68N	110:38.71W	11000	240	DMA	100	13.0	03:07
8	Turn	32:16.79N	111:11.58W	10000	240	DMA	282	17.4	03:15
9	Turn	33:27.12N	112:00.85W	8000	240	PXR	285	2.5	03:35
10	Turn	33:32.34N	112:23.98W	10000	240	LUF	262	1.0	03:40
11	Turn	33:24.95N	115:51.22W	11000	240	TRM	117	19.9	04:23
12	Turn	32:51.07N	117:01.17W	7000	240	NKX	84	6.9	04:40
13	Turn	32:41.71N	117:14.74W	7000	240	NZY	239	1.6	04:42
14	Turn	32:53.28N	117:07.89W	7000	240	NKX	32	1.6	04:44
15	Turn	33:13.53N	117:24.58W	9000	240	OCN	141	1.0	04:50
16	Turn	33:53.71N	117:15.28W	10000	240	RIV	111	1.2	05:00
17	Turn	33:40.12N	117:53.24W	7000	240	NZJ	253	7.8	05:08
18	Turn	33:47.77N	118:03.61W	7000	240	SLI	326	0.8	05:11
19	Turn	33:49.49N	118:10.18W	7000	240	SLI	279	6.3	05:12
20	Turn	34:00.96N	118:15.44W	7000	240	SMO	73	9.9	05:15
21	Turn	34:00.99N	118:28.44W	8000	240	SMO	278	0.9	05:17
22	Turn	34:02.77N	118:55.19W	8000	240	VTU	108	7.7	05:23
23	Turn	34:09.32N	119:12.92W	7000	240	NTD	278	5.0	05:27
24	Turn	34:24.22N	120:22.03W	7000	240	GVO	225	15.7	05:42
25	Turn	34:30.88N	120:35.89W	8000	240	VBG	168	13.1	05:45
26	Turn	34:44.87N	120:34.48W	8000	240	VBG	9	1.0	05:48
27	Turn	35:09.75N	120:45.32W	8000	240	MQO	162	5.4	05:55
28	Turn	35:22.80N	120:51.39W	11000	240	MQO	312	9.0	05:58
29	Turn	36:35.71N	121:55.63W	8000	240	SNS	238	16.1	06:21
30	Turn	36:59.16N	122:01.27W	8000	240	SJC	173	23.6	06:27
31	Turn	37:18.16N	121:56.16W	7000	240	SJC	159	4.3	06:31
32	Turn	37:26.84N	122:04.70W	7000	240	NUQ	295	1.4	06:34
33	Turn	37:31.47N	122:16.05W	7000	240	SFO	121	7.6	06:37
34	Turn	37:38.49N	122:24.08W	7000	240	SFO	298	1.9	06:39

35 Turn	37:48.41N	122:27.84W	7000	240	SAU	119	4.0	06:41
36 Turn	37:55.80N	122:21.27W	7000	240	SAU	44	9.1	06:43
37 Turn	38:05.85N	122:13.90W	7000	240	SGD	109	8.3	06:46
38 Turn	38:15.90N	121:55.60W	7000	240	SUU	20	1.5	06:51
39 Lnd	38:15.77N	121:55.65W	62	0				06:58

Please call back at: (800) 583-5772 to confirm.

SAMPLE
STANDARD CALLING LIST
TAKEOFF MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 4
for Open Skies Mission Number OS9533.
This Mission has commenced from Wright-Patterson AFB.

SEGMENT 1 Takeoff occurred at 0900 Washington DC Time,
1400 Zulu Time,
on February 24, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers on board.

Call Sign: OSY-37F

The next Notification will be transmitted when the Aircraft Lands.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
STANDARD CALLING LIST
INTERIM LANDING MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 5
for Open Skies Mission Number OS9533.
A scheduled Interim Landing has taken place at Tinker AFB.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

SEGMENT 1 Landing occurred at 1636 Washington DC Time,
2136 Zulu Time,
on February 24, 1999.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
STANDARD CALLING LIST
MISSION COMPLETE MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 6
for Open Skies Mission Number OS9533.
This Mission has been completed at Travis AFB, CA.

The Final Landing occurred at 1700 Washington DC Time,
2200 Zulu Time,
on February 25, 2000.

There will be no further Notifications transmitted for this Mission.

Please call back at: (800) 583-5772 to confirm.

APPENDIX C:
SAMPLE AFFECTED SITE LIST MESSAGES

SAMPLE
AFFECTED SITE LIST
PROPOSED MISSION PLAN MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 2
for Open Skies Mission Number OS9533.
A Proposed Mission Plan has been Received.
Based upon this plan, your site will be at risk.
This Mission will include 2 Takeoffs and Landings.

