

# T RANSPORTATION E MERGENCY R ESPONSE F ACTSHEET

## AVIATION

### USDOT Operating Administration



### Federal Aviation Administration

The Federal Aviation Administration (FAA) is the Nation's Civil Aviation Authority (CAA) and primary Air Navigation Services Provider (ANSP). As the CAA, it oversees the safety of civil aviation. The safety mission of the FAA is first and foremost and includes the issuance and enforcement of regulations and standards related to the manufacture, operation, certification and maintenance of aircraft. The agency is responsible for the rating and certification of

airmen and for certification of airports serving air carriers. It also enforces regulations under the Hazardous Materials Transportation Act for shipments by air.

As the ANSP, the agency manages the National Airspace System (NAS), operationally carrying out the FAA's plenary authority over the country's airspace. The NAS includes a network of air traffic management facilities, including airport towers, approach controls, and en route centers; flight service stations; and extensive technical infrastructure, including communications, navigation, and surveillance systems. Through this network, the FAA provides air traffic control and other air navigation services to support a safe and efficient aviation system. The agency also uses these operational capabilities to support national defense, homeland security, law enforcement, and disaster response efforts – see 49 U.S.C. § 44701(a)(5).

In the face of a disaster or some other emergency situation, the FAA can and does use its regulatory authority and operational capabilities to sustain the NAS while supporting, often through the USDOT led Emergency Support Function 1 activities, response and recovery efforts undertaken by the Federal Emergency Management Agency and other Federal, State, local, tribal, and territorial interagency partners, as well as the private sector.

Examples of specific emergency response actions, which could be taken by the FAA, include: preventing takeoff of aircraft headed for an affected airport, and diverting aircraft already headed for that airport; creating Temporary Flight Restrictions (TFR) over any part of the country, giving priority to response and rescue operations; revoking waivers for access to the Washington DC Special Flight Rules Area and Flight Restricted Zone (DC SFRA and FRZ), thereby enforcing tighter security around the nation's capital; and facilitating the movement of military and security aircraft.

## DOT Assets

### Air Operations Branch Support

FAA, through ESF-1, can be tasked to provide technical and operational support to Federal and State Air Operations Branches or equivalent response elements.

### Field Incident Response Teams

FAA deploys Field Incident Response Teams to assess damage to and repair Air Navigation Services infrastructure--e.g., communications, navigation, and surveillance systems.

### Contingency Air Traffic and Airspace Management

FAA may implement contingency air traffic and airspace management measures, such as disaster Temporary Flight Restrictions (TFR), to support response/relief operations. These measures help deconflict participating aircraft, harmonize air missions undertaken by a Unified Command, and promote safety.

### Washington, D.C. Flight Program (WFP)

Three Aircraft assigned to the FAA WFP to support senior government officials, and emergency transportation to Federal Government personnel, equipment, and materials to major national disaster sites within the United States.

### Mobile Air Navigation Services Assets

On a case-by-case basis, the FAA may coordinate with DOD, National Guard (NG), DHS and other interagency partners to temporarily deploy mobile ANS assets such as Mobile Air Traffic Control Towers (MATCT) and portable navigational aids to compensate for damage to permanent infrastructure and/or to support extraordinary response/relief air missions.

## Temporary Flight Restrictions

Temporary Flight Restrictions (TFR) are used to restrict the use of airspace. There is no standard size or shape for a TFR, they can be a circle based on a point or a polygon. The TFR can be issued until further notice and does not require an end time.

### **14 CFR 91.137 –**

**For operations in the vicinity of disasters or hazards**

**Type (A)(1): Protect persons and property on the surface or in the air from a hazard associated with an incident on the surface.**

**Type (A)(2): Provide a safe environment for the operation of disaster relief aircraft.**

**Type (A)(3): Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest.**

### **14 CFR 91.141 –**

**For Presidential and VIP movement**

### **14 CFR 91.143 –**

**Operations in the proximity of Space Flight Operations**

### **14 CFR 91.145 –**

**Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events**

### **14 CFR 99.7 –**

**Special Security Instruction – While not a TFR, 99.7 instructions usually have the same effect as a TFR**

**Please contact your local ESF-1 or FAA representative for information on establishing a TFR or other aviation related activities.**

**For additional information, please visit the USDOT Emergency Website at <http://www.dot.gov/emergency> and/or contact: **24hrs: DOT TOC Watch – 202-366-1863****