The Jurisdiction is covered with a Temporary Flight Restriction

- If the UAS is from a government agency, the agency must have an active COA for somewhere in the US in order to be eligible to fly. It doesn’t matter if a particular platform is on a COA for another agency- COAs certify both the platform and the operating team procedures for a particular airspace so it follows the agency and platform not the platform.
- If the UAS is from one of the six FAA UAS test centers, the test center is eligible to fly.
- If the UAS is from a company or NGO, it must have an active 333 exemption for somewhere in the US in order to be eligible to fly. As with the state agency, the COA has to be the same company or NGO. Company X does not get to fly UAS model T unless it has a COA for model T even though Company Y flies UAS model T under a Company Y COA. COAs are not transferrable.
- If the UAS is from a volunteer hobbyist or someone without a COA or 333 exemption, they are not eligible to fly. A TRF means that no one can fly manned or unmanned aircraft in the area without permission. The TFR Manager cannot grant permission to a hobbyist to fly because by definition hobbyists are prohibited from flying in TFR area.
- All UAS must be coordinated by the agency who is serving as the TFR Manager, also called the Air Boss or the Air Ops Branch. The TFR Manager is the only one to interact with the FAA and Air Traffic Control. Regardless if a TFR spans several jurisdictions, there will be only one Manager.
- The TFR Manager is responsible for all manned and unmanned flights and so determine what the allowable altitudes and specific areas of operations are for each UAS, usually on a day by day basis. The TFR Manager can suspend certain rules that normally apply to UAS COAs, test site COAs, and 333 exemptions, for example, that the UAS will not fly over people. But the TFR Manager cannot suspend the requirement to have a COA, a test site COA, or 333 exemption. Likewise a TFR Manager cannot say a person can fly a manned aircraft without having a pilot’s license or rating for the situation.
- Having a COA, test site COA, or 333 exemption does not mean the entity has the right to fly only that they are eligible to fly without incident command requesting an emergency COA; the TFR manager makes the final call.

The Jurisdiction is NOT covered with a Temporary Flight Restriction

- If the UAS is from a state agency, incident command must apply for an emergency COA to fly in the jurisdiction unless it holds an active COA for the jurisdiction.
- If the UAS is from one of the six FAA UAS test centers, the test center can fly under 200ft and within specific parameters given in “blanket COA” regulations or the incident command can request an emergency COA for the team in order to fly at higher altitudes, over people, closer to airports, etc.
- If the UAS is from a company or NGO and have a 333 exemption, they can fly under 200ft and within specific parameters given in “blanket 333” regulations or the incident command can request an emergency COA for the team. Or the incident command can request an emergency COA for the team in order to fly at higher altitudes, over people, closer to airports, etc.
- If the UAS is from a volunteer hobbyist or someone without not an active COA or 333 exemption in the US, they are not eligible to fly and incident command cannot request an emergency COA for them to fly. Flying during a disaster is not flying for sport or entertainment, thus they cannot fly under “hobbyist rules.” The incident command cannot request that a hobbyist without a COA or 333 exemption be given an emergency COA.
- An emergency COA can specify that certain rules that normally apply are suspended, for example, that the UAS will not fly over people. However, if the emergency COA is to fly in controlled airspace, such as in the approach to an airport, the incident command or operator has to obtain a letter of agreement from the tower of that local airport; the tower is not obligated to agree.

1 A TFR is the airspace equivalent to blocking a major interstate
2 In practice, the UAS team or air operations expert prepares the emergency COA and the incident commander submits an email to the FAA to formally request UAS operations by a specific entity and convey either “condition of distress” or “urgency.”

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