SEGMENT 1 Takeoff will occur no sooner than 0930 Washington DC Time,
1430 Zulu Time,
on February 24, 1999.
SEGMENT 2 Takeoff is scheduled for 1000 Washington DC Time,
1500 Zulu Time,
on February 25, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

The Approximate times that your site may be within sensor range are:

The next Notification will be transmitted upon final Mission Plan Approval.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
AFFECTED SITE LIST
FINAL MISSION PLAN – AT RISK MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 3
for Open Skies Mission Number OS9533.
A final Mission Plan has been Approved.
Based upon this plan, your site will be at risk.
This Mission will include 2 Takeoffs and Landings.

SEGMENT 1 Takeoff will occur no sooner than 0900 Washington DC Time,
1400 Zulu Time,
on February 24, 1999.
SEGMENT 2 Takeoff is scheduled for 1000 Washington DC Time,
1500 Zulu Time,
on February 25, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

The Approximate times that your site may be within sensor range are:

The next Notification will be transmitted when the Aircraft Takes Off.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
AFFECTED SITE LIST
NO LONGER AT RISK MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 3
for Open Skies Mission Number OS9533.
A final Mission Plan has been Approved.
Based upon this plan, your site is no longer at risk.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

There will be no further Notifications transmitted to your site.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
AFFECTED SITE LIST
TAKEOFF MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 4
for Open Skies Mission Number OS9533.
This Mission has commenced from Wright-Patterson AFB.

SEGMENT 1 Takeoff occurred at 0900 Washington DC Time,
1400 Zulu Time,
on February 24, 1999.

Note: This is an Open Skies Joint Trial Flight with French observers on board.

Call Sign: OSY-37F

The Approximate times that your site may be within sensor range are:

The next Notification will be transmitted when the Aircraft Lands.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
AFFECTED SITE LIST
INTERIM LANDING MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 5
for Open Skies Mission Number OS9533.
A scheduled Interim Landing has taken place at Tinker AFB.

Note: This is an Open Skies Joint Trial Flight with French observers
on board.

Call Sign: OSY-37F

SEGMENT 1 Landing occurred at 1636 Washington DC Time,
2136 Zulu Time,
on February 24, 1999.

Please call back at: (800) 583-5772 to confirm.

SAMPLE
AFFECTED SITE LIST
MISSION COMPLETE MESSAGE

This is an Open Skies Message from the Defense Threat Reduction Agency.
This is Notification SESSION NUMBER 6
for Open Skies Mission Number OS9533.
This Mission has been completed at Travis AFB, CA.

The Final Landing occurred at 1700 Washington DC Time,
2200 Zulu Time,
on February 25, 2000.

It is highly probable that your site was Imaged during this Mission.
If you have any questions or concerns, contact your DoD security
representative or the Defense Threat Reduction Agency Operations Center at

703-767-2003 phone,
or 703-767-2094 fax.

There will be no further Notifications transmitted for this Mission.

Please call back at: (800) 583-5772 to confirm.

APPENDIX D:
CHECKLIST FOR CONFIRMATION OF RECEIPT OF MESSAGES

MY SITE PIN IS _____

FOR EACH MESSAGE, COMPLETE THE FOLLOWING:

A) RECEIVE VOICE PHONE CALL
   1) PRESS "1" TO HEAR MESSAGE WHEN PROMPTED.
   2) AT END OF MESSAGE, PRESS "1" TO CONFIRM.
   3) CONFIRMATION OF RECEIPT IS COMPLETE FOR THIS MESSAGE.

B) RECEIVE FAX
   1) CALL BACK TO DTRA AT 1-800-583-5772.
   2) ENTER PIN WHEN PROMPTED.
   3) FOLLOW VOICE PROMPTS.

C) RECEIVE PAGE
   1) CALL BACK TO DTRA AT 1-800-583-5772.
   2) ENTER PIN WHEN PROMPTED.
   3) FOLLOW VOICE PROMPTS.

NOTE: YOU MUST CALL BACK AND ENTER YOUR PIN IF YOU RECEIVE NOTIFICATION VIA EMAIL, FAX OR PAGER OR IF A VOICE PHONE MESSAGE FROM THE TNS WAS LEFT ON YOUR ANSWERING SERVICE. CALL DTRA OPEN SKIES DIVISION PERSONNEL AT (703) 767-0802 OR DSN 427-0802 IF YOU NEED YOUR PIN.

RELATED MATERIALS

To order, contact the DTIRP Outreach Program Coordinator by phone at: 1-800-419-2899 or by email at: dtirpoutreach@dtra.mil or visit the DTIRP Website at: http://dtirp.dtra.mil.

