

# ARCO ROADMAP

## A ROADMAP FOR NORTH SLOPE GAS CONCEPT DEVELOPMENT

A roadmap for North Slope Gas Development was developed in 1986. This included concepts from the original 3 ARCO patents and new ideas developed or embellished by subcontractors from Titan Systems Corporation and SAIC Corporation. The major subsections of the roadmap were:

**Ballistic Missile Shield**

**Strategic Space Weapon Defense**

**ASAT (Anti Satellite Weapon)**

**Satellite Corridor Formation (Van Allen Belt Drainage)**

**Over the Horizon (OTH) Reflector (Ionospheric Patch Formation)**

**Communications-ELF/VLF**

**Detection and Discrimination**

**Satellite Interrogation**

**Ground to Space Power Beaming (ARCO Satellite Gas Station)**

**Nuclear Weapons Effects Simulation**

**Atmospheric Modifications**

**Weather Modification**

**Environmental Modification**

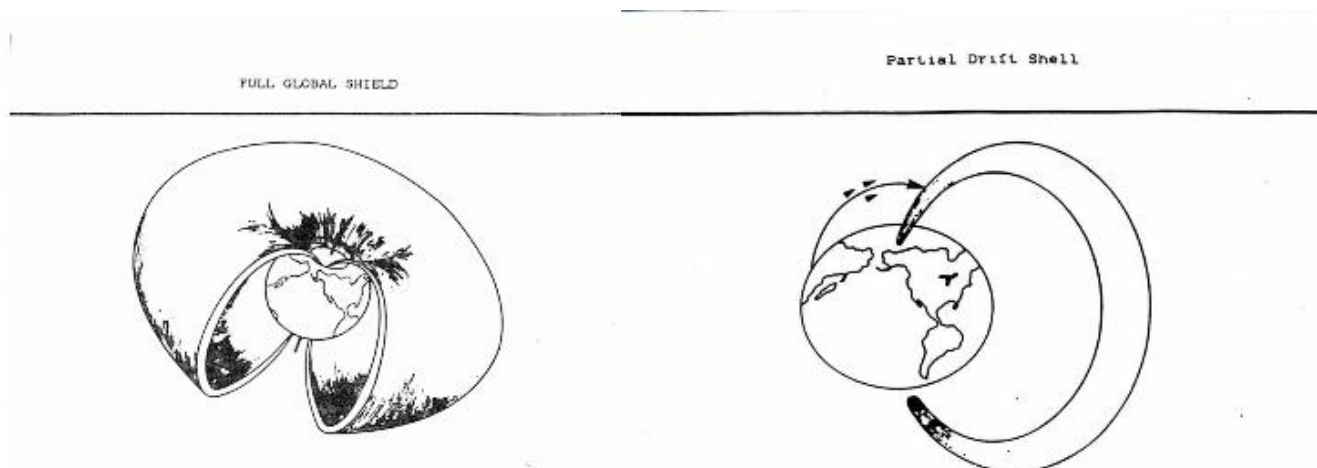
**Space Elevator**

**Ballistic Missile Launch Detection (Whispering Gallery)**

**Synergistic Applications**

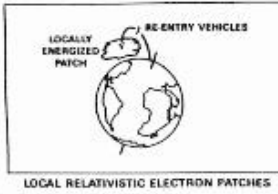
**Enhanced Oil Recovery**

The history in HAARPSROOTS indicates progress in some of these areas. (i.e. contracts awarded) The HAARP facility itself was an outgrowth of this road map. A generic briefing was prepared and Simon Ramo and others helped ARCO and APTI (A wholly owned subsidiary of ARCO at that time) market various concepts. Some of them, such as satellite corridor formation are active areas of research at the HAARP facility. Some figures that were used during the "sales" efforts to the DOD are shown below:



**APPLICATIONS**

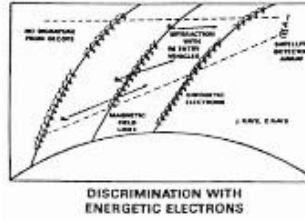
**STRATEGIC SPACE WEAPON DEFENSE  
BALLISTIC MISSILE PATCH SHIELDS**



- **MISSION**  
TO PRODUCE LOCALIZED REGIONS OF HIGH-ENERGY ELECTRONS WITH FLUX LEVELS NECESSARY FOR DISCRIMINATION, UPSET, OR HARD KILL.

**APPLICATIONS**

**DETECTION AND DISCRIMINATION**



- **MISSION**  
TO DETECT AND DISCRIMINATE RE-ENTRY VEHICLES IN THE PRESENCE OF PENNAIDS.
- **CONCEPT**  
PRODUCE REGIONS OF RELATIVISTIC ELECTRONS IN THE PATH OF A THREAT CLOUD AND USE THE RADIATION FROM THE RESULTING INTERACTIONS TO DETERMINE THE LOCATION OF RE-ENTRY VEHICLES.