



**September 8, 2016  
1:00 – 5:15 p.m.  
601 South 12th Street  
Arlington, VA 22202**

### **Meeting Minutes**

#### **Summary**

This meeting provided an update on TSA's Innovation Task Force, a discussion about provisions of the *FAA Extension, Safety, and Security Act of 2016* that involve ASAC, and a status update on implementation of the REAL ID Act of 2005. In addition, status reports from the subcommittees and working groups were presented. The agenda for this meeting is provided as Attachment A.

#### **Meeting Comes to Order**

Dean Walter, the ASAC Designated Federal Officer (DFO), called the meeting to order. This meeting was closed to the public and only ASAC members and Federal officials were allowed to participate.

#### **Opening Remarks**

Victoria Newhouse, the TSA Executive Sponsor, ASAC Chairman Steve Alterman and ASAC Vice-Chairman Ken Dunlap each made brief opening remarks and welcomed members.

#### **Roll Call**

A roll call was taken during the committee member introductions. Attachment B provides a complete list of meeting attendees.

#### **TSA Chief of Operations (COO) Remarks and Open Forum**

Gary Rasicot, TSA COO, provided some introductory remarks and asked members to state their top operational priorities for the agency. In summary, the following issues were discussed:

- Third party canine screening – Consider third party canines as a primary form of screening.
- Internal coordination and collaboration – The agency remains stove-piped and does not typically speak with one voice.
- Priorities – Develop a process to prioritize its workload.
- Cabin crew tactics, procedures and training – Develop training to better prepare the cabin crew to respond to a terrorist event within the aircraft.
- Communication devices - Consider how communication devices (e.g., cell phones) could be used by terrorists to carry out attacks.
- Catering – Assess the risk of catering on domestic and international flights.
- Training Programs – Training materials are geared toward commercial aviation and do not practically apply to general aviation.
- Industry engagement - Adopt a partnership-based approach to security programs.



- Workforce – Focus on improving employee morale and labor relations as a foundation to improve security.
- Innovation – Seek acquisition reform to create opportunities for innovative technologies, capabilities and processes.

Mr. Rasicot shared that TSA is holding an operations offsite meeting in October 2016. He requested that ASAC identify its top five issues for consideration at the meeting.

### **TSA Innovation Task Force Update**

Jill Vaughan, Assistant Administrator, Office of Security Capabilities (OSC), provided an update on TSA's Innovation Task Force (ITF)(Attachment C). The ITF mission is to demonstrate and foster emerging innovative solutions in aviation security to address the threat landscape, dramatically improve the passenger screening experience, and deliver the next-generation curb-to-gate screening capability. Topics covered included: Stakeholder benefits, current ITF activities, future initiatives including the ITF Broad Agency Announcement, and stakeholder engagement.

### **FAA Extension, Safety, and Security Act of 2016**

Mr. Alterman facilitated a discussion on how the ASAC could organize to address requirements of the *FAA Extension, Safety, and Security Act*.

- *Sec. 3304(a)(4) - TSA Staffing and Resource Allocation* - Requests that ASAC provide recommendations on best practices for checkpoint security operations optimization. The committee agreed to delegate this requirement to the Airport Subcommittee, which shall develop a response by February 2017.
- *Sec. 3407(a) - Inspections and Assessments* – Requests that ASAC, in consultation with TSA, develop a model and best practices for unescorted access security. This requirement is similar to ASAC Recommendation #2 in the Airport Employee Screening and Access Control Report. TSA is currently researching and evaluating existing models and other options to meet this requirement.
- *Sec. 3501 (a)-(c) - Checkpoints of the Future* – Requests that ASAC develop recommendations for more efficient and effective passenger screening processes. The committee agreed to delegate this requirement to the Security Technology Subcommittee, which shall develop a draft action plan by October 2016.

### **Subcommittee Updates**

The co-chairpersons for each subcommittee provided an update, covering initiatives to date and focus areas going forward.

- **Airport Access Control Working Group**  
The Working Group provided a general overview of the implementation status of its 28 recommendations. The group discussed several recommendations in detail.



- Recommendation #2 – Airport Employee Screening Risk Model, requested that TSA establish a risk-informed enhanced random screening/inspection model for airport employees in secure areas. The Working Group agreed that this risk based model needs to be random, robust, and developed and implemented in collaboration with local stakeholders. It is anticipated that this type of model will require significant funding to fully implement. The working group will identify what is required and provide their recommendation.
- Recommendation #7 – Review of Disqualifying Criminal Offenses, is considering criminal disqualifiers, look-back periods and redress provisions for various existing vetting programs. The review will serve as input into the rulemaking required by the *FAA Extension, Safety, and Security Act*.
  
