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### Unmanned Aircraft Systems (UAS)

The following Coastal Launch Sites and Arctic permanent areas (see next page) are areas of UAS activity. The communication plan (below) represents recommended procedures for UAS Arctic Operations

Future coastal launch sites will be added via NOTAM.

## Expanding Use of Small Unmanned Aircraft Systems in the Arctic Implementation Plan FAA Modernization and Reform Act of 2012

### Introduction

This plan responds to the following section of the FAA Modernization and Reform Act of 2012 (the Act):

SEC. 332. INTEGRATION OF CIVIL UNMANNED AIRCRAFT SYSTEMS INTO NATIONAL AIRSPACE SYSTEM.

(d) EXPANDING USE OF UNMANNED AIRCRAFT SYSTEMS IN ARCTIC.—

(1) IN GENERAL - Not later than 180 days after the date of enactment of this Act, the Secretary shall develop a plan and initiate a process to work with relevant Federal agencies and national and international communities to designate permanent areas in the Arctic where small unmanned aircraft may operate 24 hours per day for research and commercial purposes. The plan for operations in these permanent areas shall include the development of processes to facilitate the safe operation of unmanned aircraft beyond line of sight. Such areas shall enable over-water flights from the surface to at least 2,000 feet in altitude, with ingress and egress routes from selected coastal launch sites. (2) AGREEMENTS - To implement the plan under paragraph (1), the Secretary may enter into an agreement with relevant national and international communities.

This Plan is intended to inform interested parties, operators, Federal agencies and international communities of the Federal Aviation Administration's (FAA) plan to establish permanent operational areas and corridor routes (for access to coastal launch sites) in the Arctic for the operation of small Unmanned Aircraft Systems (sUAS). These permanent areas will permit sUAS operations from the surface to at least 2,000 feet Above Ground Level (AGL) for research, commercial purposes and Search and Rescue (SAR). One of the Plan's objectives is to create a specific process to allow safe operation in the Arctic areas.

