

# SCOAR

## Scientific Committee for Oceanographic Aircraft Research

- Meetings 02/03 & 03/04 (CIRPAS), 10/03 (Ocean.US)
- Next meeting: Telephone/web conference 11/04
- Presently 4 members -- seeking 1 more in marine meteorology or remote sensing biology
- CIRPAS at The Naval Postgraduate School is the first UNOLS-designated National Oceanographic Aircraft Facility



# SCOAR Objective

To promote collaboration and cooperation between facility operators, funding agencies and the scientific community to improve the availability, capabilities and quality of aircraft facilities supporting the ocean sciences.



# SCOAR interests

- Operational considerations
- Utilization
- Fleet composition
- Sensor development
- Data services



# Present Activities

- Communicate with science community about SCOAR activities and interests

[EOS: October 12, 2004]

## **UNOLS Now Oversees Research Aircraft Facilities for Ocean Science**

John M. Bane<sup>1</sup>, Robert Bluth<sup>2</sup>, Charles Flagg<sup>3</sup>, Hafliði Jonsson<sup>2</sup>  
W. Kendall Melville<sup>4</sup>, Mike Prince<sup>5</sup> and Daniel Riemer<sup>6</sup>

In recognition of the increasing importance and value of aircraft as observational platforms in oceanographic research, the University National Oceanographic Laboratory System (UNOLS) has established the Scientific Committee for Oceanographic Aircraft Research: SCOAR. SCOAR aims to establish procedures for research aircraft that follow the present UNOLS practices for research vessel use, with the goal of making it understandable, easy and thus desirable for oceanographic scientists to utilize research aircraft more. For consistency with the operation of UNOLS ships, this will require UNOLS to designate appropriate research aircraft operating organizations to be National Oceanographic Aircraft Facilities (NOAFs – essentially like institutions that operate one or more UNOLS ships). UNOLS presently has one designated NOAF, the Center for Interdisciplinary Remotely Piloted Aircraft Studies (CIRPAS) at the Naval Postgraduate School in Monterey, CA.

SCOAR also will develop and disseminate knowledge about aircraft platforms, unpiloted aerial vehicles (UAVs), and airborne instruments that are presently in use in ocean science. It will also attempt to stimulate the development of new instrumentation that exploits airborne capabilities. For example, we expect there to be a synergistic evolution of UAVs and small, lightweight, low power instrumentation.



**Figure 1.** The CIRPAS UV-18A “Twin Otter” turboprop research aircraft. This twin turboprop Short Takeoff and Landing (STOL) aircraft can cruise at low speeds for long durations over the ocean with a maximum endurance of 8 hrs, maximum

***EOS article  
appeared  
Oct 12, 2004***

***An expanded  
article in  
*Oceanography*  
is in review***

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- Interact with NCAR-OFAP and ICCAGRA

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**Joint ICCAGRA-SCOAR  
meeting last March at CIRPAS**

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- Interact with NCAR-OFAP and ICCAGRA
- Set up procedures for designating new National Oceanographic Aircraft Facilities



**Draft: "Guidelines For  
Requesting/Becoming a UNOLS  
National Oceanographic Aircraft Facility"  
submitted to SCOAR in September 2004**

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- Interact with NCAR-OFAP and ICCAGRA
- Set up procedures for designating new National Oceanographic Aircraft Facilities
- Define basic instrument suite for UNOLS ocean science aircraft

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**Included in *EOS* article this month**

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- Set up web-based CIRPAS application procedure

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**Now operational at**

<http://www.unols.org/committees/scoar/cirpasrequest.asp>

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# Upcoming

Determine operational guidelines and safety standards for UNOLS NOAF aircraft

