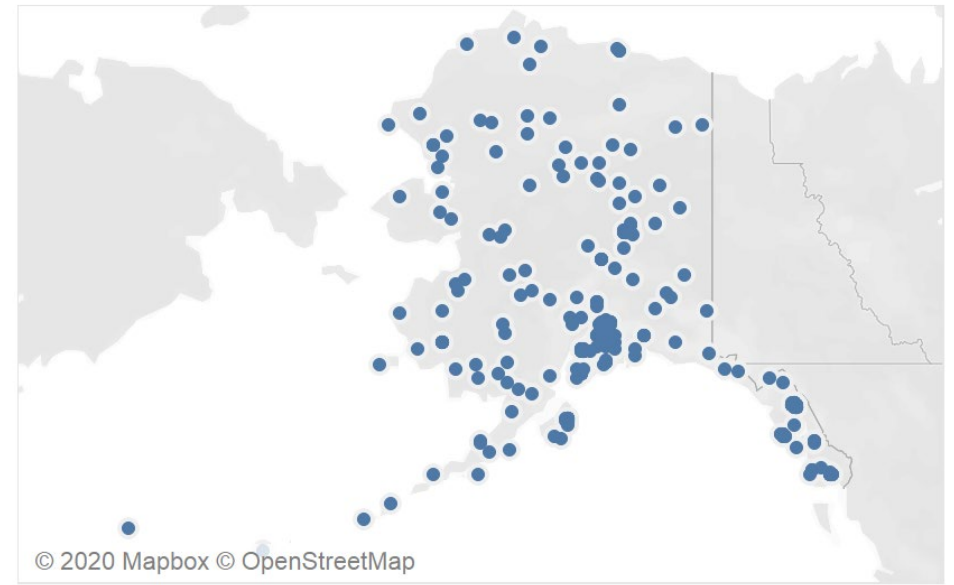
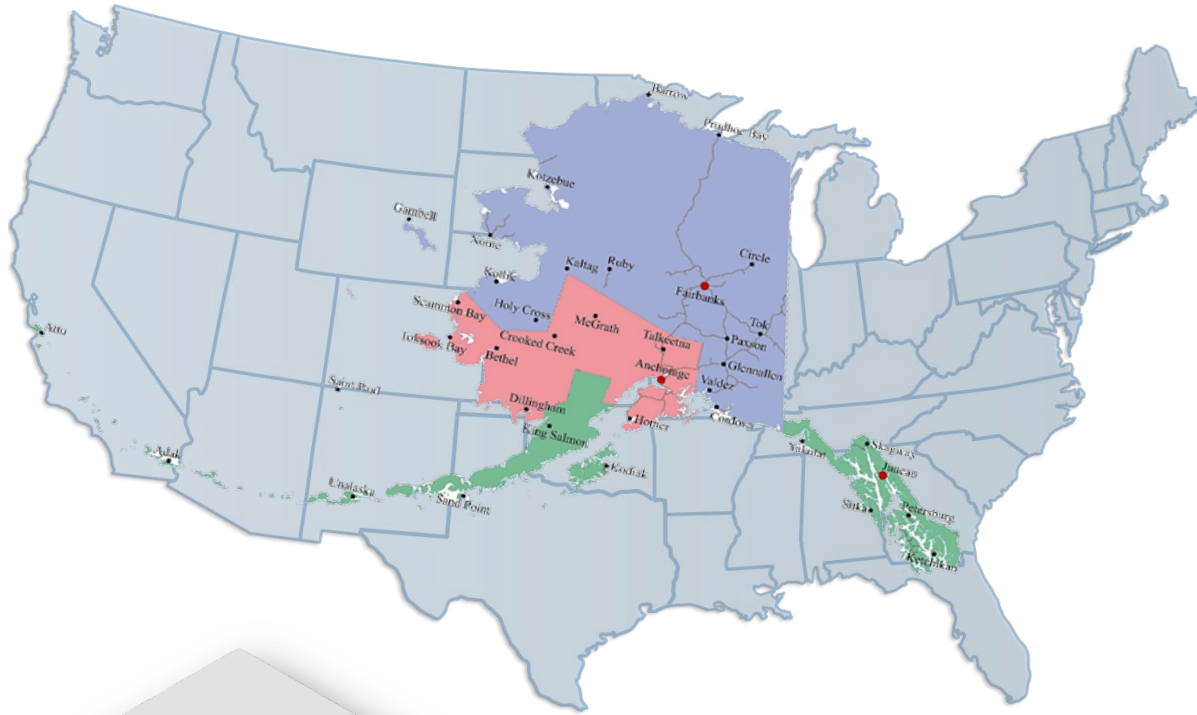




# Alaska Department of Transportation & Public Facilities

Ryan Marlow, CMS

December 10th, 2020



Total Flights

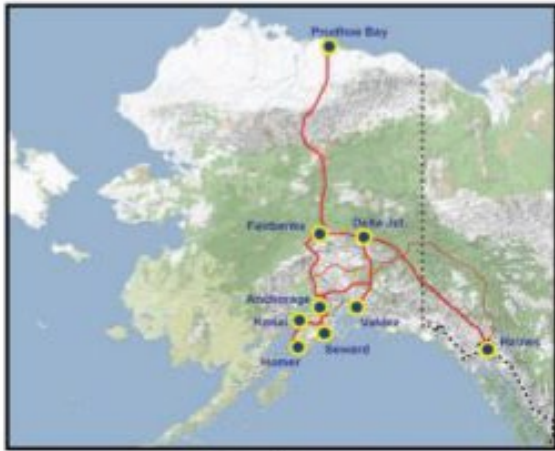
613

Total Flights Hours

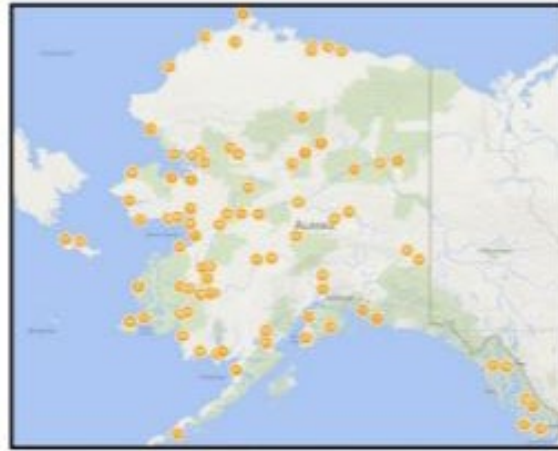
917.6

## Top Aircraft

Aircraft Name	Percentage
DJI Mavic 2 Pro	31.97%
GoPro Karma	16.64%
Unknown	11.09%
DJI Mavic Air	7.34%
DJI Phantom 4	5.55%
DJI Mavic Mini	4.08%
DJI Phantom 4 Pro	4.08%
DJI Inspire 2	3.43%
DJI Mavic Pro	3.26%
DJI Mavic Air 2	2.61%
DJI Mavic 2 Zoom	2.45%
Other Multirotor < 55 pounds	1.63%



