

**NLGA Drone Panel Moderation  
Hotel Alyeska, Kahiltna Court  
July 24, 2014  
Girdwood, Alaska  
(As prepared)**

Thank you, Lt. Governor Treadwell. And thank you, General, for your insight today and for your service (*lead more applause*).

At this time our speakers on unmanned aircraft systems are taking their seats up front with me. Many states – including my own - are deeply invested in the aerospace industry. Aerospace drives jobs, security, commerce, tourism, and more. Washington state has a thriving aerospace industry that stretches well beyond the Boeing Company, along with an active Aerospace Partnership to support it.

As technology advances, we find the nation integrating ‘drones’ into civilian airspace. A little Washington state company that you might have heard of, for instance, called Amazon.com is working hard to get its “Prime Air” service off the ground and just last week formally asked the FAA to authorize additional flight testing for package delivery.

A Boeing subsidiary called Insitu that makes its home in a tiny town called Bingen along the Columbia River in our state is a pioneer in the drone industry for both military and civilian applications. In fact if you ever saw the movie Captain Phillips about the Somalian pirate takeover of an American freighter, you saw a depiction of a ScanEagle drone made by Insitu that was involved in the rescue operation. The actual craft that was used in the rescue is now on display at our Museum of Flight in Seattle – you can go see it. Our University of Washington is in consortium with several other top-flight universities across the country on a team (Center of Excellence for Research and Unmanned Aircraft Systems, or CORUS) that is vying for the FAA Center of Excellence for Unmanned Aircraft Systems.

I am among those who have always called Unmanned Aircraft Systems “drones” but I guess with all of the advances in sophisticated technology that term is becoming outdated. I don’t think it will be too much longer before drones, or U-A-S, are commonplace in our country for things like .. delivering beer to ice fishermen in Alaska, Wisconsin and Minnesota.

More seriously, we have been having some terrible forest fires in our state over the past couple of weeks – in fact 20 counties are in a state of emergency – and the FAA just a few days ago gave our state’s Department of Natural Resources its permission to use drones for fire surveillance as warranted. In addition, the University of Washington is engaged in a summer

research program with the Queensland University of Technology in Brisbane, Australia to develop technologies for drones to perform automatic fire surveillance.

It is clear that a lot more work and testing still needs to be done, and a lot of that is going on right here in the state of Alaska. Our panelists will describe how Alaska is on the forefront of many unmanned aircraft issues, particularly as they relate to monitoring wildlife and ecosystems in often rugged and hostile conditions.

In fact I understand this Monday Governor Parnell is expected to sign U-A-S legislation passed earlier this year. The legislation outlines parameters for drone use for law enforcement, and gives the University of Alaska permission to develop a UAS operations training program.

Additionally, there was a resolution that expands a task force on unmanned aircraft. That task force meets again on August 1 to wrestle with some of the policy issues around commercial use, which I am sure will be covered by our two panelists today as well.

In Washington we passed legislation to severely restrict the use of drones by government and law enforcement. Governor Inslee vetoed that legislation and at the same time set up a task force to take a closer look at the privacy issues that have caused so much concern.

The Federal Aviation Administration is leading National Airspace System integration efforts through its UAS Integration Office, and our first panelist, FAA International Inspector Jay Skaggs, is here to talk to us about that effort. Mr. Skaggs was very involved in the FAA approved drone missions in Alaska, including a recent test caribou and large animal research with the University of Alaska Fairbanks in May and the first commercial test with ConocoPhillips last September up in the Arctic Circle.

He started in aviation way back in 1966 as a jet engine mechanic for the Air Force, is a retired captain from Piedmont Airlines and US Airways Express, flew float planes in the Caribbean and, since 2001 has been employed by the FAA as an aviation safety inspector. He still flies and works on aircraft and when not doing that, like many Alaskans, likes to fish and hunt. (*Lead applause, be seated at speaker table, resume podium when he is done or take it from him when time expires*).

Thank you, Mr. Skaggs. We'll hold questions until the end so we hear both speakers.

Alaska is one of the pilot states for U-A-S testing and retired General Ro Bailey is an international leader in the testing and use of drones. She consults to the U.S. departments of Justice and Labor on establishing frameworks for drone use and she runs the Pan Pacific U-A-S

test range. Please welcome General Bailey. *(Lead applause, be seated at speaker table, resume podium when she is done or take from her when time expires).*

Thank you, General. Now, questions? *(Moderate QA until done or cued).* Thank you both for your insight. As you depart, if our arts & tourism speakers could come forward, please, and I welcome my colleague, Lt. Gov. Jay Dardenne to the podium. As you know, Lt. Gov. Dardenne he runs the Louisiana division of arts and tourism in his state. *(Lead applause, you may escort speakers out and thank them, return to U seating.)* -END