Pamphlets

The Impact—Treaty on Open Skies (302P)
Treaty on Open Skies: Questions (305P)
Guide for Treaty on Open Skies Observation Overflights (314P)
Arms Control Agreements Synopses (408P)
Arms Control Security Glossary (941P)

CD's

Arms Control Treaties Information (407C)
The Arms Control OPSEC Process (930C)

Videos on CD

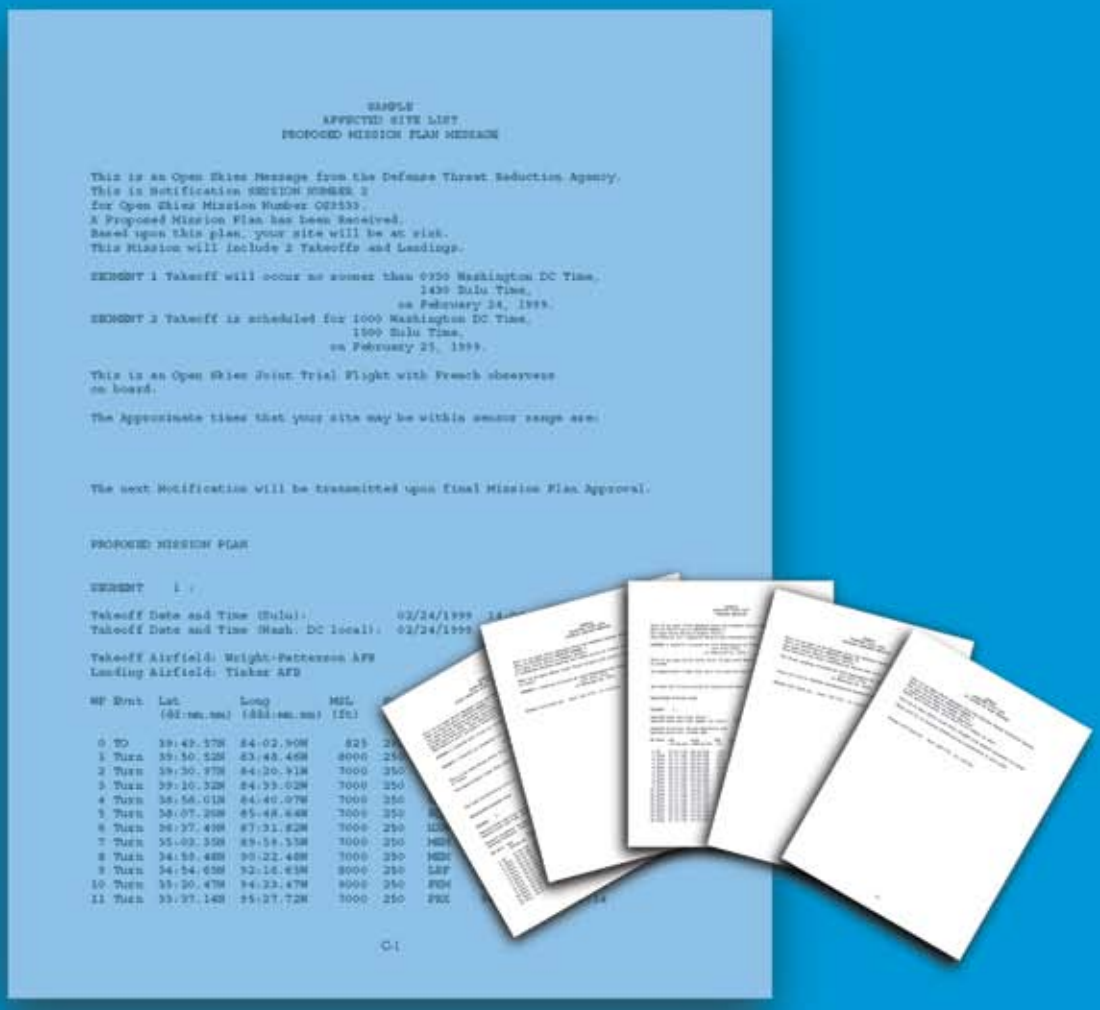
The Treaty on Open Skies and Its Impact on U.S. Facilities (304W)
Treaty on Open Skies Sensor Capabilities (308W)
The TEI (Technical Equipment Inspection) Process (950W)

Articles & Bulletins *(available only on the DTIRP Website)*

Joint Training Flights under the Treaty on Open Skies (316A)
Facility Observation Overflights under the Treaty on Open Skies (301B)

Brochures

DTIRP Brochure (911M)
Why TEI? (954T)



Product No. 315P

Distributed by:

DTIRP Outreach Program

Defense Threat Reduction Agency

8725 John J. Kingman Road, Stop 6201

Fort Belvoir, VA 22060-6201

1.800.419.2899

Email: dtirpoutreach@dtra.mil

Web: http://dtirp.dtra.mil