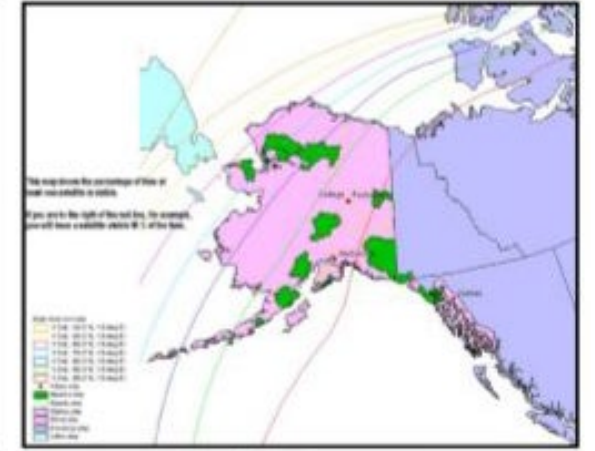
Roadways



Airports



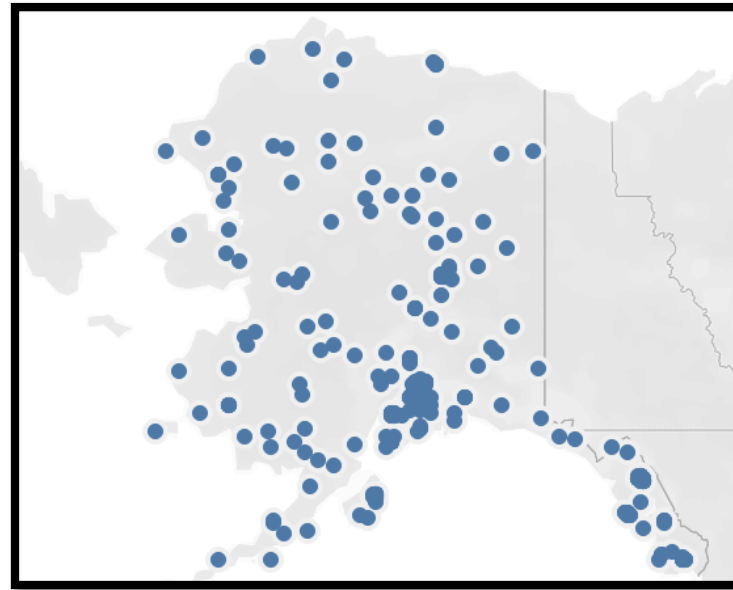
ADS-B Coverage



Satellite Coverage



GCI Cellular Coverage



UAS Deployment



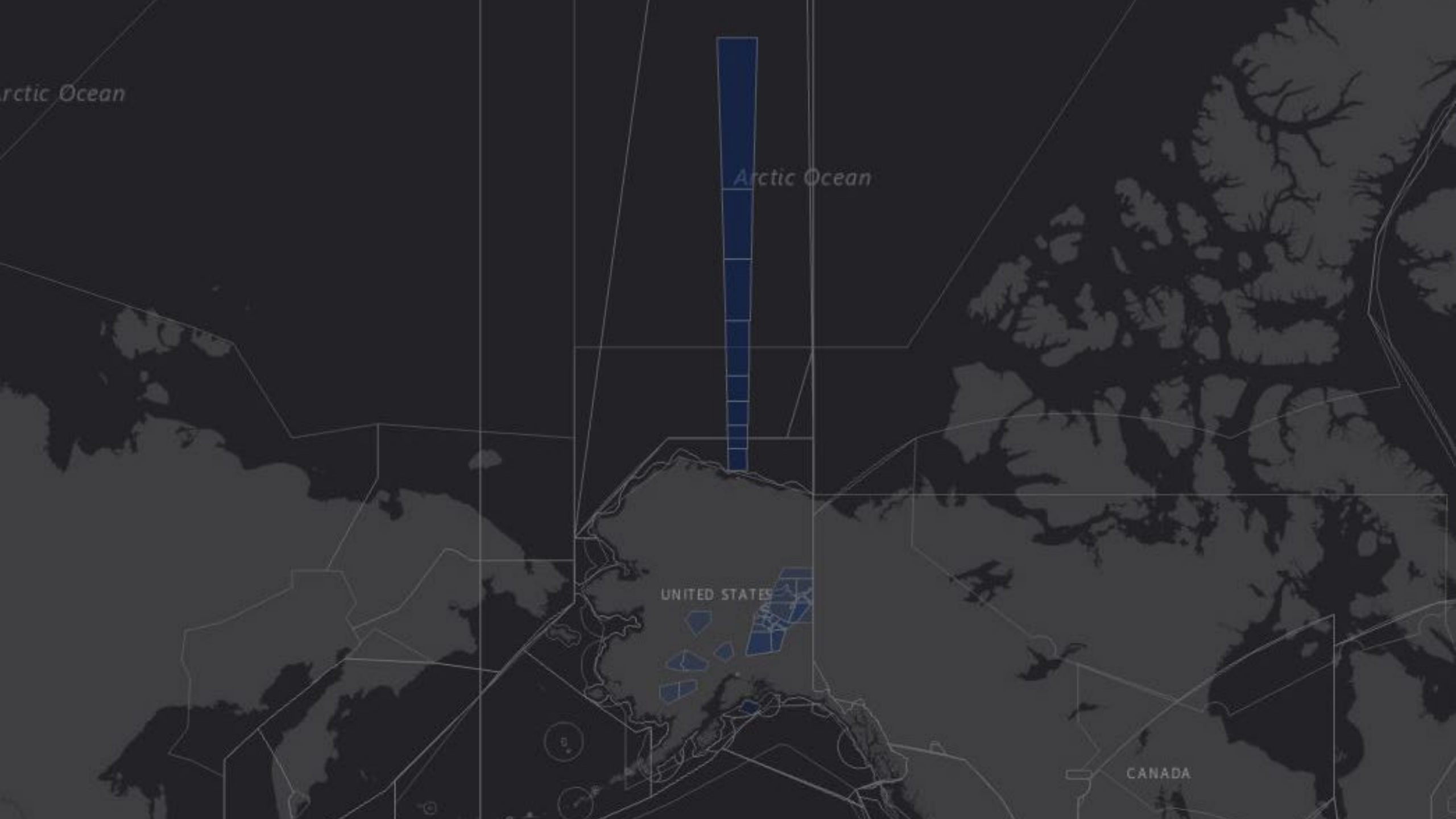
AT&T Cellular Coverage

Arctic Ocean

Arctic Ocean

UNITED STATES

CANADA



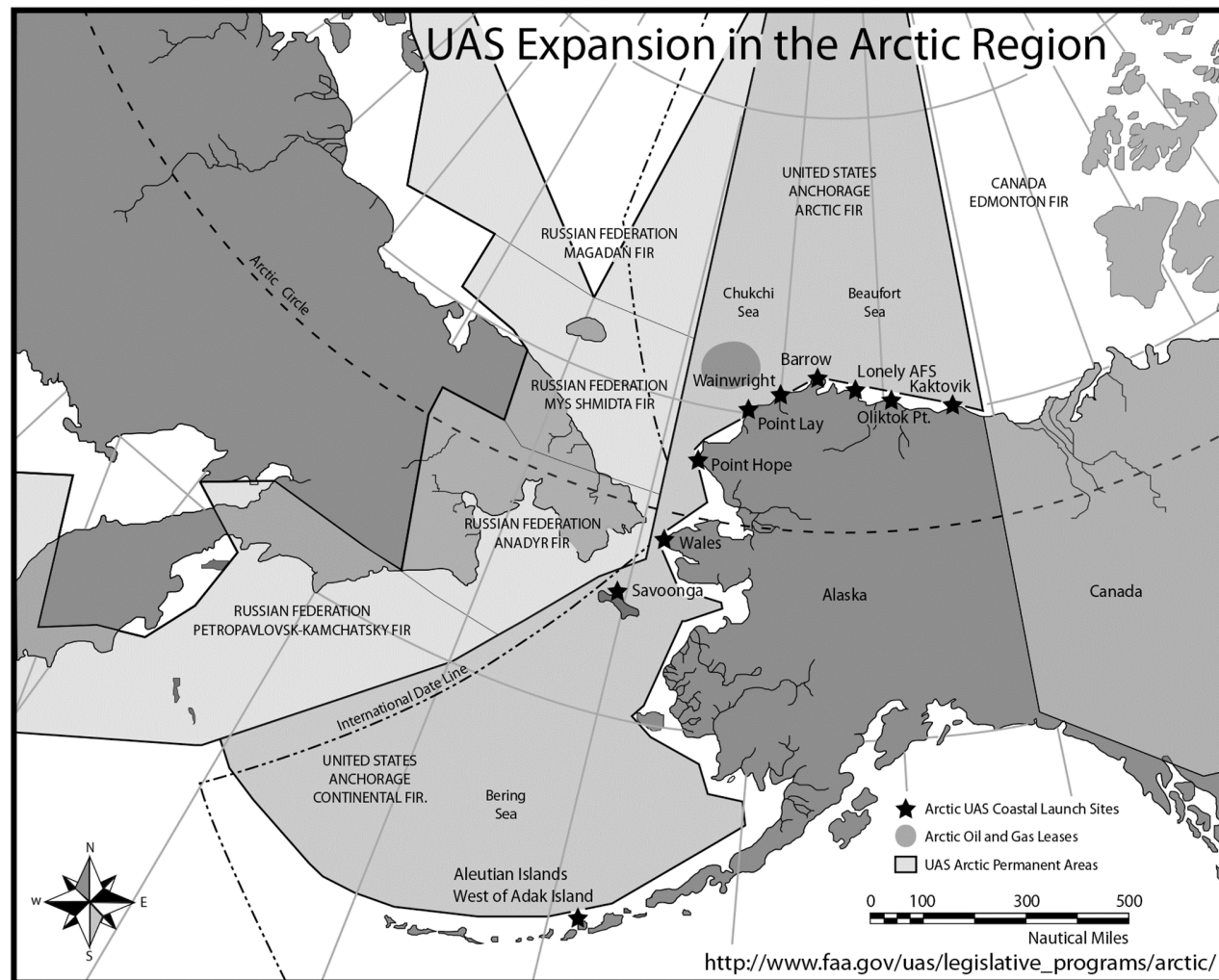
# Coastal Launch Sites

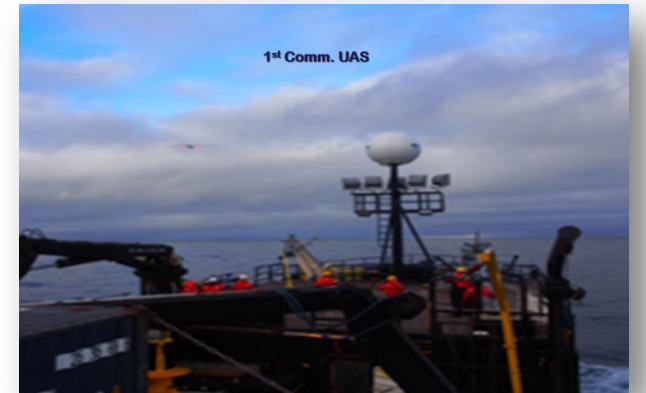
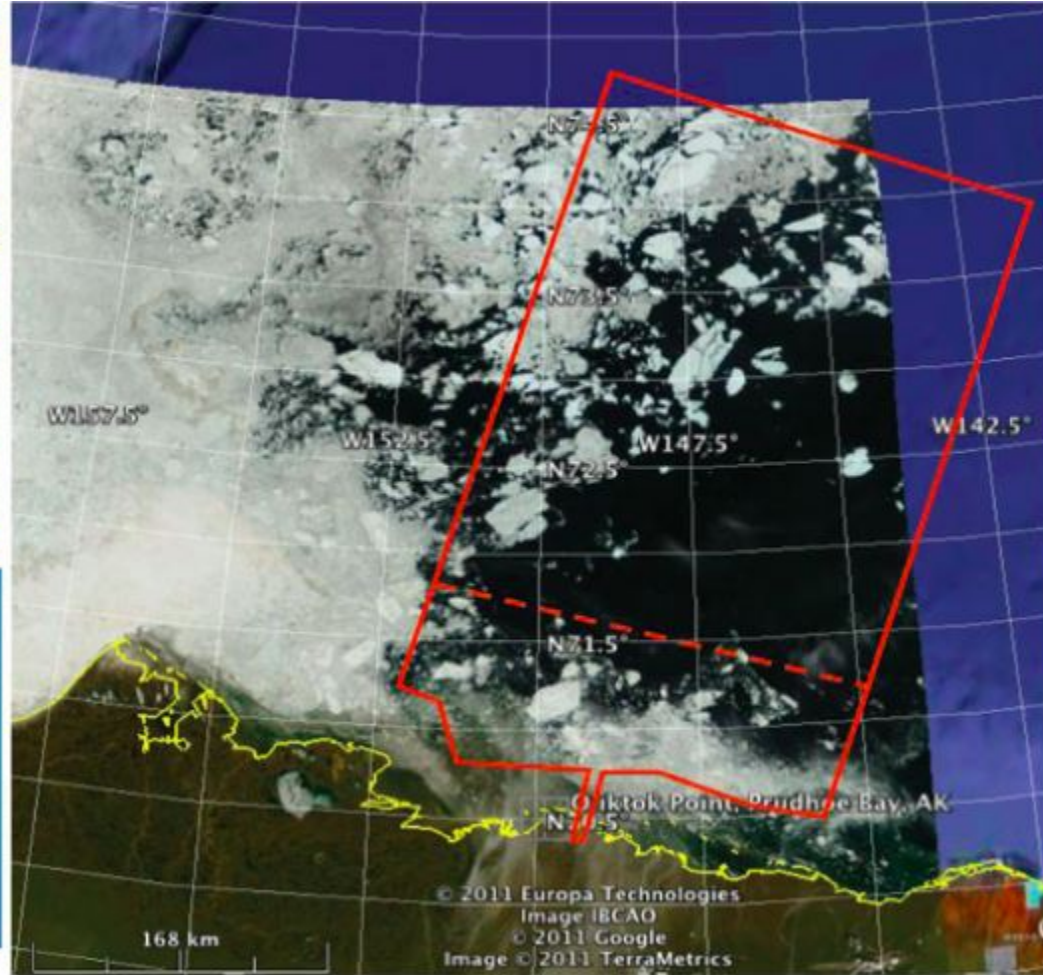
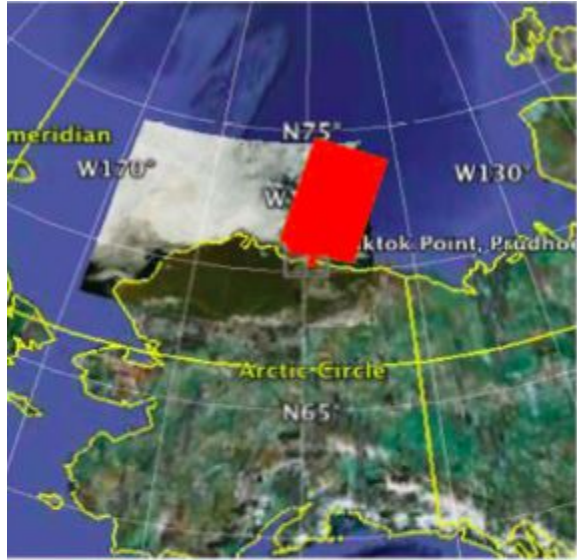
Established in 2012 by the FAA Modernization and Reform Act

