



GSA Office of Governmentwide Policy

# Interagency Committee for Aviation Policy (ICAP)



# ICAP Member Agencies

ICAP agencies use aircraft for firefighting, law enforcement, weather prediction, natural resource support, homeland security, space research, and beyond. This brochure provides a description of the ICAP's largest non-military aircraft programs. Other ICAP member agencies not included in this brochure include the Tennessee Valley Authority, Environmental Protection Agency, National Transportation Safety Board, the Department of Defense, and the Veteran's Affairs.

Non-Defense Federal agencies own about 1,500 aircraft, and rent, charter, or contract for the use of other aircraft. All civilian agencies are required to report cost and utilization information to GSA through the electronic Federal Aviation Interactive Reporting System (FAIRS).

The 2007, non-Defense government owned aircraft logged 308,000 flying hours at a cost of \$688.6M



# What is the ICAP?

The General Services Administration (GSA) established the Interagency Committee for Aviation Policy (ICAP) in 1989 at the direction of the Office of Management and Budget (OMB). Eighteen Federal agencies are members of the ICAP. With advice from the ICAP, GSA makes policy for Federal aviation management. The ICAP coordinates the policy views of the Federal aviation community and also assists agencies in providing aviation services to support their missions. GSA chairs and facilitates ICAP, provides support for aviation management, and operates a management information system to collect and report data related to Federal aviation operations.

The ICAP develops and accomplishes its objectives through various subcommittees, that currently include the following:

- Acquisition, Use, and Disposal
- Communications
- Management Data and Systems
- Safety Standards and Training

The ICAP sponsors Federal aviation manager training and issues a number of informative publications, including the Common Aviation Management Information System Standard, the Federal Aviation Cost Accounting Guide, operations manual guides, and inspection planning guides. Ongoing ICAP efforts include the development of safety standards guidelines for Federal flight programs, fleet modernization planning, development of performance measures and benchmarks, Aviation Resource Management Surveys (ARMS), and cost and utilization data reported in the Federal Aviation Interactive Reporting System (FAIRS).

## Department Of Agriculture (USDA)

Three agencies in USDA use aircraft: The Agricultural Research Service's (ARS) aircraft support research on airborne entomological radar systems and on delivery systems for aerial application of agricultural materials to control crop pests. ARS acquires aerial images for research studies in agriculture, including range land, soil, water quality, and other natural resources.

The Animal and Plant Health Inspection Service (APHIS) uses its aircraft to support pest control, emergency pest outbreaks, sterile insect dispersal wildlife management, predator control, and the monitoring of aerial application contractors. APHIS aircraft are also used for research and development.

The Forest Service's (USFS) aircraft deliver personnel and equipment to remote areas for firefighting. USFS firefighters dispense water and chemical fire retardants from the air and use cameras to take aerial photos, video, and infrared imagery. USFS aviation also supports law enforcement, surveys, and other activities for the management and protection of nearly 188 million acres of National Forest System lands.

## Department Of Commerce (DOC)

DOC operates a variety of aircraft through the National Oceanic and Atmospheric Administration (NOAA). All DOC aircraft are modified to perform atmospheric research, air chemistry, photogrammetry, aeronautical charting, coastal mapping, snow surveying, fishery surveying, marine mammal research, LIDAR nautical charting, and logistical support to scientific parties.

## Department Of Energy (DOE)

DOE has a small fleet of aircraft, that they use for transportation of cargo, sensitive nuclear materials, and other hazardous materials; power line patrol; installation security; and multi-spectral photography. Most of DOE's aircraft are extensively modified to perform their particular missions.

Additionally, DOE uses special aircraft, primarily unmanned aerial systems, in atmospheric and energy research.

## Department Of Health And Human Services (HHS)

HHS does not own or operate any aircraft. However, the Indian Health Service charters aircraft as needed to transport emergency medical patients and occasionally medical personnel, supplies, and equipment in remote areas of the western U.S. and Alaska. In addition, the Centers for Disease Control lease specially equipped aircraft to carry medical and biological materials.

