

Misc.

Meeting

Notes -

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DOD UAS Briefing

Need Sept 2015
June 2015
minutes / summary

12 gray eagles in in AK currently – \$20mil a pop

Fort Wainwright has a platoon of Shadows – four aircraft, and 48 Ravens

Gray Eagles will be employed with Apache helicopters, can transfer control from Gray Eagles to Apaches and the GEs can fly up to 90 miles in front of the Apaches, guiding them. US Army implementation.

Joint Alaska Pacific Range is the primary deployment area – restricted air space. Can be employed in ANY airspace with proper

Sensors on Gray Eagle – Synthetic Aperture Radar – can sense footprints or imprints based on what is moving on the ground – could be great for search and rescue. EO = Electrical Optical and IR = infrared

SHADOW SYSTEM: can be used as a “private satellite” for coms purposes.

Question: Runway for Gray Eagle to land, but do you need one for a Shadow?

Answer: trailer launch catapult for shadow. Can land on 2-300 foot runway or can be captured in a smaller area.

ARMY UAS are controlled by the ground/helicopter. AIR FORCE UAS are operated from space/satellites

Satellites are very expensive in terms of bandwidth.

AK has not done any mission planning yet outside of their established ground control and training arena.

Only reason gray eagle is here in AK = only location in Pacific AOR, where PayCom commander (four star admiral) in Hawaii could have access to the assets within the Pacific footprint.

Satellite system called Open Source currently in operation to increase communication in the Northern Hemisphere.

US Army in AK has balloons that operate at 80,000 feet with transmitters that allow for fully operational communications within Alaska.

OSRVT – One system remote viewing terminal

Feb 2017 – will have Gray Eagle Operations mission ready.

Ro Bailey – requests that after this fire season, we get the right people in the same room to discuss prepping for next season for planning and use of UAS in fire response so that the capability of UAS implementation is there.

***SSH generate a letter requesting that the state, UAF test site, emergency responders coordinate for situations like Sockeye fire etc..

Search and Rescue is different form DSCA. In Alaska, General Handy is the decision-maker when it comes to DOD response in search and rescue situations. DOD assets are on alert for Search and rescue situations – only place in the states where this happens.

Incident Awareness and Assessment = what DoD UAS can do in Alaska.

Imagery will be taken over general areas, never of specific people or businesses, when in the US.

“Incidental Collect” imagery taken during, for example, an earthquake. There will be incidental collect of images of people, businesses, etc... there is a very restrictive guideline in place that places limits on how long DoD can keep information, what they can do with it and when to protect the rights of individuals. Sensitivity level is so high, that even state National Guard requires Secretary of Defense approval for use.

Proper Use Memorandum (PUM) is required for any DoD assistance to the state ops in Alaska – anything involving UAS requires SECDEF approval.

Standard Collection - Infrared, electronic imaging, thermal

Special Collection – collecting electrons, cell phone signals, etc, “stuff that starts to scare people” – typically NEVER used on US soil.

LTFUAS Meeting Notes

Ginger – UAVs in the media update:

Sam’s Club is gearing up for drones to be one of their top selling gift items this year.

Unmanned Aircraft encounters with manned aircraft are on the rise – summer months lead to increase in UAS recreational flight.

Second round of million \$ UAE drone innovation contest.

New investment funds through DJI SkyFund

AMA online flight school being offered.

FAA National Policy: Aviation related videos or other electronic media on the Internet –

- Lt. Adams asked if law enforcement have encountered anything involving drone video and what the can be done.
- Adams – We would not file any charges, no statutes currently that would allow for charges.

Alaska Aerial Media – Ryan Marlow

Integration of UAS into public safety at an affordable rate is their main goal.

Main uses thus far –

1. documenting historical landmarks in Alaska –
2. Next big push: Emergency Services – search and rescue, fire, flood. Insurance issues are the biggest hurdles for UAS implementation in emergency response

Ro Bailey: Need an emergency COA for flight in non-COA’d

Alaska Aerial Media has a new COA for up to 400 feet now, with new stipulations for communication with the FAA.