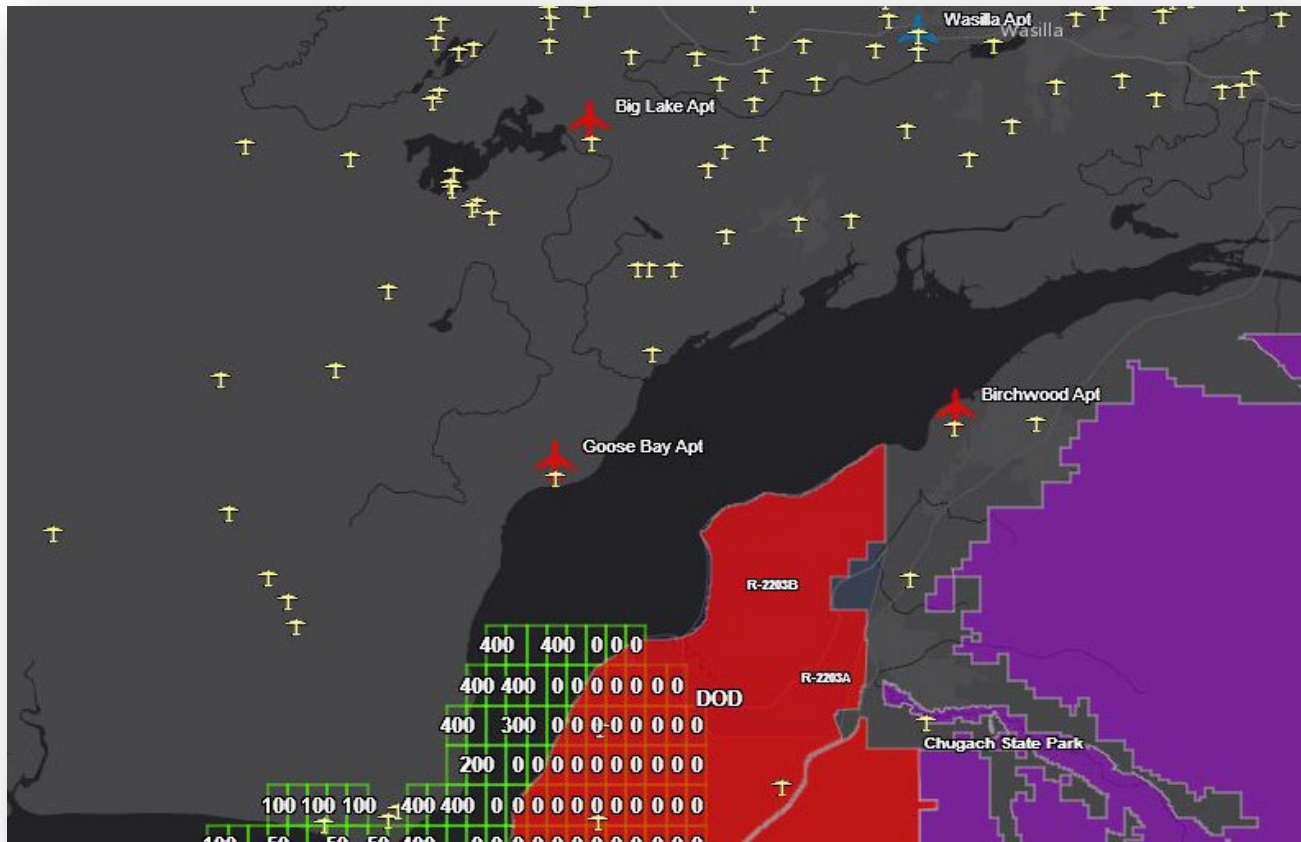
## SEC. 332. INTEGRATION OF CIVIL UNMANNED AIRCRAFT SYSTEMS INTO NATIONAL AIRSPACE SYSTEM.

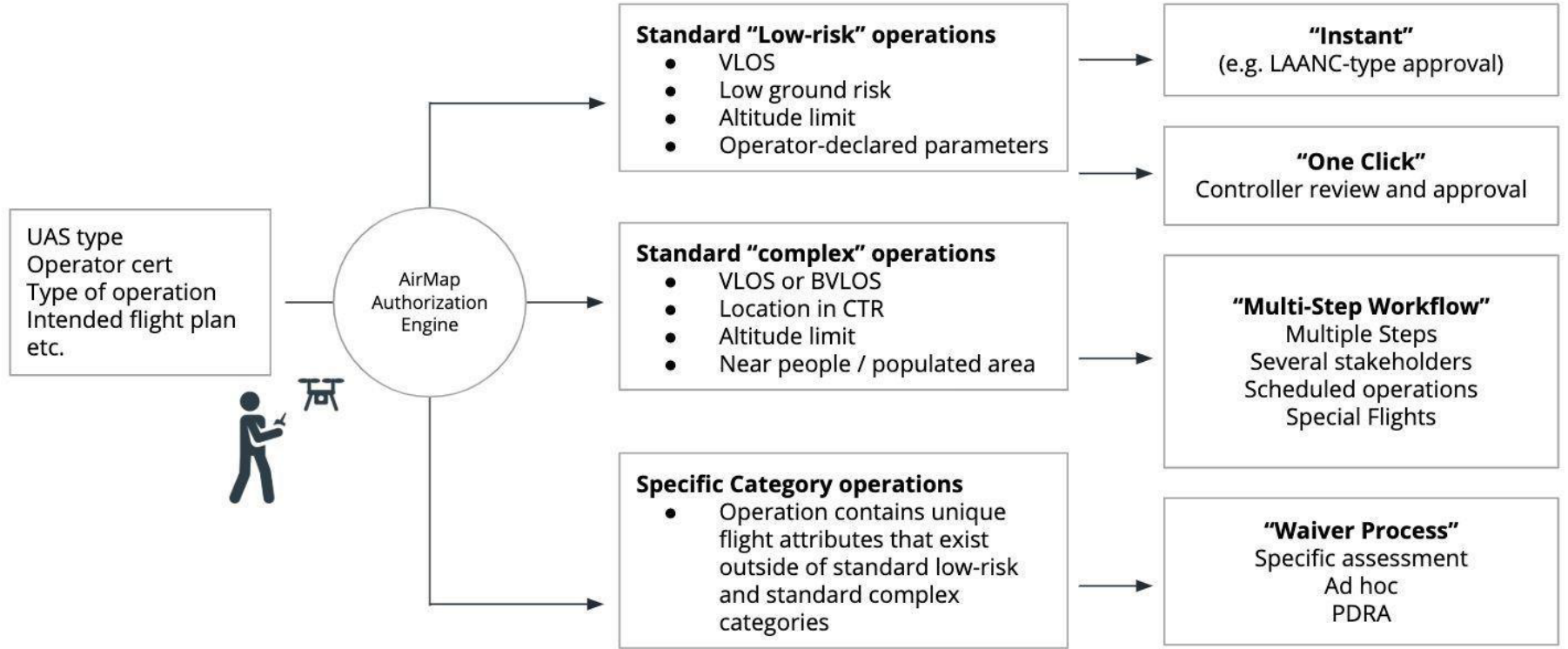
### (d) EXPANDING USE OF UNMANNED AIRCRAFT SYSTEMS IN ARCTIC.—

(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.**











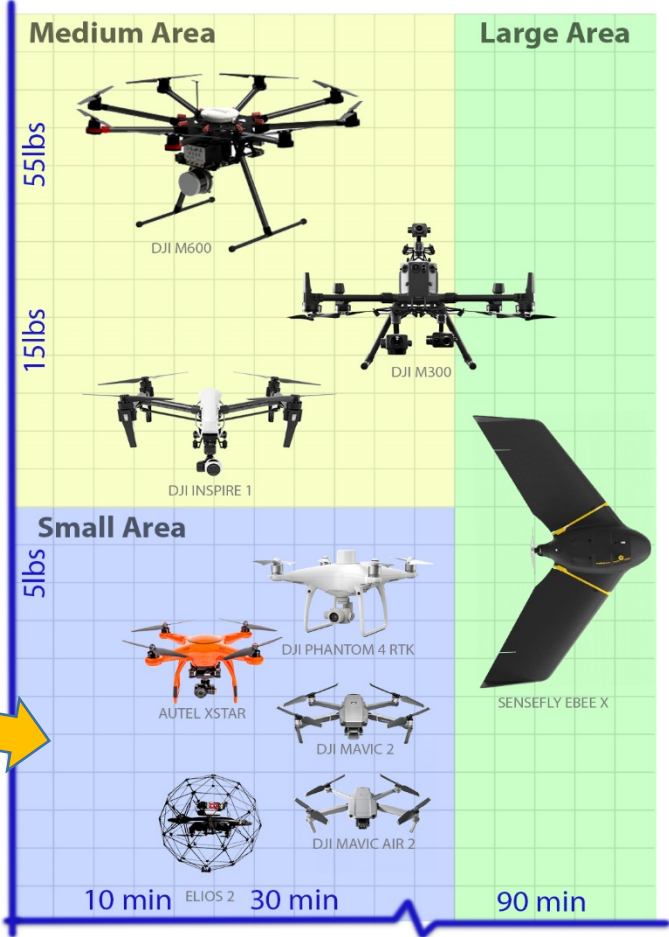
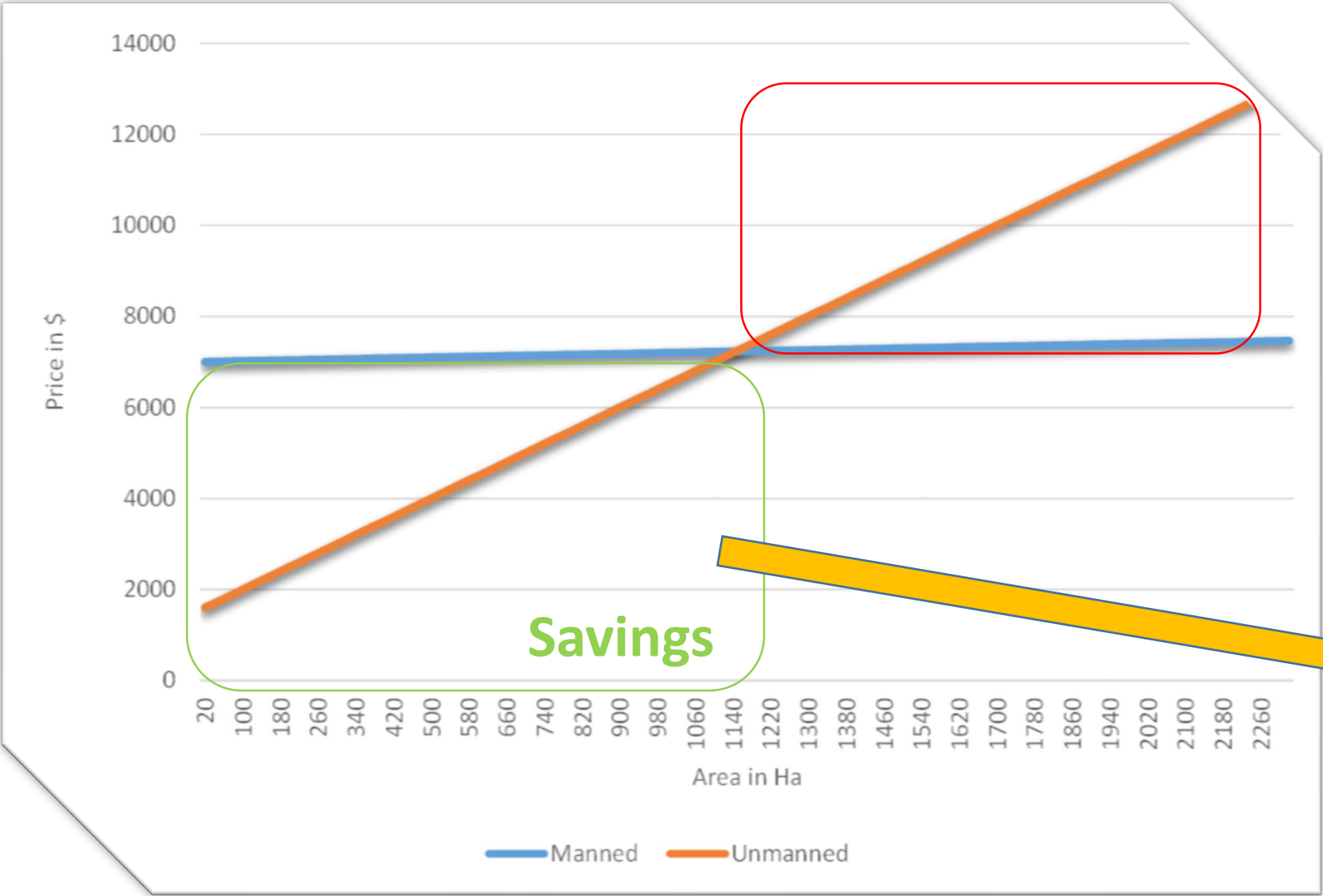