## Department Of Homeland Security (DHS)

DHS operates aircraft to support the operations of the and Customs Border Protection (CBP), and to support law enforcement operations, including investigative support and drug enforcement. The U.S. Coast Guard uses a specialized fleet of helicopters and fixed-wing aircraft to support search and rescue, law enforcement, marine safety, environmental response, ice operations, aids to navigation, and boating safety. The Federal Emergency Management Agency (FEMA) may also hire aircraft.

## Department Of The Interior (DOI)

DOI's responsibilities entail management of natural, cultural, and historic resources throughout the United States and U.S. Territories. DOI's eight resource management bureaus (including the U.S. Geological Survey, the National Park Service, the Bureau of Land Management, and the U.S. Fish and Wildlife Service) use aviation services to support natural resource missions. Aircraft are required for law enforcement, wildlife management (animal capture and tracking), wild land firefighting, scientific research, and other uses. Aircraft ensure access to remote areas that are not easily accessible by vehicles and the aircraft are often used to support high-risk missions like firefighting. Commercial aviation companies deliver over 90 percent of DOI's aviation support services, with annual usage fluctuating based on the severity of the fire season. To maximize efficiency, effectiveness, and especially safety, DOI has established a centralized aviation service in the Aviation

Management Directorate of the DOI National Business Center, which provides management oversight, administrative support, and technical expertise to the bureaus on aviation matters.

## Department Of Justice (DOJ)

DOJ operates aircraft to support the operations of the U.S. Marshals Service, the Federal Bureau of Investigation, and the Drug Enforcement Administration. Justice's use of aircraft supports two broad mission areas: law enforcement, including investigative support; and, transportation of prisoners and illegal aliens.

## Department Of State (DOS)

The DOS, Bureau for International Narcotics and Law Enforcement Affairs (INL), operates helicopters and airplanes in Central and South America to assist host nations in the eradication of illicit drug crops and the detection, monitoring, and interdiction of drug trafficking operations. Depending on the host nation agreement, the actual operations of INL aircraft will vary from DOS contractor personnel to host nation personnel.

## Department Of Transportation (DOT)

Under DOT, the Federal Aviation Administration (FAA) operates aircraft to accomplish activities such as flight inspection, training, research and development. FAA's goal is to ensure that all efforts lead toward a safe, efficient, and effective utilization of the National Airspace System.

## National Aeronautics And Space Administration (NASA)

NASA operates a fleet of aircraft for research and development, program support, and mission management. About a quarter of NASA's fleet is highly modified or leading-edge technology airframes designed to explore new aeronautical theories or flight regimes. Over sixty of NASA's aircraft are designated as program support aircraft designed to be platforms for aeronautical research, to carry specific projects, or to train space shuttle crewmembers. The remaining aircraft are used for administrative purposes to

transport passengers on official government business in support of NASA's operations.

## National Science Foundation (NSF)

NSF maintains a small fleet of aircraft to support research and education in the atmospheric and oceanographic sciences and in polar programs. The fleet is currently performing the following missions: 1) long-range observations over remote tropical and oceanic regions critical to studies of the global climate; 2) studies of the kinematics and thermodynamic structure of the troposphere (including boundary layer studies); 3) studies of atmospheric chemistry and aerosols in the troposphere; and, 4) cloud physics including penetration of convective clouds.

## For More Information

visit the internet homepage of the Aircraft Management Policy, General Services Administration (GSA),  
[http://www.gsa.gov/aviation policy](http://www.gsa.gov/aviation%20policy)



*Smarter Solutions*

Office of Travel, Transportation and  
Asset Management

Office of Governmentwide Policy

U.S. General Services Administration  
1800 F Street NW  
Washington DC 20405  
**[www.gsa.gov](http://www.gsa.gov)**