

6th North America, Central America, and Caribbean (NACC) Humanitarian Aviation Safety Campaign – Federal Aviation Administration (FAA) Crisis Response & Emergency Operations (CREO)



Federal Aviation
Administration



Presented by: Michael Roxberry

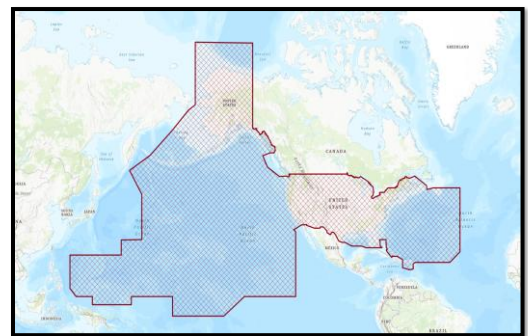
FAA Eastern Service Area Program Manager, Crisis Response
& Emergency Operations (CREO)

Date: 8/15/2025

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FAA Overview

- Under Title 49 United States Code (USC), the FAA has plenary authority over U.S. controlled airspace before, during, and after a disaster or other significant events.
- The National Airspace System (NAS) comprises a complex network of over 60,000 **facilities and systems** that deliver safe, secure, and efficient air traffic operations for the flying public, airlines, other civil operators, and airports.
- The FAA's primary goal is to provide the safest and most efficient aerospace system in the world.



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FAA Overview

During a disaster, the FAA uses its authority and operational capabilities (e.g., ANS) to:

- Sustain NAS operations, recovering the system to pre-disaster normal air traffic operations (including commercial carrier, air cargo, and General Aviation) as efficiently as practicable
- Contribute ANS-related support, including contingency Air Traffic and Airspace Management (ATM/ASM) services, to broader response and recovery efforts undertaken by other FSLTT partners and the private sector
- Deploy temporary systems when primary capabilities are lost



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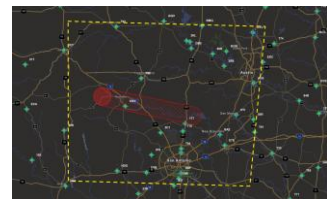
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Responsibilities and Authorities

▪ To facilitate and support response and recovery air missions, the FAA can:

- Establish traffic flow management measures to manage airspace access for diverse air traffic (e.g., aircraft types and missions)
- Publish Airspace Notices for Disaster & Recovery Operations to enhance awareness of increased flight activity
- Issue CFR 91.137 Disaster Temporary Flight Restrictions (TFR)
- Conduct interagency coordination with ground operations at designated airports/airfields, mission requestors, force providers, and other stakeholders as required



Airspace for Texas Flooding 4-22 July 2025



TFR for South Carolina Wildfires 3-16 March 2025



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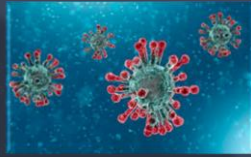
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FAA Crisis Response & Emergency Operations (CREO)



Natural Disasters



Public Health
Hazards



Security Threats
and Incidents



Technology Disasters

- Assist State, Local, Territorial, and Tribal partners with executing planning and response efforts for significant incidents affecting the National Airspace System (NAS).
- The FAA CREO Service Area Representative plays a crucial role in preparing and responding to significant incidents and is responsible for establishing and maintaining open lines of communication and supporting Federal, State, Local, Territorial, and Tribal (FSLTT) entities.



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Joint Forward Operations Response Team (J-FORT)

- Serves as an expeditionary Air Traffic Organization (ATO) operations support element.
- At the **request of the state/territory**, J-FORTS will be deployed into or near the area most impacted by the significant incident and can deploy at any point before or during a significant incident. Will usually deploy to the State Emergency Operations Center or wherever command and control of air operations are being conducted.
- Serves as the primary ATO interface with U.S. Department of Transportation (USDOT) National Response Program (NRP) elements, including Emergency Support Function 1, Transportation (ESF-1) cadre, the Federal Emergency Management Agency Air Operations, and FSLTT interagency partners active within the impacted area.
- Collaborate with on-site field elements to define, manage, and execute operational response priorities and other supporting actions, such as expediting the provision of ATO resource assistance.
- **J-FORTS are deployed under FAA authorities and funding.**



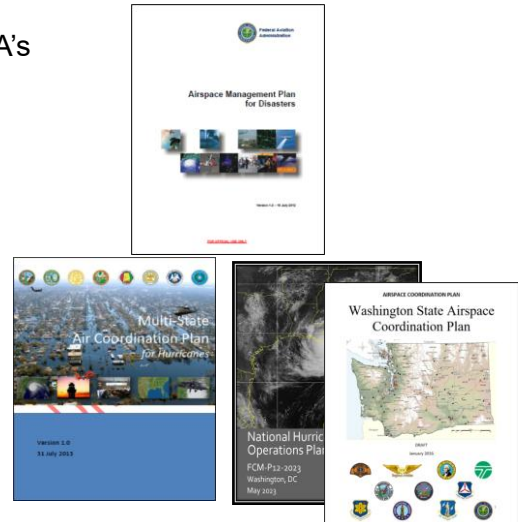
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FAA Airspace Management Plan for Disasters (AMP)

- Serves as the national framework for using the FAA's authorities and operational capabilities to deliver contingency air traffic and airspace management
- Intended to enhance the safety and effectiveness (including unity of effort) of air missions supporting disaster response and recovery efforts
- The AMP is **not** a stand-alone document and is intended to be used by State, Local, and Federal partners to support collaboration with the FAA
- Implemented through State Airspace Coordination Plan (ACP) and incident-specific plans



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Challenges

- Post-disaster disruption of the FAA's Air Navigation Services (ANS), including its ATM capabilities.
- Integrated flight operations by numerous FSLTT entities attempting to operate response flights over the disaster airspace, often densely populated airspace under Visual Flight Rule (VFR) conditions, and using aircrews unfamiliar with the area and each other.
- Urgent requests for air missions (e.g., Search and Rescue [SAR], sling load, etc.) can lead to confusion, including conflicting allocation of aircraft to missions, among the participating FSLTT entities.
- Increased flights into and out of designated airports in the disaster area may overwhelm airport and/or contingency ramp capacity, exceeding Maximum on Ground (MOG) capabilities and deconfliction may be poorly coordinated. (e.g., recommend use of PPRs)
- The introduction of Unmanned Aircraft Systems (UAS) as response platforms is creating integration challenges over disaster areas.



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Questions

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