# ACUASI



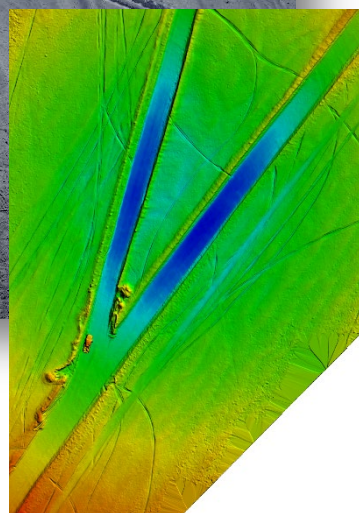
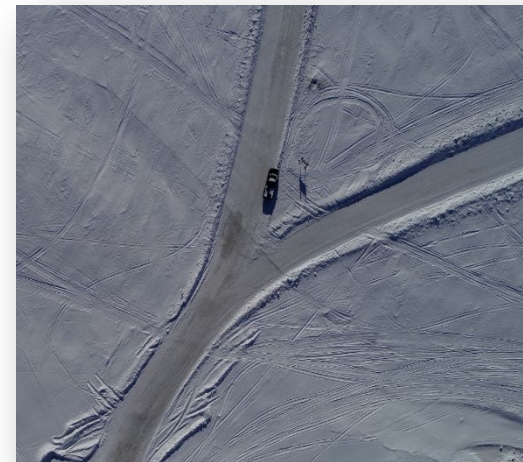
# Cost-benefit Analysis with UAS

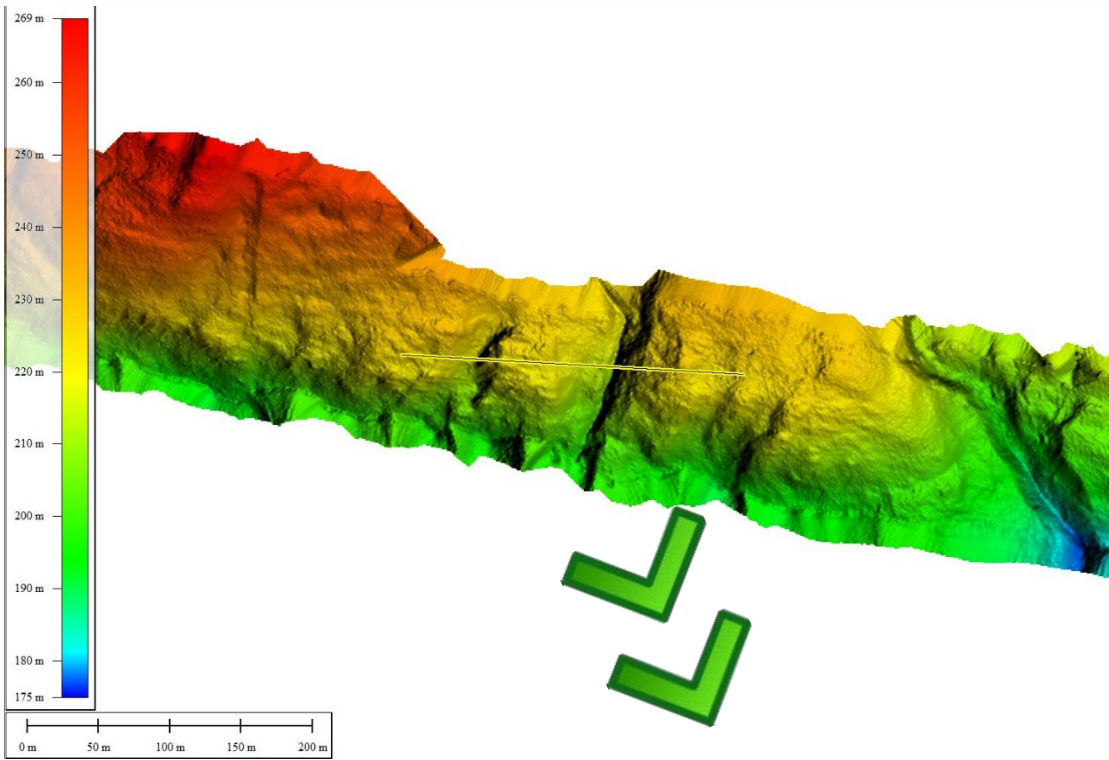






**MMPA PERMIT # 18786-04**

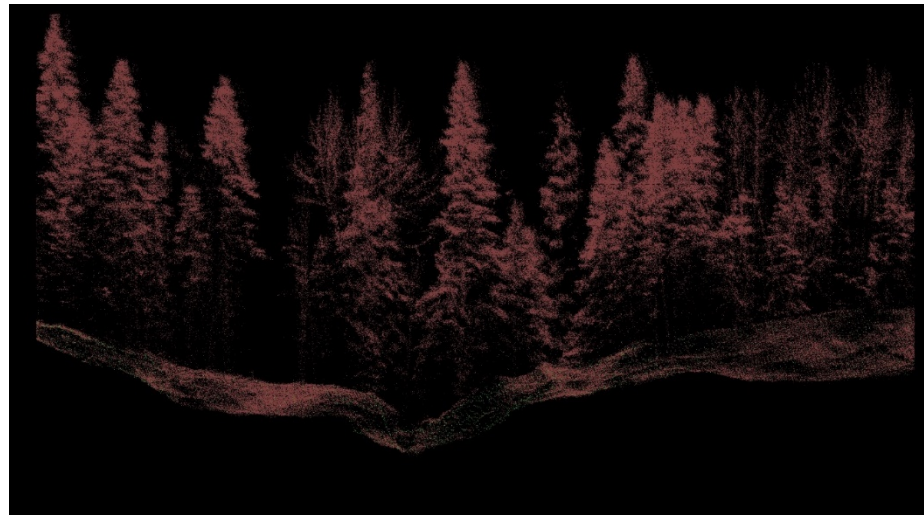




**LiDAR**  
DJI M600 HDL-32  
STIM300 IMU  
Airborne PPK GPS

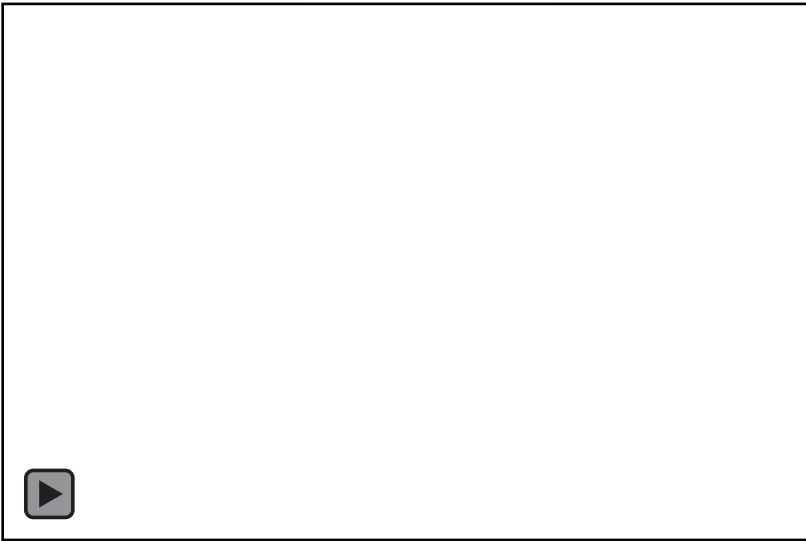
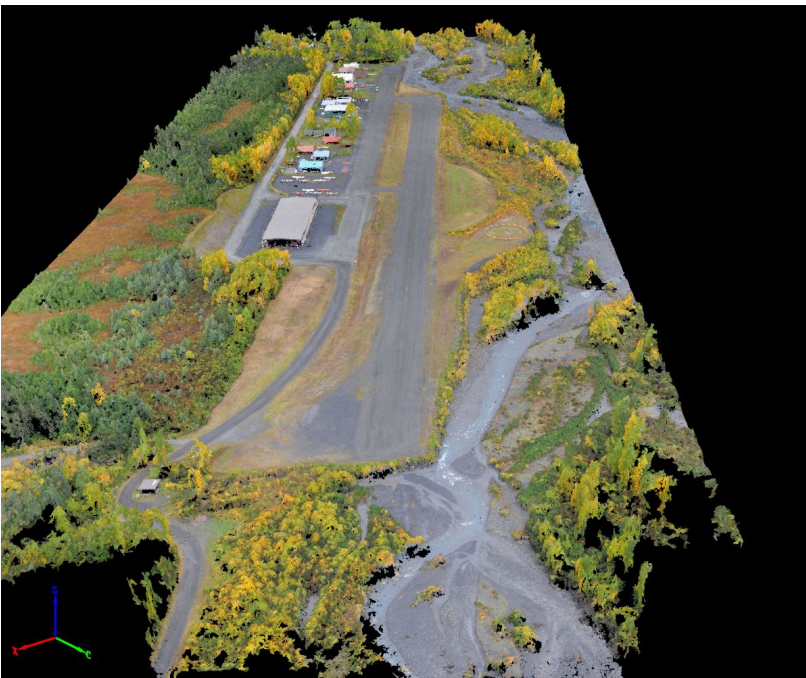
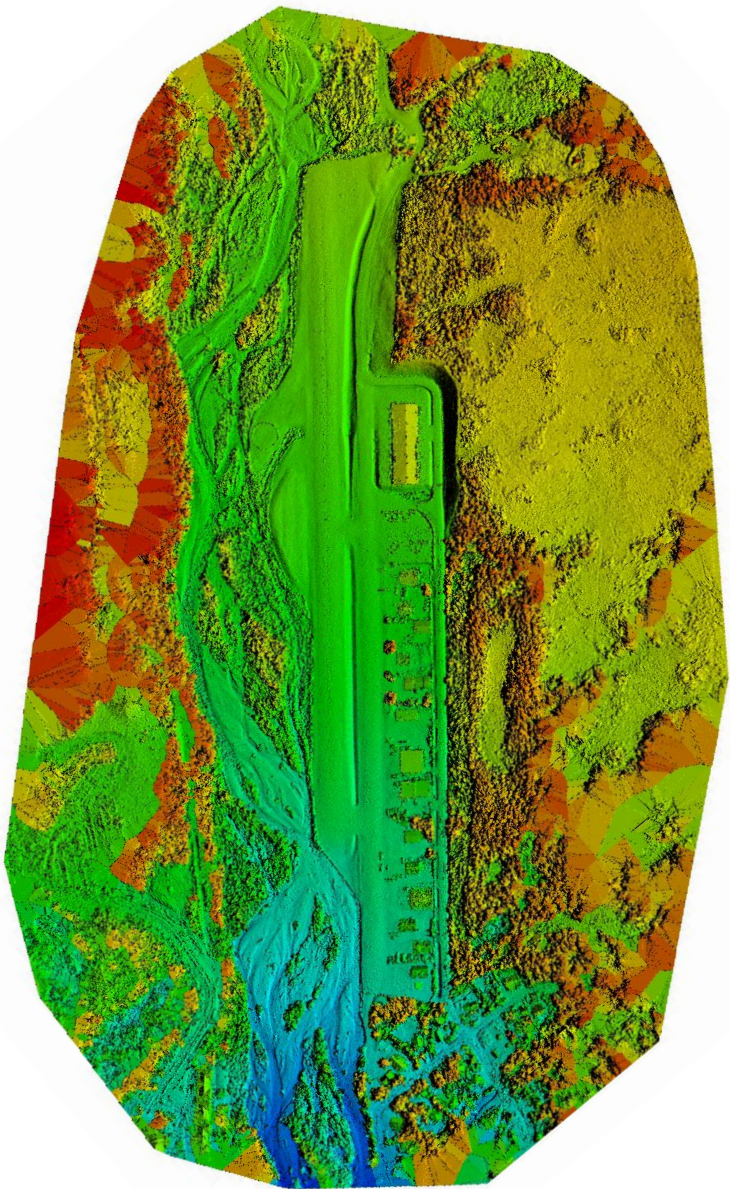