3. Construction, Project inspection and risk mitigation.
4. Thermal Scanning – Search and rescue, inspection (pipeline). Response time can be dramatically reduced with thermal scanning from UAV during search and rescue scenario.
5. Equipment/facility/mechanical inspection – power lines etc...
6. Surveying: Digital Surface Models, Orthomosaics, volumetric scans.
7. Wildlife Monitoring: thermal equipment used for monitoring Beluga whale, data collected from this can help solve mystery of why whales are beaching themselves.
8. Media – lives streaming events – Iditarod, iron dog.

These are examples of Alaska's Aerial Media is involved with currently.

Backgrounds of Ryan, Beau and Tyler – software engineering, electrical engineering.

AAM received their latest COA recently for 400 feet anywhere outside of Class C and D airspace. None of their equipment have "Mode C" transponders currently. No longer call into tower, now use Kenai Flight Services. Flight planning still needs to be done beforehand. Fly in airspace, but not restricted by the five mile from airport rule anymore.

AAM currently has five UAVs, but only one listed in their COA.

Ethan Tyler Question: From a business perspective, what would you say are the barriers you're currently running into, as far as growth?

Ryan: Turn-around time for the COA. Red tape and paperwork really slows down the process.

Beau: An example of a hurdle: "we got an email from a Peter Greenberg production company job, they wanted some filming help" but because of the COA and airspace restrictions – they are losing these jobs to people from out of state coming up and taking these jobs by not following the rules.

John Parker Question: Can you run us through the 333 exemption. When did you get it? How long did it take?

Answer: 333 exempts them from commercial UAV operation, must have a COA, and adhere to airspace requirements. Applied for the COA in October of 2014, took 60 days for a response, told they had to submit more paperwork and make some changes. In total, about 5-6 months. Tyler, Beau, and Ryan all filed separately as pilots for 333 waivers, but only Ryan has received the waiver thus far.

John Parker: 333 waiver exempts you from certain regulations.

Steve Wackowski – Hollywood has been operating UAVs illegally for years. The FAA is putting a lot of onus on these guys, but not going after these Hollywood companies.

Ro Bailey: Are you actually doing all of the things listed in the presentation?

Ryan: our COA says we are certified for "scanning" we are more just researching where and how we can operate in those areas.

Ro: I applaud your patience and willingness to work within the rules because the FAA will trust you and eventually entrust you with more responsibility.

Alaska Aerial Media has a \$2 million liability insurance policy, as well as coverage on their UAVs.

Bob May: Would like to see some action from the state to require companies that come into Alaska to film for a profit to operate with the proper waiver, certifications, insurance coverage.

Lt. Adams: These companies who are filming without proper licensing or coverage are violating a civil action, unless they are operating their equipment in a manner that is reckless, there are no laws that we can charge them criminally on.

***Ro Bailey: A simple fix would be to require any operator hired by an agency to provide PROOF of a COA in order to operate commercially in Alaska – without a COA, they won't have the other required certs.

Captain Cook – Anchorage Police Department

One bad experience with an individual in Eagle River. Following kids home from school, multiple occasions since then. Could not do any civil action against the man because it is a civil issue. FAA could not act on the issue either, as the man was operating within the regs – far enough away from airports, height, etc.. APD will now be able to pursue trespassing charges for future occurrences via a trespassing charge if it is in fact, evident that drones are used to look into windows.

SSH: Why was a search warrant not obtained in this situation?

Capt. Cook: We believe that the situation was handled sufficiently in the end, but if there are any future occurrences with the same individual you will see a much more aggressive handling.

Capt. Cook: Outside of that circumstance, the majority of our encounters with drone operators has been very positive. Operators are very concerned for the well-being of the industry and do not take kindly to these outlier type abuses of the technology (in regard to the eagle river situation).

DRONE PRIVACY DOCUMENT:

- 1.) Include the term UAS or Unmanned Aircraft System, with or without using drone. Insert “(UAS)” after drone on title line, page 1. Insert “FAQ about Privacy”
- 2.) Delete “Frequently Asked Questions on Unmanned Aircraft Systems”
- 3.) Bottom of page 2, include “causing damage” rather than “shooting down”
- 4.) Possibly add a statement at the beginning of this document to address what is the national air space. (referenced on Page 2).
- 5.) Move the crowd issue listed on page 6 closer to the front of the document, page 2 possibly?

