



Aviation Enforcement Agent Ramon Rivera monitors possible illegal activity off the coast of Florida using the Minotaur system. Photo by Ozzy Trevino

eliminates having two monitors and having to look up and down. The mapping is really great.”

Detailed moving maps that show street names and allow operators to zoom in and out for certain features is a big change. “The current system only shows a picture of a paper map,” Leonard said. “When you zoom in it gets fuzzy.”

Aviation Enforcement Agent Ramon Rivera spent three years testing Minotaur at the Jacksonville Air and Marine Branch, Jacksonville, Florida, and also appreciates the maps. Many times, he said, the maps were outdated. With Minotaur, maps stay current because they’re downloaded from the internet and uploaded into the software. “There’s no interference and it’s cleaner,” is how Rivera described the system. “We used to get lots of false [radar] targets,” he explained. “A wave crested and the system would track it.”

An operator can get up to speed in less than a week. Agents without experience may take from seven to 10 days, Rivera said.

AMO operators will eventually be able to link to U.S. Coast Guard, Navy and Air Force platforms that use Minotaur. DHS has already approved using the new system to support the Joint Interagency Task Force—South. Meanwhile, Minotaur continues to evolve.

“It’s a great tool and upgrade,” said John Ducote, deputy director of the Jacksonville Air and Marine Branch. “We’re getting some incredible results as we move forward.”

Ducote, a member of the test team, provided the aircraft, crews and operators for the Johns Hopkins engineers who worked from Jacksonville designing Minotaur for AMO’s requirements. That partnership will continue in the future, he said. “It’s a work in progress.”

Four Super King Air 350ERs stand ready at the Jacksonville Air and Marine Branch in Jacksonville, Florida. Photo by Ozzy Trevino