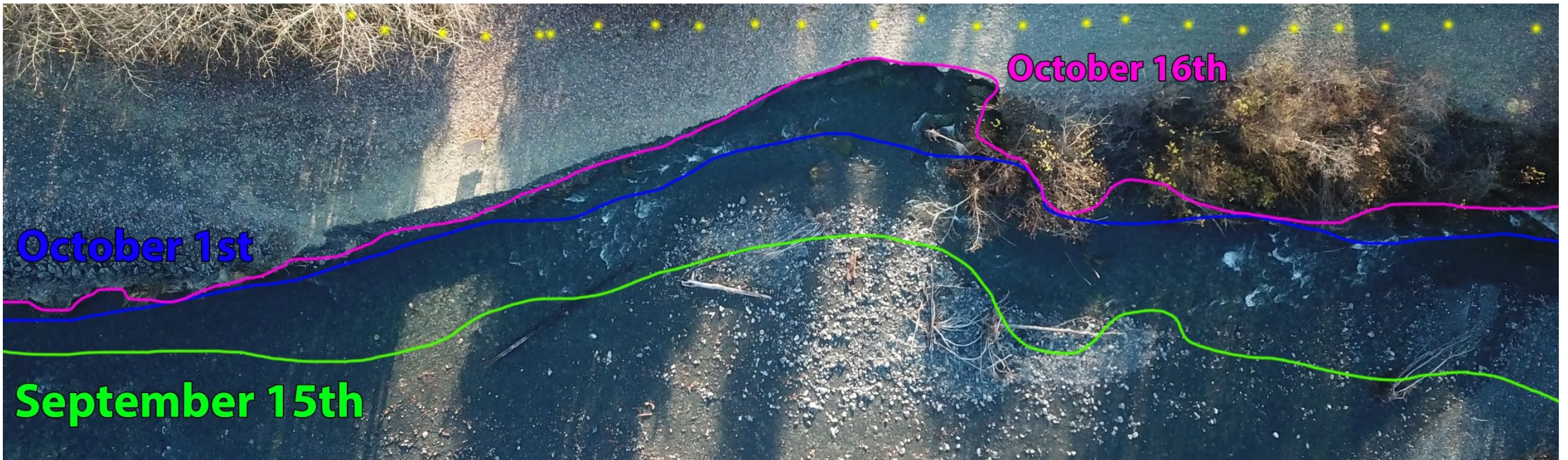
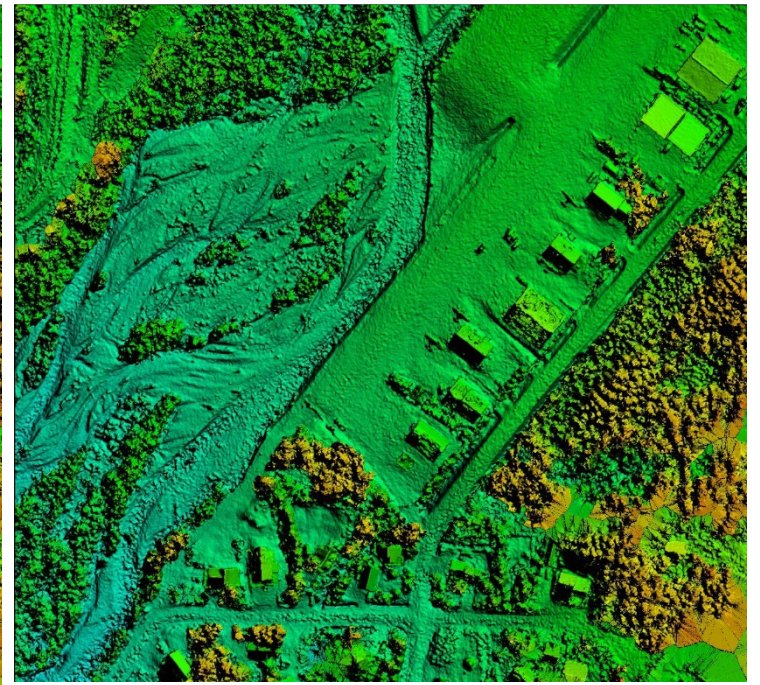
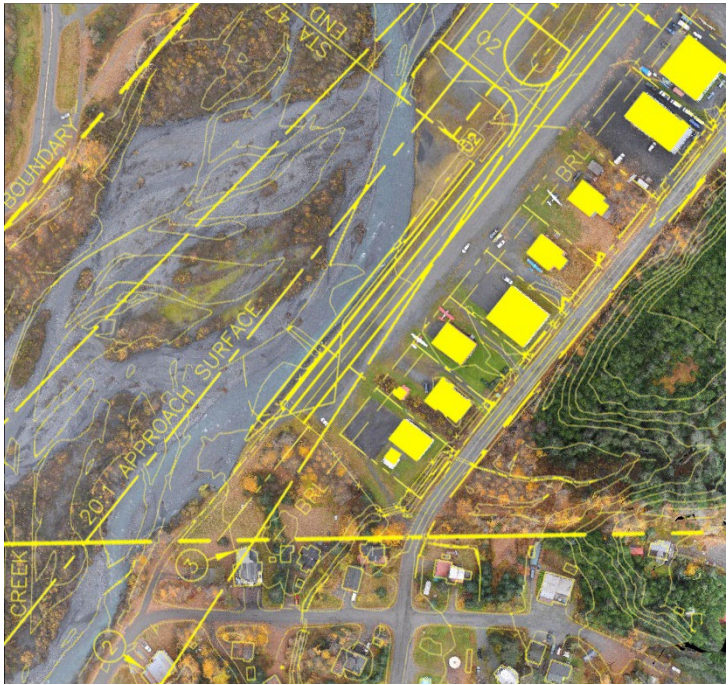
**Imagery**  
DJI M600  
Phase 1 IXM 100Mp

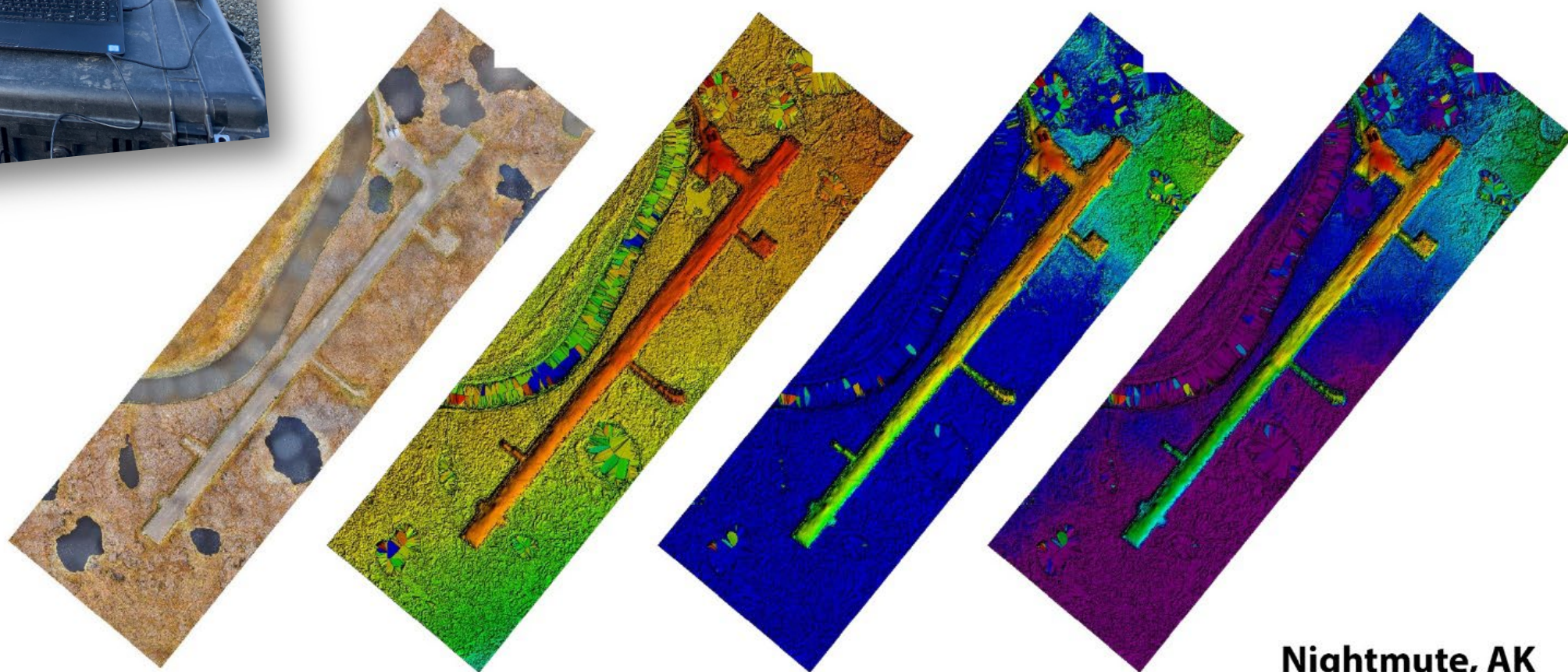
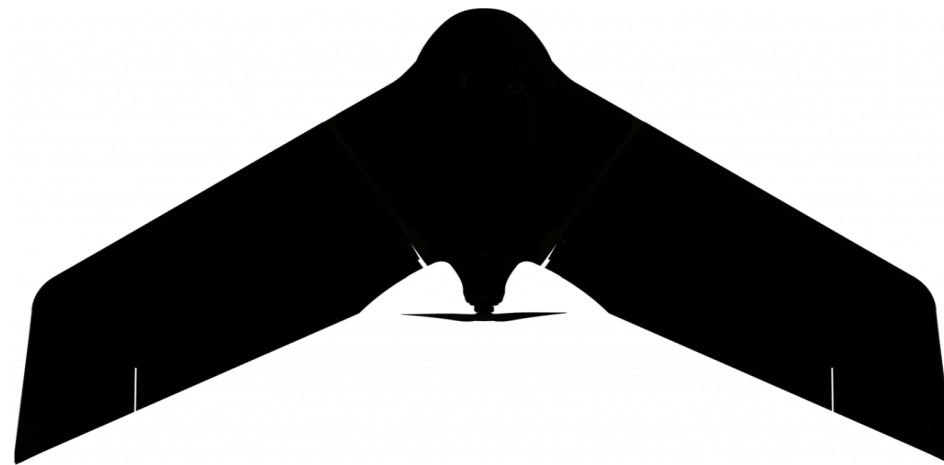




