BOEM
Bureau of Ocean Energy Management

Office of Naval Research
ONR
Science & Technology

NAVSEA
WARFARE CENTERS

Attention North Slope Pilots: Unmanned Aircraft Activity in the Area

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
NOAA FISHERIES

- The National Oceanic and Atmospheric Administration and US Navy plans to operate ScanEagle® Unmanned Aircraft Systems (UAS) from August 14–30, 2015, within an 80-nmi radius offshore of Barrow, Alaska. The UAS would be launched and retrieved near the Naval Arctic Research Lab (NARL) airstrip, located 5 statute miles NE of the Barrow airport. Flight ops would be conducted during daylight hours (between 0800 and 2200 local time) and would maintain VFR Class E weather minima (3 statute miles visibility, 500 ft below, 1000 ft above, and 2000 ft horizontally from clouds).
- Up to two ScanEagle® UAS may be flying at a time. The ScanEagles® would be controlled by control stations located near NARL and aboard the NOAA Ship *Fairweather* stationed offshore. The UAS would be flown beyond visual line-of-sight.
- The UAS would transit through corridors from shore to the study area, which is located greater than 12 nmi from the coast. Transit through the corridors are proposed to be at 400 ft MSL. Inside the study areas, the UAS would fly pre-determined linear transects at altitudes between 500-2000 ft MSL.
- The UAS pilots will communicate and coordinate with other airspace users and FSS personnel before and during flight operations. A detailed communications plan is available online at http://www.afsc.noaa.gov/nmml/cetacean/uas.php.

Photographer: Amy Willoughby
NOAA/NMFS/AFSC/NMML
NOAA Permit No. 14245

Photographer: Leah Crowe
NOAA/NMFS/AFSC/NMML
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This Arctic Aerial Calibration Experiments (Arctic ACEs) project was designed for two purposes: 1) to conduct a three-way comparison of whale data collected via observers in a manned aircraft, digital photographs from a camera mounted to a manned aircraft, and digital photographs from a camera mounted to a ScanEagle® UAS; and 2) to test meteorological sensors recording atmospheric conditions to improve prediction of airframe icing. The project is a collaboration among the Bureau of Ocean Energy Management (BOEM), US Navy, and National Oceanic and Atmospheric Administration (NOAA).

Flight Area Positions

Study Area

Latitude	Longitude
71° 3.2 N	159° 32.2 W
71° 24.7 N	160° 54.0 W
72° 12.2 N	153° 19.4 W
71° 6.5 N	153° 18.0 W
71° 5.3 N	153° 37.4 W
71° 30.1 N	155° 44.5 W
71° 33.9 N	156° 12.2 W
71° 35.0 N	156° 26.5 W
71° 34.2 N	156° 41.3 W
71° 32.4 N	156° 55.4 W
71° 29.8 N	157° 4.9 W
71° 20.1 N	157° 25.0 W
71° 7.5 N	157° 50.2 W
71° 1.6 N	158° 8.4 W
71° 1.4 N	158° 13.4 W
71° 5.2 N	158° 28.3 W
71° 6.9 N	158° 46.4 W
71° 6.9 N	158° 46.4 W
71° 3.2 N	159° 32.2 W

