



Attention North Slope Pilots: Unmanned Aircraft Activity in the Area

- The National Oceanic and Atmospheric Administration and US Navy will be operating ScanEagle® Unmanned Aircraft Systems (UAS) from August 14 – 30, 2015, within an 80-nmi radius offshore of Barrow, Alaska. The UAS will be launched and retrieved near the Naval Arctic Research Lab (NARL) airstrip, located 5 statute miles NE of the Barrow airport. Flight ops will be conducted during daylight hours (between 0800 and 2200 local time) and will 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 will be flying at a time. The ScanEagles® will be controlled by control stations located near NARL and aboard the NOAA Ship *Fairweather* stationed offshore. The UAS will be flown beyond visual line-of-sight.
- The UAS will transit through corridors from shore to the study area, which is located greater than 12 nmi from the coast. Transit through the corridors will be at 400 ft MSL. Inside the study areas, the UAS will 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

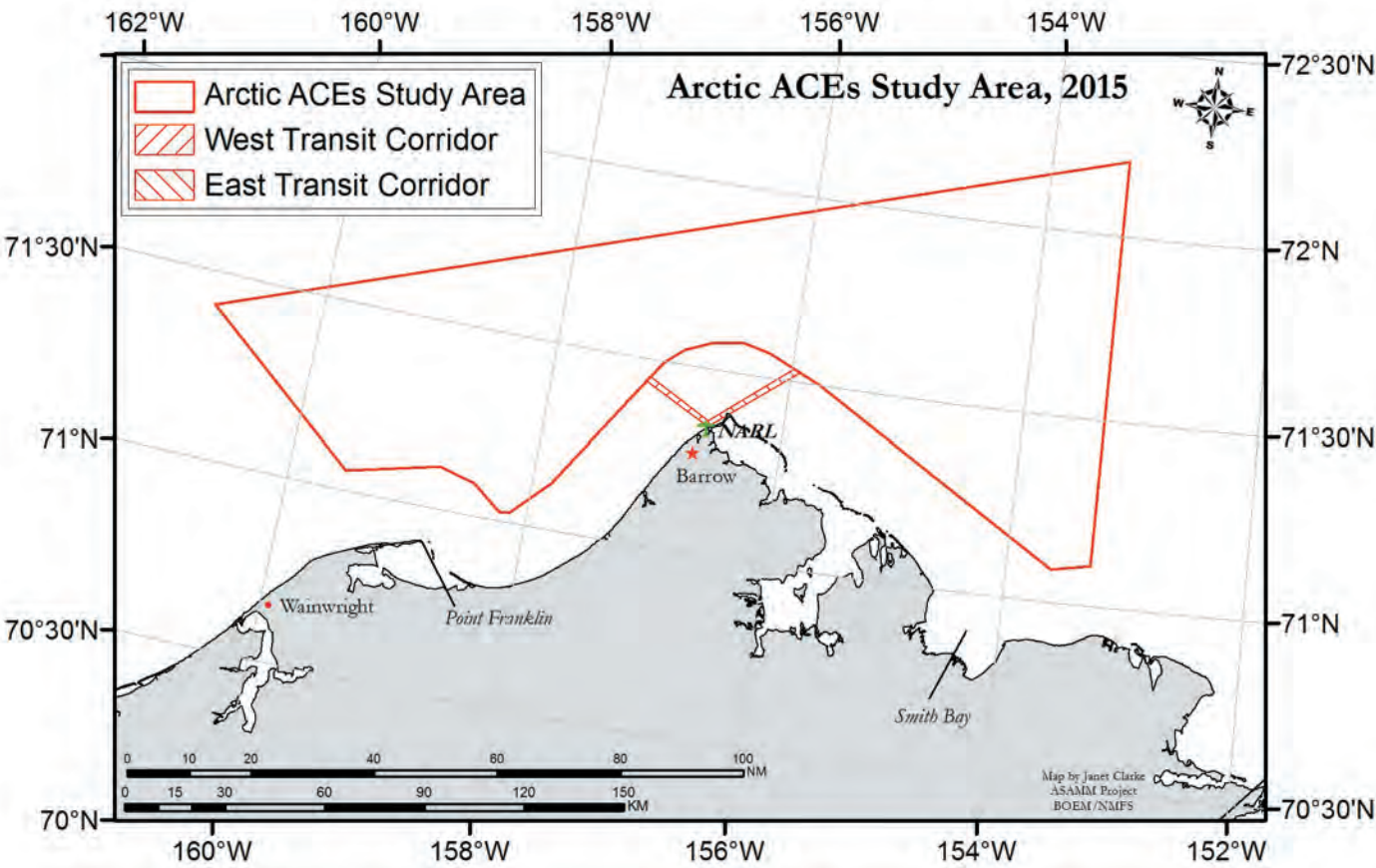
Photographer: Leah Crowe
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This Arctic Aerial Calibration Experiments (Arctic ACEs) project was designed for two purposes: 1) to conduct a three-way comparison of whale data collected via observers in a manned aircraft, digital photographs from a camera 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, National Oceanic and Atmospheric Administration (NOAA), and Shell.

Flight Area Positions

Study Area		West Transit Corridor	
Latitude	Longitude	Latitude	Longitude
71° 3.2 N	159° 32.2 W	71° 21.1 N	156° 39.7 W
71° 24.7 N	160° 54.0 W	71° 26.4 N	157° 12.1 W
72° 12.2 N	153° 19.4 W	71° 27.1 N	157° 10.5 W
71° 6.5 N	153° 18.0 W	71° 21.7 N	156° 37.9 W
71° 5.3 N	153° 37.4 W	East Transit Corridor	
71° 30.1 N	155° 44.5 W		
71° 33.9 N	156° 12.2 W	Latitude	Longitude
71° 35.0 N	156° 26.5 W	71° 21.0 N	156° 36.5 W
71° 34.2 N	156° 41.3 W	71° 31.6 N	155° 55.7 W
71° 32.4 N	156° 55.4 W	71° 32.0 N	155° 58.6 W
71° 29.8 N	157° 4.9 W	71° 21.7 N	156° 37.9 W
71° 20.1 N	157° 25.0 W	Launch and Recovery Area 1 nmi circle about:	
71° 7.5 N	157° 50.2 W		
71° 1.6 N	158° 8.4 W	Latitude	Longitude
71° 1.4 N	158° 13.4 W	71° 20.3 N	156° 38.2 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		



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