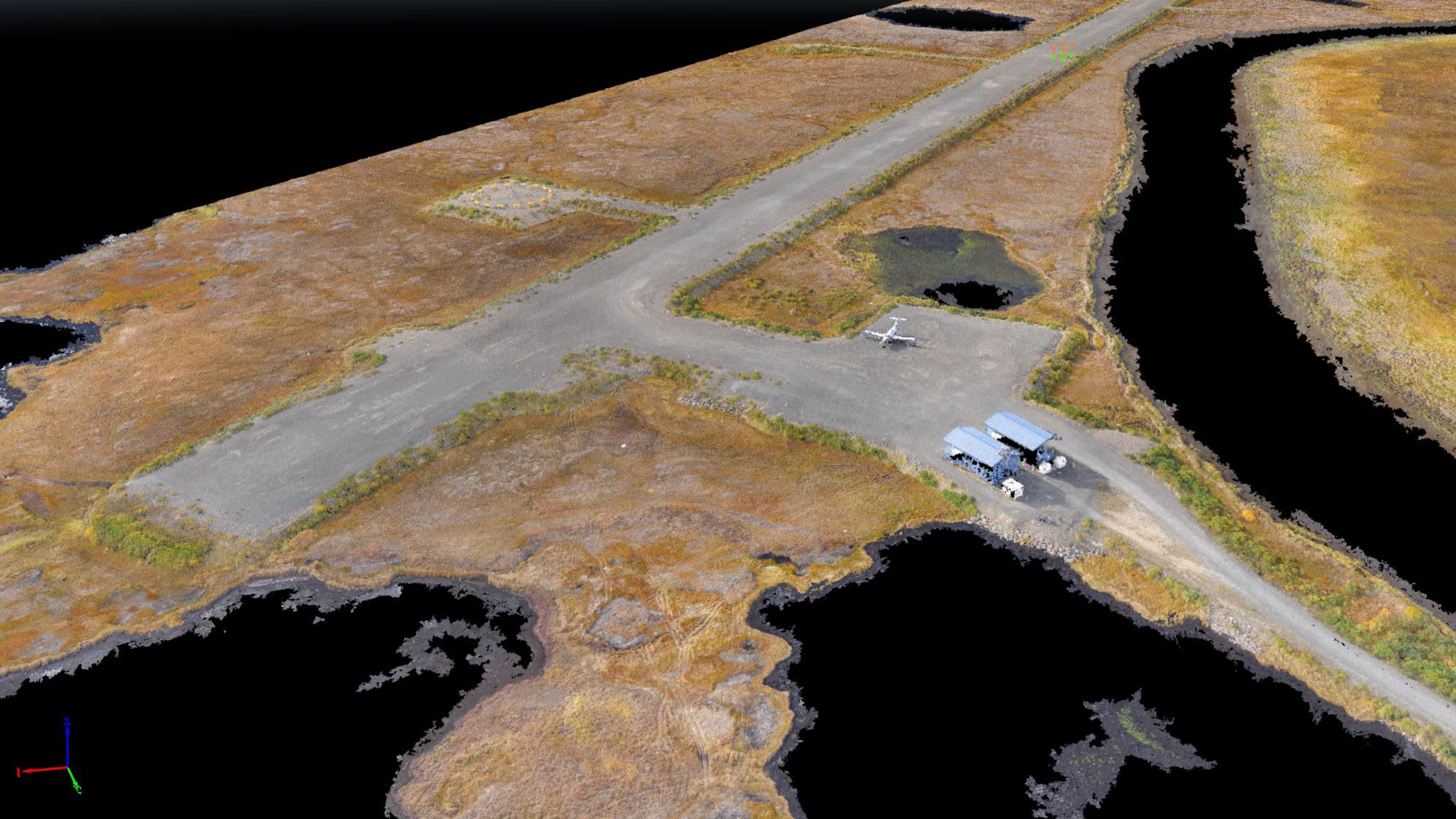


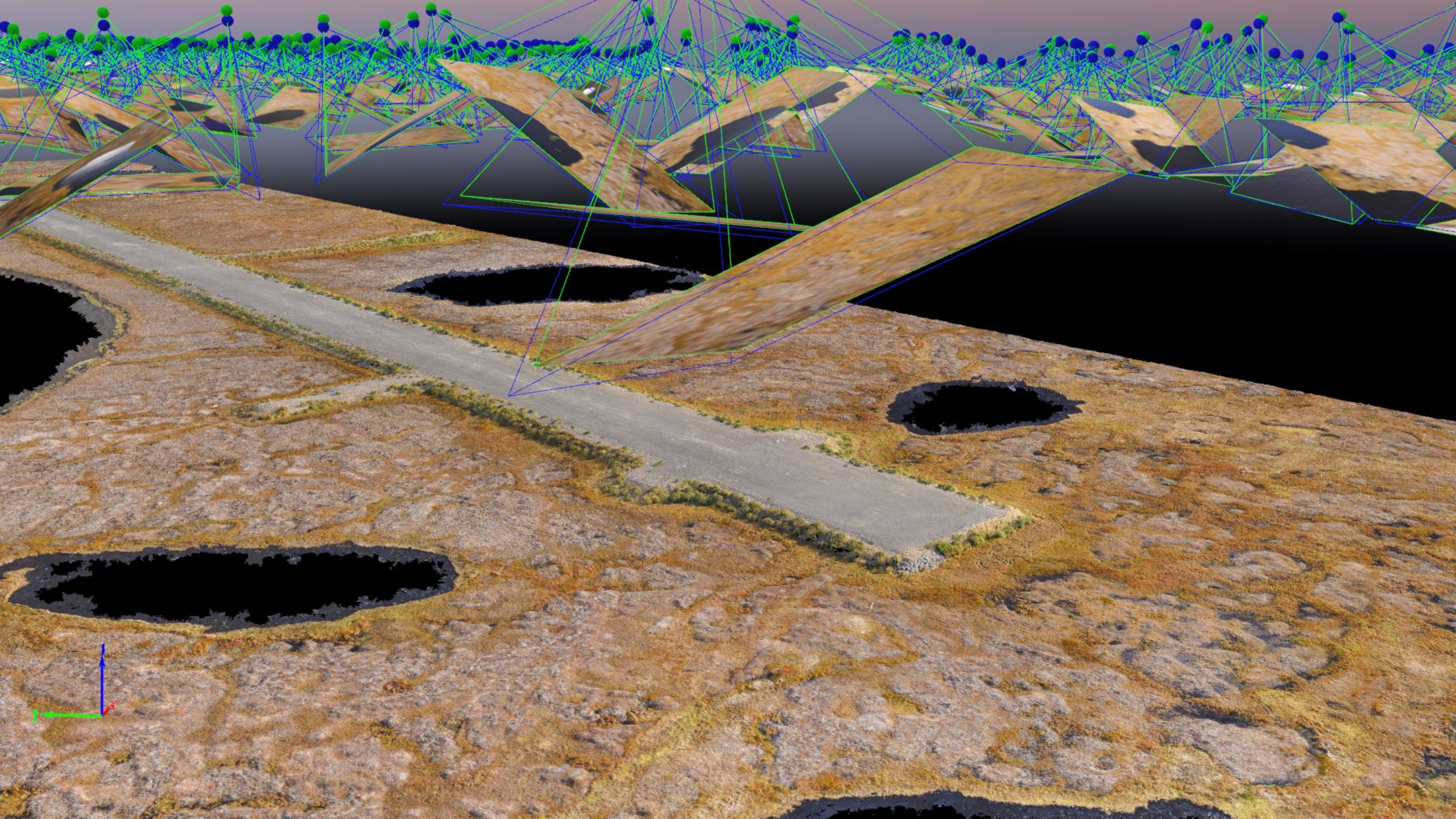


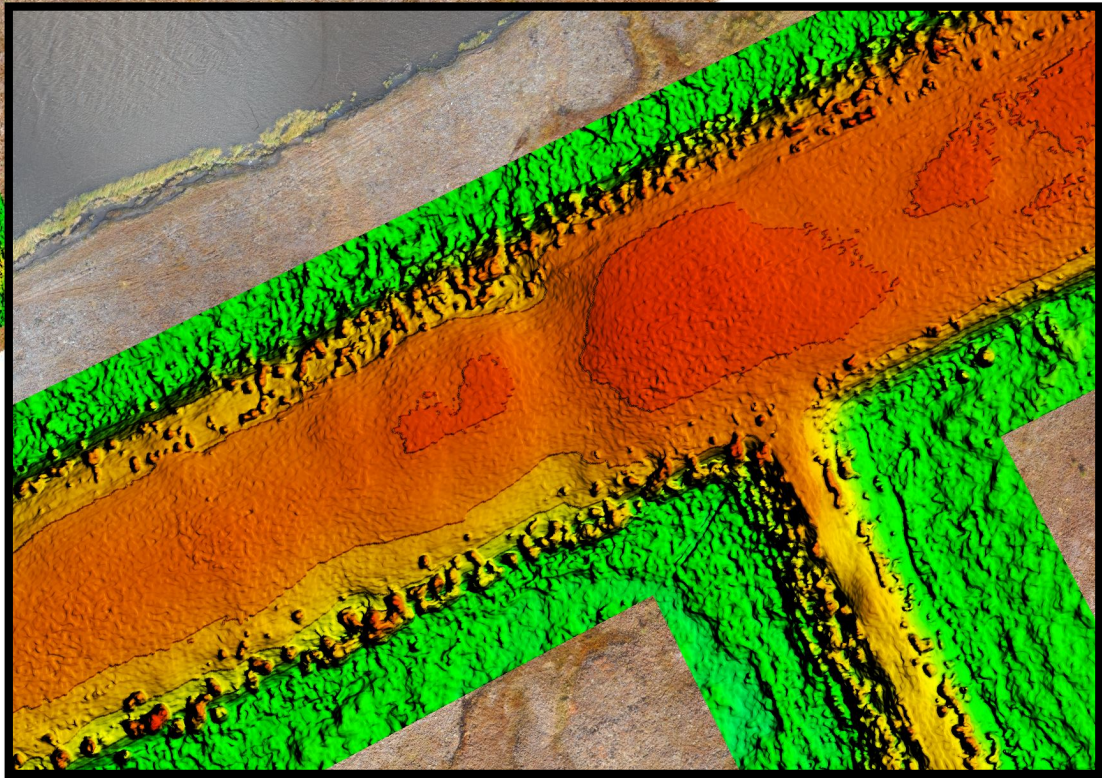
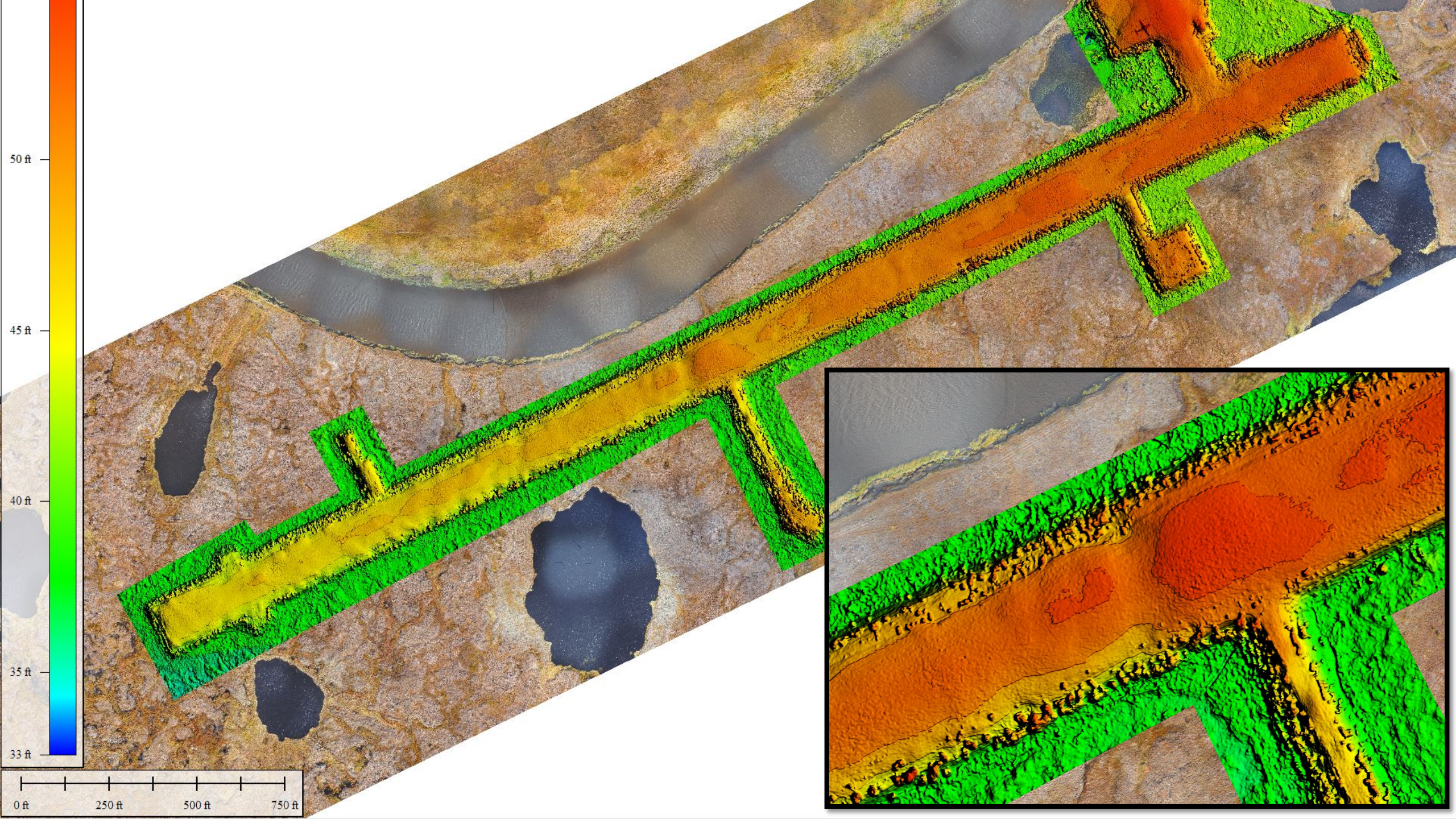


