



# Hazard Relief Participant Request Form

(Complete information below. Attach graphic depiction of route of flight.)

<b>1. Date/Time:</b>	<b>Pilot:</b>
<b>Phone:</b>	
<b>Email:</b>	

## NOTAM (TFR) NUMBER(s) and INCIDENT NAME(s) REQUESTED:

**Please acknowledge:** If determined to be a participant, you must coordinate with the official in charge of the on-scene emergency response prior to entering the TFR.

## APPROVAL INFORMATION FOR REQUESTOR:

<b>2.</b>	FEMA Mission Assignment (MA) #:
	Mission Resource Task (MRT) #:
	State Designated Approval Document:
	Other:
	SGI Waiver:

## AIRCRAFT INFORMATION:

<b>3.</b>	N#:	_____	or Call Sign:	_____
	<b>Category:</b>			
	UAS		Type:	
	Fixed-Wing			
	Rotor Wing		Paint Colors or Distinct Markings:	
	Other:	_____		

## SUPPORT TO AID DISASTER RESPONSE OR RECOVERY:

<b>4.</b>	Mission Objective (Definitions on back):	Can mission be performed above or outside TFR?	YES	NO
		Describe Mission:		
	Safety and Security			
	Food, Water, Shelter			
	Health and Medical			
	Energy (power and fuel)			
	Communications	Requirements to perform mission:		
	Transportation	Daytime		
	Hazardous Materials	Nighttime		
		Altitude		
	Possible alternatives to conduct mission?	Contingency Plans:		
	What technology is being used?	Who will have access to the data?		

**NOTE: Boxes 1-4 must be completed by the requestor. Dispatch will complete the following information.**

This form was submitted to Dispatch Center: \_\_\_\_\_ Dispatcher Title: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Date and Time: \_\_\_\_\_

### Unit or Forest Aviation Officer will complete.

Aviation personnel who determined requestor has met criteria to participate/initial approval or denial: \_\_\_\_\_  
Reason for denial: Does not meet requirement to participate Incident Complexity Other \_\_\_\_\_  
Title: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Date and Time: \_\_\_\_\_

### If approved by Unit or Forest Aviation Officer, then the Official in Charge or designee will complete.

Participant Approved by: \_\_\_\_\_  
Reason for denial: Does not meet requirement to participate Incident Complexity Other \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_  
Date and Time: \_\_\_\_\_

**Remember: The following aircraft may enter the TFR under the following conditions according to 14 CFR § 91.137(a)(2):**

- The aircraft is carrying a law enforcement official.
- The aircraft is on a flight plan and carrying properly accredited news representatives.
- The aircraft is operating under the Air Traffic Control (ATC) approved Instrument Flight Rules (IFR) flight plan.
- The operation is conducted directly to or from an airport within the area or is necessitated by the impracticability of a Visual Flight Rules (VFR) flight above or around the area due to weather, or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the Notice to Air Missions (NOTAM) to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for observing the disaster.

## **Definition of Participating Aircraft**

The mission must be identified as participating in at least one of the Community Life Lines; as defined in the National Response Framework: Safety and Security; Food, Water, and Shelter; Health and Medical; Energy (Power and Fuel); Communications; Transportation; and Hazardous Materials.

Each category defined below as found in the NRF Fourth Edition October 28, 2019.

**Safety and Security:** Law enforcement and government services, as well as the associated assets that maintain communal security, provide search and rescue, evacuations, and firefighting capabilities, and promote responder safety.

**Food, Water, Shelter:** Support systems that enable the sustainment of life, such as water treatment, transmission, and distribution systems; food retail and distribution networks; wastewater collection and treatment systems; as well as sheltering, and agriculture.

**Health and Medical:** Infrastructure and service providers for medical care, public health, patient movement, fatality management, behavioral health, veterinary support, and health or medical supply chains.

**Energy:** Service providers for electric power infrastructure, composed of generation, transmission, and distribution systems, as well as gas and liquid fuel processing, transportation, and delivery systems. Disruptions can have a limiting effect on the functionality of other community lifelines.

**Communications:** Infrastructure owners and operators of broadband Internet, cellular networks, landline telephony, cable services (to include undersea cable), satellite communications services, and broadcast networks (radio and television). Communication systems encompass a large set of diverse modes of delivery and technologies, often intertwined but largely operating independently. Services include elements such as alerts, warnings, and messages, as well as 911 and dispatch.

**Transportation:** Multiple modes of transportation that often serve complementary functions and create redundancy, adding to the inherent resilience in overall transportation networks. Transportation infrastructure generally includes highway/roadways, mass transit, railway, aviation, maritime, pipeline, and intermodal systems.

**Hazardous Materials:** Systems that mitigate threats to public health/welfare and the environment. This includes assessment of facilities that use, generate, and store hazardous substances, as well as specialized conveyance assets and efforts to identify, contain, and remove incident debris, pollution, contaminants, oil, or other hazardous substances.

\*\*\*The National Response Framework (NRF) was developed to establish a comprehensive, national, all-hazards approach to domestic incident management across a spectrum of activities including prevention, preparedness, response, and recovery.\*\*\*