Jay Skaggs: There is a public law that says it is illegal to damage aircraft. Legal interpretation that does include model aircraft as aircraft.

Skaggs: Issue comes down to structuring language that protects both the operator flying UAVs and the privacy of individuals, when it comes to instances like the Eagle River issue.

John Parker question: AMA drones – are they certified by the FAA in any way?

Skaggs: FAA is prohibited by public law to certify or regulate model aircraft. Model aircraft, right now, we're saying that if they create a moderate threat to the NAS (near-miss or mid-air collision) then we will pursue enforcement. If not a moderate threat, then we are pursuing education first. If person continues to operate contrary to regs after letter of education, then they will pursue enforcement.

Update on the FAA's know before you fly app? Skaggs had no info, but good idea to ask if Alaska can be the first to roll out the app when its completed.

Steve Strait Question to Ro: What do think the university's role will be going forward with changes in FAA regs, funding form legislature.

Ro: recently acquired a 250 pound SeaHunter UAV, testing nanotechnology for deicing of aircraft, numerous other research projects. All of the aspects of big systems, and operating out of airports is still ahead of us. Bridge inspection work done with UAVS, pipeline inspection work slated, acquired a single-rotor helicopter for heavy payloads.

Updates:

John Binder: DOT Airport Managers training – where UAS training was involved in the statewide manager training. Educate them on current regs, what to do when UAS operators call them. What to do when they encounter people are not abiding by the rules. The session was geared toward education, the Know Before You Fly documents was distributed.

Steve Wackowski: Seattle Robotics Conference. University of Washington Law review of UAS impact on laws and regs. Disappointing to see how rule-abiding companies and individuals are left scratching their heads and stalled while other companies go around the rules.

Ethan Tyler: Division of Economic Development secured a booth at the AUVSI trade show. Collaborative effort with multiple agencies at the booth to showcase Alaska as a great place to do business.

Ro: UAV demonstration at the Fairbanks fire training center near the hotel for September interest group meeting dates.

SSH: talked to barb Johnson about dinner during the Interest Group meeting to debrief.

September 3 public testimony.

NEXT MEETING: Look into statute changes pertaining defining geographic location that determines whether a UAV is on a person's property and how. Statutes related to stalking. Lt. Adams believes it is time for statute changes to make charges a "slam dunk" in terms of when and where you CANNOT operate a UAV.

Board of Game, Board of Fish regs banning drone use for scouting.

Letter to congressional delegation regarding funding for FAA test site. Crafting a letter to congressional delegation, what are we asking for? Ro: we may not need to pursue this task any more. We have very strong support from all three of our members of congress. Working on the FAA Reauthorization Act. Conversing with the test sites to see what can make their operations easier. The FAA won't tell them what areas they would like them to research because they don't have the money to pay for them.

Ethan Tyler: we work with the Alaska Minerals commission. They share their recommendations to the state on actions they'd like to see taken each year. For this group, perhaps a goal for the next meeting would be to put together some recommendations for both state and federal needs. Three-five issues identified by this group to better articulate the needs for this industry to grow and be beneficial to

Alaskans. Would be willing to dedicate some staff time to put together a document to distribute to both the state legislature and the federal delegation.

***Crafting a general letter in support of the FAA Reauthorization Act.

FOR SEP MEETING: put together a list of Federal priorities/needs in Alaska for UAS industry.

Steve Colligan: AMA resolution notification. Was there a letter provided to those listed in the resolution or interested in the legislation? Let gov's office sends letters to each entity listed in the resolution.

Colligan: would be good to see our logo (state seal or whatever works) to see our state included in national Know Before You Fly initiative. Governor's office is ready for the Task Force document, we just need to get it to them.

NEXT MEETING: Josh Waite presentation possibility.

Steve Strait: Do we have the issue of drafting some kind of statutory language in the next meeting? Yes.