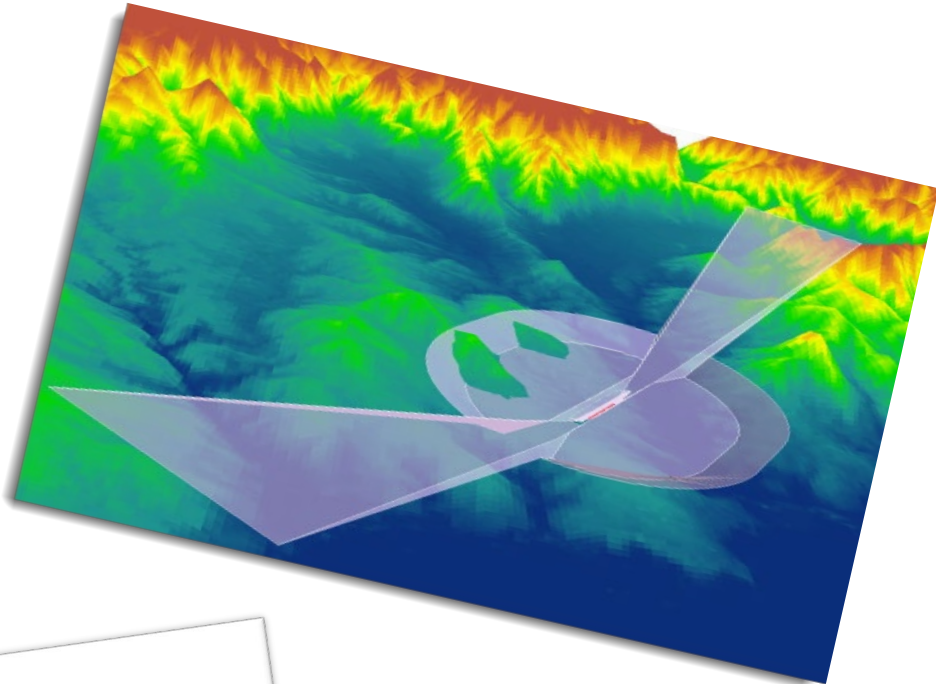


**Nightmute, AK**









### A Digital Approach to Statewide Aviation Management

Alaska DOT&PF Implementation Plan

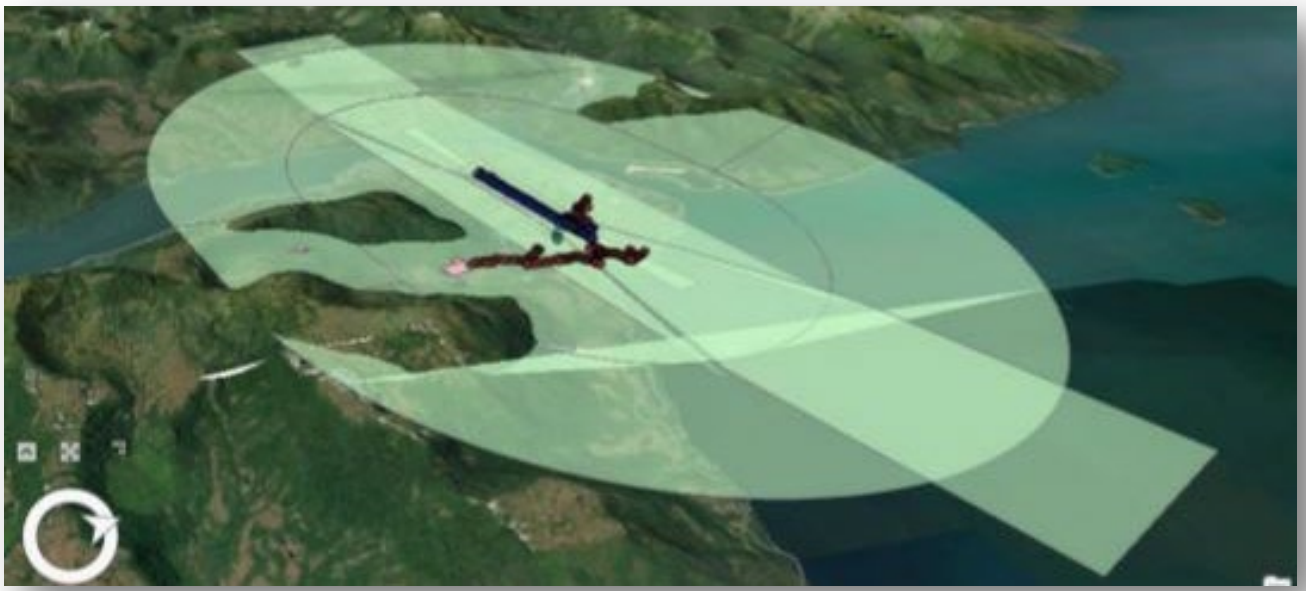
**Introduction**

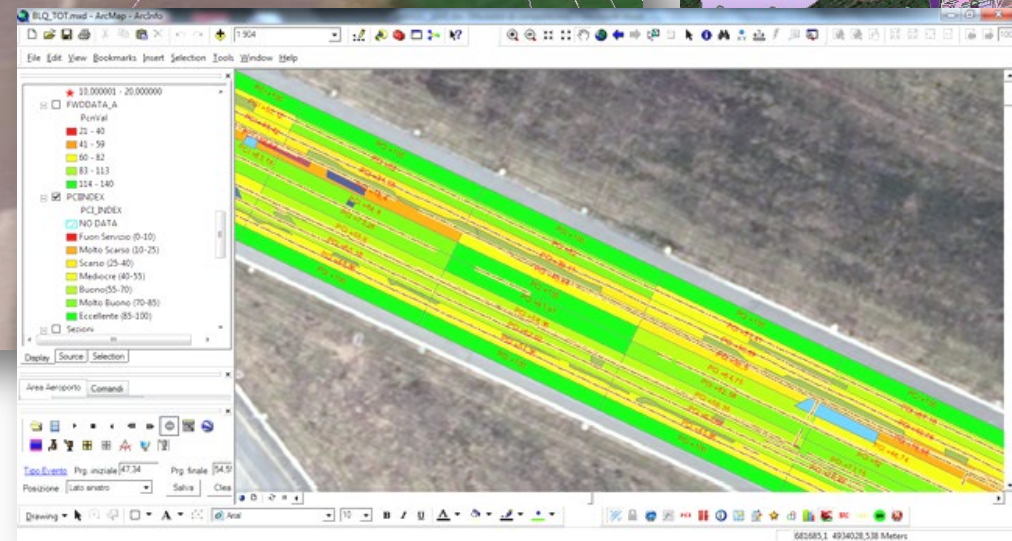
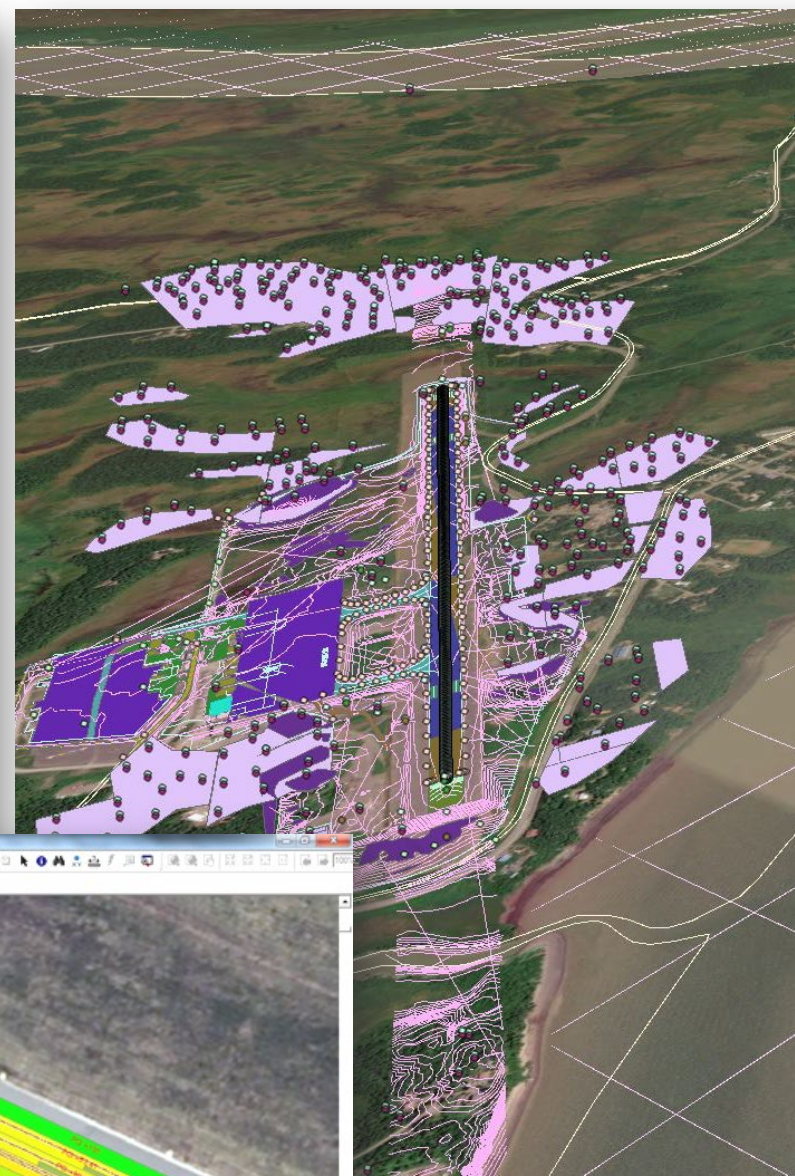
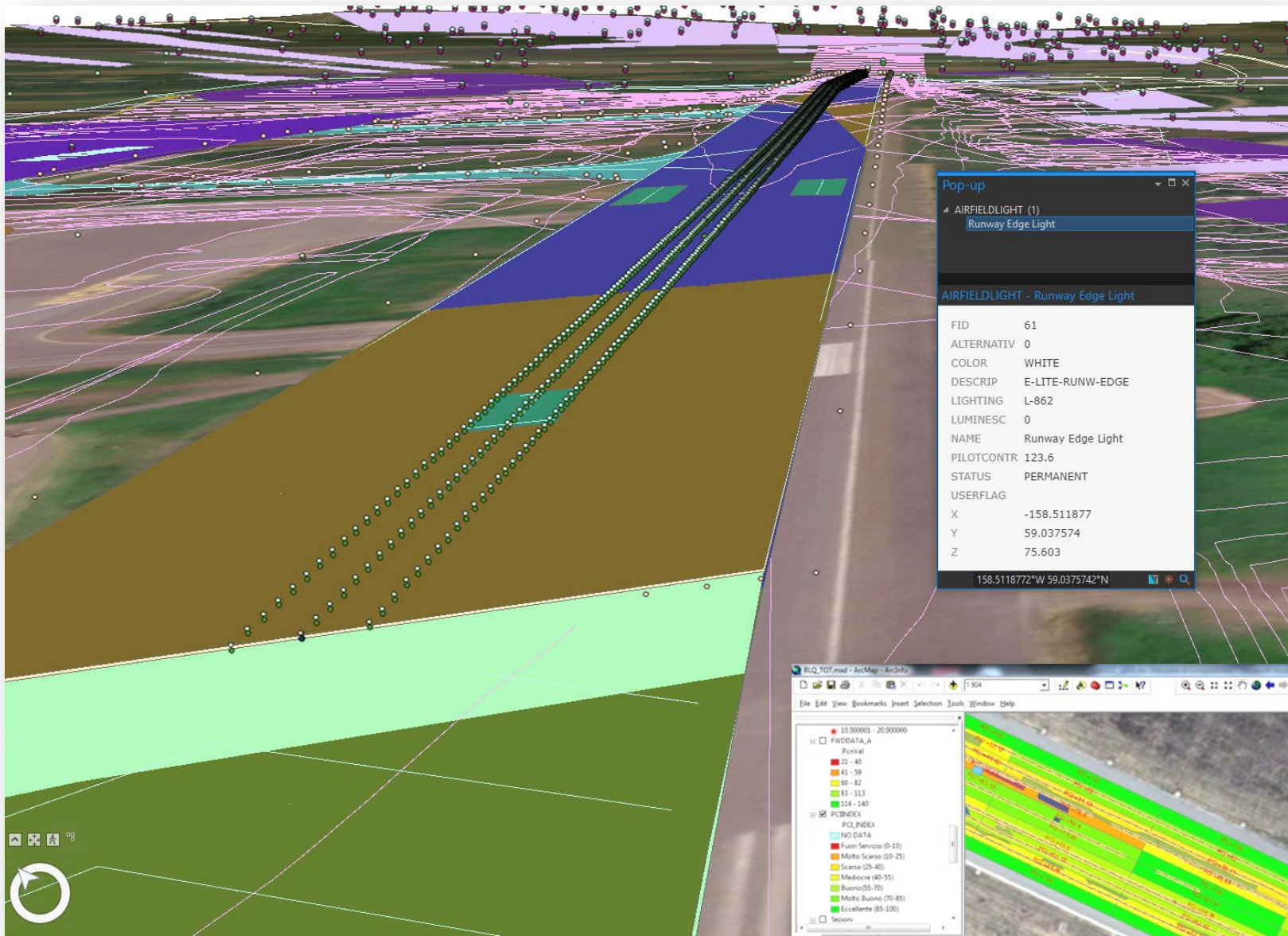
The Alaska Department of Transportation & Public Facilities (DOT&PF), Statewide Aviation (SWA) is proposing the implementation of a Geospatial Information System (GIS) to support management of our statewide aviation system and historical data. Currently over 30TB of data has been rediscovered on our State network for aviation, yet the ability to reference or even use a majority of that data to make informed decisions is severely limited.