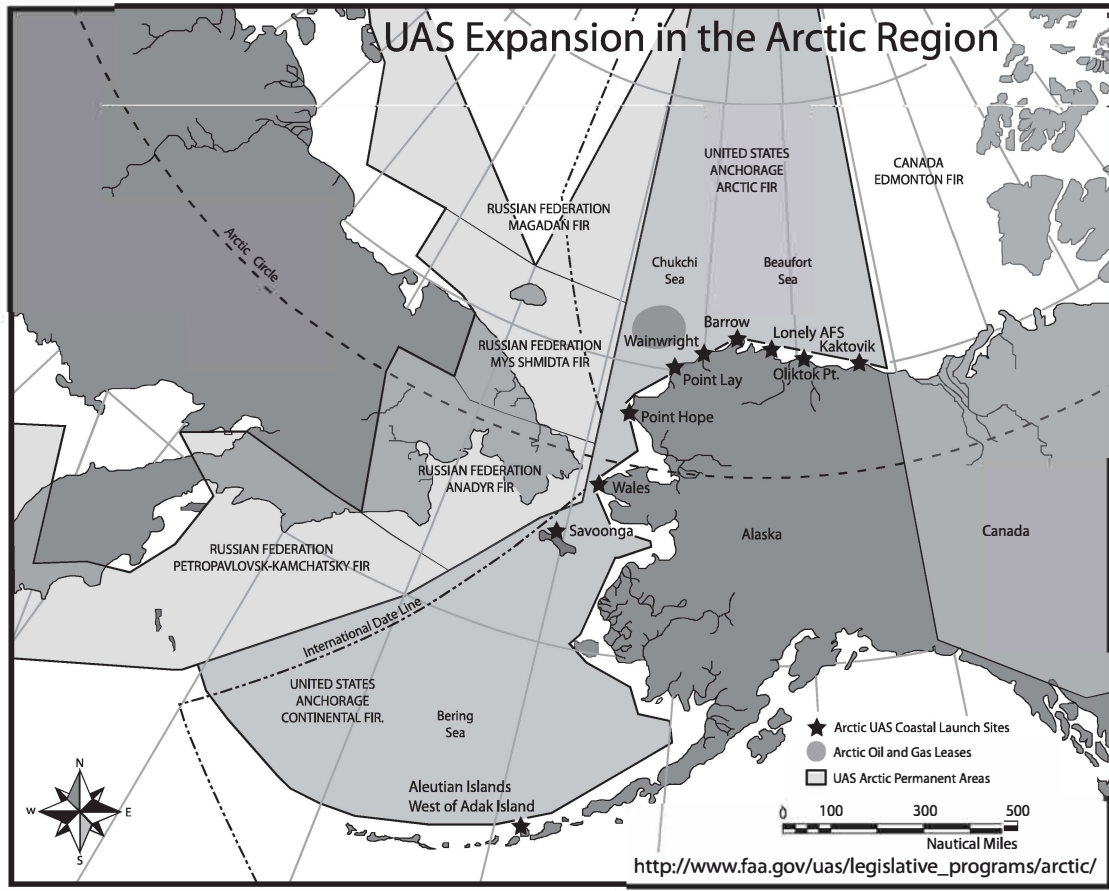
### Legislative Compliance

The FAA plans to establish three permanent Arctic areas to comply with the Act:

### Corridor Routes and Procedures

The plan requires the establishment of several routes for ingress/egress from selected coastal launch sites to access the permanent Arctic areas. The routes will extend from the selected coastal launch sites, through domestic airspace to the permanent Arctic areas.

The procedures for using the permanent Arctic areas will be developed as a part of this plan. Typical procedures used for corridor routes in other areas of the NAS require operators using the corridor routes to file, activate, and close a flight plan with the appropriate aeronautical facility.



## NOTICES

## UAS ARCTIC AREA OPERATIONS COMMUNICATIONS PLAN

**SATCOM TELEPHONE NUMBER: Radio Call Sign:** \_\_\_\_\_

**USCG #:** \_\_\_\_\_ **Vessel Phone:** \_\_\_\_\_ **VSAT** \_\_\_\_\_ **Iridium**

**A. 10 Days prior:** When operating within Control Area 1485L, Operator email an ALTRV request to CARF (7-AWA-CARF@FAA.GOV) with a copy to Anchorage ARTCC (ZAN) (AALZANATTMU@FAA.GOV)

**B. 7 Days prior:** UAS operator email to appropriate U.S. Government Activities (US Coast Guard, NOAA, DoD Etc.) and Commercial aircraft operators

**C. 72- 24 Hours in Advance:** Contact \_\_\_\_\_ FSS, Request a NOTAM be issued for the operation

**D. 1 Day prior (NLT 2200 hours):** Provide manned aircraft operators schedule for next day

**E. By 0830 hours on day of flight:** Manned aircraft operators will confirm their flight plan(s)

**F. 1 Hour prior:**

a. Operator file a DVFR flight plan through \_\_\_\_\_ Flight Service Station (FSS)

\_\_\_\_\_ FSS: ( ) \_\_\_\_\_ National Weather Service (907)852-6484

b. Receive Weather briefing, review NOTAMS, determine if there are any other DVFR flight plans on file for the operating area

c. Check Receiver Autonomous Integrity monitoring (RAIM) notices  
(<http://www.ntsbt.faa.gov/24HrRAIM.htm>)

d. Contact Anchorage ARTCC (ZAN) via SATCOM to confirm ALTRV is Active (907) 269-1103

**G. 10 Minutes prior to UAS Launch:** In preparation for launch, broadcast a warning announcement on Marine Common FM Ch 16 and VHF \_\_\_\_\_ MHz (CTAF) "UAS flight operations are commencing from (LAT /LONG of research vessel). Maintain a listening watch on VHF \_\_\_\_\_ (CTAF) and 135.3 MHz for any traffic

**H. During flight operations announcements:** Periodically broadcast a warning announcement on Marine Common FM Ch 16 and VHF \_\_\_\_\_ MHz (CTAF) that: "UAS operations are in effect between the surface and 2000 feet within 10 nautical miles of Latitude /Longitude"

**I. Lost Link/Lost Comms for the UAS (Emergency Comms):** PIC will comply with the lost link/lost comms procedures stipulated in the COA. Operator will immediately contact \_\_\_\_\_ and Anchorage ARTCC (ZAN) via SATCOM and report the Lost Link condition, time and the Lat/long. Immediately broadcast on Marine Common FM Ch 16, VHF \_\_\_\_\_ MHz (CTAF) and VHF 135.3 MHz that "UAS flight operations are commencing emergency return at 500 feet AGL."

**J. US Coast Guard Protocols:** Vessel will maintain continuous listening watch on Marine Common FM Ch16 and the VHF and UHF 121.5 & 243.0 guard frequencies

**UAS Operator POC:** \_\_\_\_\_, **email:** \_\_\_\_\_