West Transit Corridor

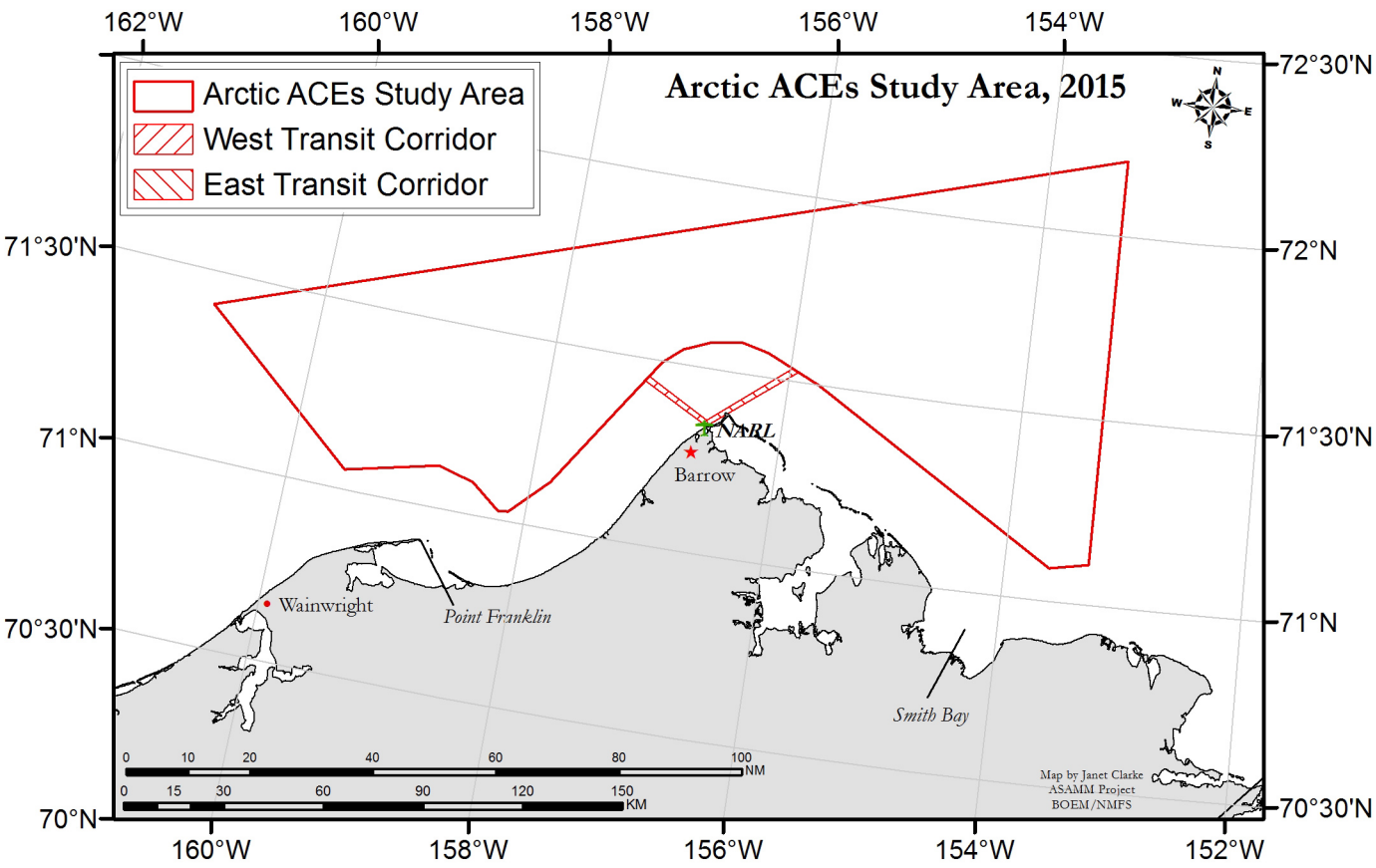
Latitude	Longitude
71° 21.1 N	156° 39.7 W
71° 26.4 N	157° 12.1 W
71° 27.1 N	157° 10.5 W
71° 21.7 N	156° 37.9 W

East Transit Corridor

Latitude	Longitude
71° 21.0 N	156° 36.5 W
71° 31.6 N	155° 55.7 W
71° 32.0 N	155° 58.6 W
71° 21.7 N	156° 37.9 W

Launch and Recovery Area 1 nmi circle about:

Latitude	Longitude
71° 20.3 N	156° 38.2 W



If you have any questions, comments, or concerns, please contact: aces@noaa.gov | 907.855.0338