Skaggs: with the recent emergency management issues, the state does not have a COA filed with the FAA so they can exercise operational control to hire someone to do their flying as a public entity. That COA could be used for other things for the states, such as surveying construction projects, AK airports to save money for the state on the operations side. Would like to see the state file for a COA so we can use UAVs for state operations.

SSH: John Binder, Mike O'Hare, many other agencies would be involved in portions of the COA.

Wackowski: Would be smart to establish a primary POC for the state of Alaska.

***RO: maybe a subcommittee – Mike O'Hare John Binder, Lt. Adams, Ro, Jay Skggs, to work on filing a COA for the state prior to the next meeting? All of the people representing the various departments should be involved. NEXT MEETING: have an agenda item for a report from this subcommittee.

Name

Affiliation

Do you want to testify

documents @ vivint.com
 Oct \$60.99
 acct 247 3587

Hot Topics Oct 4th
 1 page
 electronic flyer
 no time line

Nov 30 December
 5 members

Leadership conf.

Mike Howard, Party Chief
 Manager
 Signature

Newsletter
 Member

Public Testimony

Erik Folkstad - WA AUNSI Cascade Chapter
on WA Task force

Gov Isley vetoed 1st bill

authorized a task force - not able to agree on a bill
two competing bills - neither have been passed

Steve Wackowski

WA state economic impact very positive

insitu

10,000 jobs - multi faceted

Mike O'Hare

is it good that WA does not have UAS law?

Ted Ralston - Univ of Hawaii Natl Disaster Preparedness Center

tourist issues with drones

law enforcement and hotels are just starting to work together

333 exemption vs non COA business conflicts

Terry Hinman - citizen

private property owner has problems with
aircraft - (manned) what happens w/ UAS

privacy document seems to side w/ pilot

citizens seem to have less rights

Steve Strait just called in

Sen Micciche -

collection of complaints of manned/UAS
to FAA

privacy and safety
▷ Report for Alaska from FAA

Bob May -

reporting on air flight issues
future legislation

Josh Waite -

Privacy document

add phone numbers for contact

don't fly drone around wild fires
Know Before you Fly

"How to - phone numbers"
incorporate with sales of drones.

add version number

one website and one number
on every page = header / footer

#7 safety - add something about safety

new document
Mike O'Hare
Ro Bailey
Bob May
Steve Wackowski

Ro Bailey - privacy document

WAS LTF NOV 5 13:00
teleconference

State Agency COA

Tom Elmer - ACUAST take through COA application

▷ Mike O'Hare - chair

Oct ~~23rd~~ 1pm (23rd)

John Bander - DOT presentation

Airports Working w/ FAA to be part of approval process
COA approvals have been surprise to airports

Steve Strait
John Strait

Assoc. of Chiefs of Police Oct 5-6

Sen Micciche supports attending meeting
Bob May - yes

suggested legislation -

① AMA - can we require certificate KBYF
license w/ stickers for aircraft

legislation before AMA in January

▷ Steve Colligan

RO - qualify for insurance

Bob May

notice flyer
in drone
sales.
online and
in state

② state regulate airspace below 500'

▷ Steve Wackowski

10th Amendment

Bob May

John Bander

Steve Colligan

Sen Micciche

Steve Strait

RO David Voss - Google X wants this as well (NASA AOM's conference)

"loitering" rules under 500'

exemptions - life flight - WAS delivery of defibrillator

can I help the sub committees set meeting dates?

sub committees	date/time	chair
- State Agency COA	Oct 23 1pm	Mike O'Hare
// - hobby certs: licensing // retailer packaging		Steve Colligan
// - 3-D airspace as part of property rights.		Steve Wackowski

BASIS meeting notices —

~~No~~ October 16 ? money ...

~~No~~ October 23 — or any of the sub committees?

~~No~~ Nov 5 1pm teleconference

= updates from sub committees and possible legislation executive session?

Ryan Marlow —

non-civilian use COA

law enforcement waiver for emergency services
one hour rather than 48 hour notice

APD asked for their help and they were denied
when there was a man-hunt