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AVIATION

USDOT Operating Administration



Federal Aviation Administration (FAA)

The FAA is the nation's Civil Aviation Authority (CAA) and Air Navigation Services Provider (ANSP). As the CAA, the FAA oversees the safety of civil aviation. The mission of the FAA is to provide the safest, most efficient aerospace system in the world. This includes the issuance and enforcement of regulations and minimum standards related to the manufacture, operation, certification and maintenance of aircraft, among other things. The Agency is responsible for the rating and certification of airmen and for certification of airports serving scheduled passenger-carrying operations of an air carrier operating aircraft configured for more than nine passenger seats, or unscheduled passenger-carrying operations of an air carrier operating aircraft configured for at least 31 passenger seats. It also enforces regulations issued by the Pipeline and Hazardous Materials Safety Administration under the Hazardous Materials Transportation Act for shipments by air. The FAA regulates unmanned aircraft systems (UAS), commonly known as drones, including operations, pilot certification, aircraft registration and airspace access and works with federal partners that have received relief from otherwise potentially applicable provisions of federal criminal law to safely accommodate those partners' counter-UAS (C-UAS) operations.

As the ANSP, the FAA has plenary authority for managing the country's airspace. The FAA accomplishes this through 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 (ANS) to support a safe and efficient national airspace system. The Agency also uses these operational capabilities to support national defense, homeland security, law enforcement, and disaster response efforts – see Title 49 of the United States Code §§ 40103(b) and 44701(a)(5).

In the face of a disaster or other emergency, the FAA can and does use its regulatory authority and operational capabilities to sustain ANS while supporting, often through the US DOT-led Emergency Support Function 1 (ESF-1) activities, response and recovery efforts undertaken by the Federal Emergency Management Agency (FEMA) and other federal, state, local, tribal, and territorial (FSLTT) interagency partners, as well as the private sector. The FAA does not own any nor does it have the authority to direct the operating status of airports.

Specific emergency response actions the FAA may take include creating Temporary Flight Restrictions (TFRs) over any part of the country, giving priority to search and rescue; response operations; deconflicting participating flights; managing the flow of transport aircraft into airports being used as evacuation or logistics locations; authorizing waivers for drone use within TFRs; and facilitating tactical operations of military and security aircraft.



U.S. Department of Transportation
**Office of Intelligence, Security, and Emergency
Response**

**For additional information, visit the US DOT
Emergency WEBSITE at www.dot.gov/emergency
or contact DOT Transportation Operations Center
via 202-366-1863 (24hrs)**

FAA Capabilities

Air Operations Branch Support

The FAA, through its own authorities, may provide technical and operational support to FSLTT Air Operations Branches or equivalent response elements. A FEMA Mission Assignment or coordination through ESF-1 is not required. FSLTT requests are made directly to the Air Traffic Organization.

Contingency Air Traffic and Airspace Management

The FAA may implement air traffic management initiatives, such as TFRs and Airspace Notices for Disaster and Recovery Operations, formerly known as Airspace Coordination Areas, to ensure the safety of disaster response and recovery activities.

Field Incident Response (FIR) Program

The FIR Program deploys Field Incident Command (FIC) teams to conduct damage assessments and repair, restore, and recover FAA ANS infrastructure.

Communication Support Team (CST)

The CST provides connectivity when existing terrestrial communications infrastructure is unavailable or unreliable (e.g. natural disaster/Continuity of Operations), or operations require continuity of communications (National Special Security Events). The CST is often integrated with FIC Teams post-disaster.

Law Enforcement Assistance Program (LEAP)

The LEAP provides support to local law enforcement to identify individuals violating flight restrictions.

FAA Flight Program Operations

The FAA operates a fleet of FAA-owned aircraft. The primary purpose is to perform official FAA duties during disaster response, as well as to support the National Transportation Safety Board in carrying out its duties. These resources may also support the transportation needs of senior government officials and other federal agencies under reimbursable agreements.

Mobile Air Navigation Services Assets

On a case-by-case basis, the FAA may coordinate with the Department of Defense, National Guard, the Department of Homeland Security and other interagency partners to temporarily deploy mobile assets such as Mobile Air Traffic Control Towers and portable navigational aids to mitigate impacts from damaged infrastructure and/or to support extraordinary response/relief air missions.

Temporary Flight Restrictions

TFRs 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.

Title 14 CFR § 91.137 –

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 disaster relief aircraft operations.

Type (A)(3): Prevent 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

Notice for Disaster and Recovery Ops

An advisory NOTAM which provides safety information but DOES NOT restrict movement within the airspace.

Special Government Interest (SGI)

A short-term, special waiver to conduct drone operations within restricted airspace.

Please contact the FAA Special Operations Support Center (SOSC) for assistance with TFRs and SGIs:

9-ATOR-HQ-SOSC@faa.gov

Please contact your local ESF-1 or FAA representative for information on aviation-related activities.

www.faa.gov