By reorganizing our existing aviation data into a single GIS database, our ability to archive, manage, query and backup millions of dollars of historical/future data can be done properly. This would alleviate the randomly distributed aviation data throughout our State network, as well as everything sitting on drives under desks. Data would be managed in accordance with Federal regulations, our Alaska Data Business Plan (TAMAS) and our Data Governance Manual.

DOTs throughout the nation, most notably South Carolina DOT, are finding an integrated geographic information system (GIS) can help them to better manage both air- and ground-side facility operations.

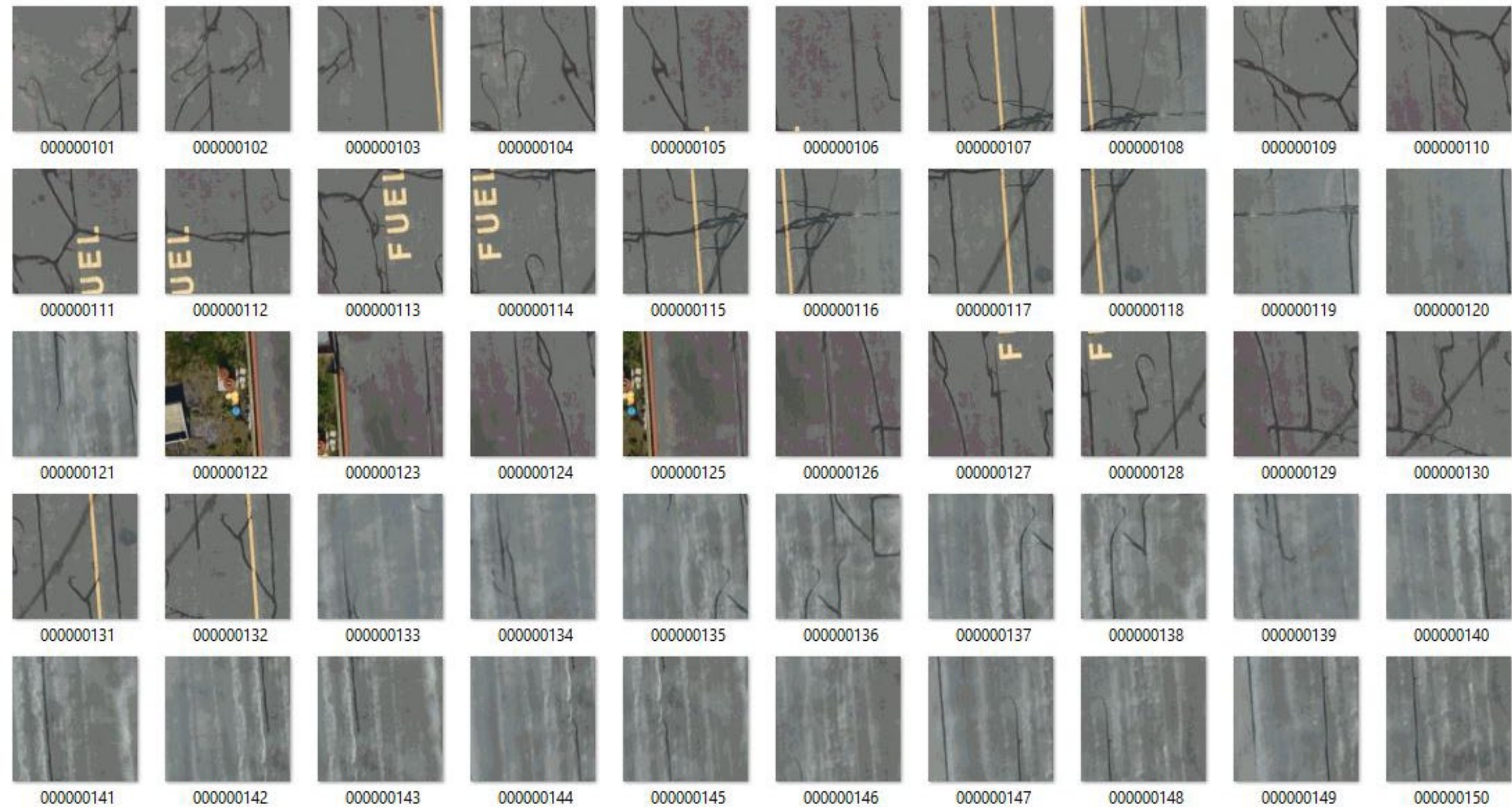
This dashboard displays the number of georeferenced observations of maintenance issues on the runway. The charts show the numbers of open and closed observations.







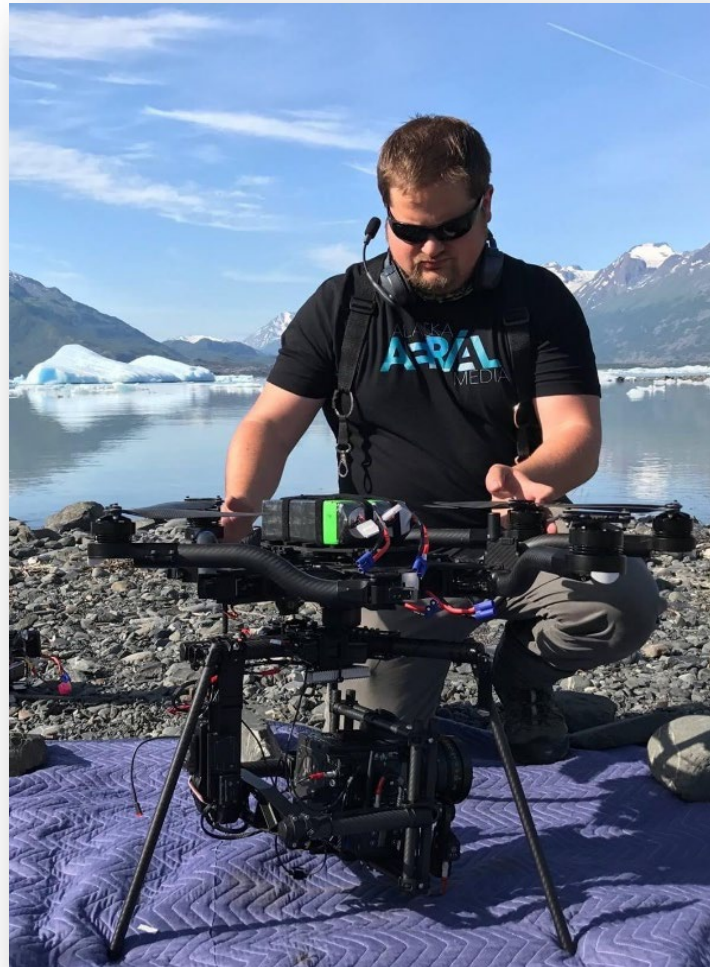






**Ryan Marlow, CMS**  
**UAS Program Coordinator,**  
**Statewide Aviation**  
**P: 907-269-0741**  
**E: [ryan.marlow@Alaska.gov](mailto:ryan.marlow@Alaska.gov)**

**[dot.alaska.gov/uas/](https://dot.alaska.gov/uas/)**



Alaska Department of Transportation and Public Facilities  
**UNMANNED AIRCRAFT SYSTEMS**

SEARCH DOT&PF

Travel Business News and Social Projects About Us

You are here: DOT&PF > Unmanned Aircraft Systems

### UNMANNED AIRCRAFT SYSTEMS (UAS)

Whether you're a new pilot or have years of experience, rules and safety tips exist to help you fly safely in the State of Alaska. To get started, be sure to select which type of user you are and find out what rules and regulations apply to your specific situation. Alaska DOT&PF has the authority to implement and manage regulations pertaining to state laws concerning unmanned aircraft operations within the state.

Click on one of the categories below to find out what is required before you can operate in Alaska.

- Recreational User
- Commercial Operator
- Public Operator

UAS Airspace Alerts and Restrictions Map

AIRPORTS WILDFIRES CORRECTIONAL FACILITIES NO DRONE ZONE

FAA B4U FLY

LAANC CONNECTED

In order to fly your drone under the FAA's Small UAS Rule (Part 107), you must obtain a Remote Pilot Certificate. [Get your Part 107 Today](#)

UAS Program Coordinator

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(907) 269-0741  
[ryan.marlow@alaska.gov](mailto:ryan.marlow@alaska.gov)

Quick Resources:

- [FAA UAS Facility Map Dashboard LAANC](#)
- [Know Before you Fly FAA APP](#)
- [UAS Integration Pilot Program](#)
- [Best Practices UAS Safety Guidelines e.smb](#)
- [Alaska Center for Unmanned Aircraft Systems Integration](#)
- [FAA Drones & Wildfires Digital Toolkit](#)
- [Acronyms](#)