- **Security Technology Subcommittee Update**

The Subcommittee discussed that it continues forming a joint TSA/industry Air Cargo Research and Development (R&D) Working Group, within the Subcommittee. Subcommittee members met with representatives from the DHS Science and Technology Directorate in May for an update on research activities relating to air cargo screening R&D. The next step is to convene a meeting of the DHS Air Cargo Integrated Product Team on Air Cargo and the ASAC Subcommittee to get a briefing on capability gaps and allow industry stakeholders to provide input on their needs and priorities relating to air cargo screening technology.
  
- **International Aviation Subcommittee Update**

The International Aviation Subcommittee discussed TSA’s participation in the upcoming ICAO 39th General Assembly. TSA submitted two working papers for presentation and co-sponsored another working paper with Singapore, which are available on the ICAO website (Assembly 39<sup>th</sup> Session):

  1. Culture of Security – Assesses implementation of national civil aviation security programs. Proposal to develop a Global Aviation Security Plan to more clearly define the international security agenda and strategic approach to assist Member States in effectively deterring, detecting, and disrupting threats to civil aviation. ICAO Member States have the responsibility to meet ICAO security standards and, in doing so, must continuously assess systems to ensure appropriate and effective implementation of security measures;
  2. Global Strategies for Addressing Insider Risk - Airport access control and insider threat. Aviation systems remain vulnerable to the risks posed by insiders, which exist in nearly every industry, including civil aviation; and
  3. Enhancing Air Cargo Security Training, co-sponsored with Singapore - Develop training to provide opportunities for security personnel to learn from best practices in air cargo security that are being implemented by regulators and industry from across the world.



- **Air Cargo Subcommittee Update**

The Air Cargo Subcommittee provided updates on the following three issues:

1. 3<sup>rd</sup> Party Canine Screening:
  - TSA moving forward on pilot program
  - Next step is to establish a working group to discuss actualization
2. TSA Letters of Investigation (LOI). TSA Inspectors too quick to issues LOI, without chance for industry to remedy issues.
3. Known Shipper Recommendations. TSA concurred with the subcommittee's recommendation, but are not following through on implementation

- **Commercial Airports Subcommittee Update**

This subcommittee has not met recently. Many of the Subcommittee members are participating on the Airport Access Control Working Group and implementation of the 28 recommendations.

- **General Aviation (GA) Subcommittee Update**

TSA stated that it is still developing a response to the Alien Flight School Regulation Recommendation, approved at the July 28, 2016, ASAC meeting. The Subcommittee commented that the "Security Guidelines for General Aviation Airports" is no longer available on the TSA.GOV website and can be difficult to locate. Mr. Hennig also offered to update the committee on the Aircraft Systems Information Security/Protection Aviation Rulemaking Advisory Committee at the next meeting.

### **Recommendation Status Update**

The ASAC DFO led a discussion on the implementation status of ASAC recommendations that focused on process. Dean Walter recommended that ASAC Subcommittees and Working Groups discuss the implementation status of their recommendations at each meeting and attempt to resolve any status issues. It was noted that there needs to be more frequent discussion between TSA and the Subcommittee co-chairpersons. Mr. Walter will distribute the ASAC recommendation implementation status more frequently.

### **Real ID Briefing**

Howard Goldman provided an update on implementation of the *REAL ID Act* (Attachment D). This topic was previously briefed at the February 2, 2016, committee meeting. The *REAL ID Act* establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards. Topics included an update on State compliance, and industry outreach and education. Starting in 2018 passengers without acceptable identification documents would not be allowed to fly.

### **TSA Administrator Remarks**

TSA Administrator Peter Neffenger thanked the ASAC members for their work and made some brief remarks including a discussion about the successful steps taken this summer to make air travel less cumbersome, collaboration, and the future of the agency and transportation sector.



### **Administrative Discussion**

The Chairman announced that the Annual meeting is scheduled for Monday, December 5, 2016, from 1:00 p.m. – 4:00 p.m. at TSA HQ.

### **Adjournment**

The Chairman asked for any last comments, and with none received adjourned the meeting at approximately 5:15 p.m.

### **Summary of Action Items:**

- ASAC to provide to TSA its top five operational issues (*Alterman*)
- Subcommittees and working groups to review recommendation implementation status during meetings (*All subcommittee co-chairpersons*)
- TSA to provide implementation status of recommendations on a routine basis (e.g., quarterly)(*Walter*)
- Security Technology Subcommittee to draft a implementation approach for Sec. 3501 (a)-(c) - Checkpoints of the Future – by October 8 (*Schulz*)
- Airports Subcommittee to develop proposed recommendation on checkpoint security operations optimization by February 2017 (*Black/Duffy*)
- ASAC to provide a letter addressing issues related to Letters of Investigation (*Alterman*)

### **Certification of Detailed Minutes**

*I hereby certify that this is an accurate record of the activities of the Aviation Security Advisory Committee on September 8<sup>th</sup>, 2016.*

  
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Stephen A. Alterman  
Chairman



## **Attachment A: Meeting Agenda**

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- Meeting Opening & Call to Order
- Chairman's Opening Remarks
- Vice-Chairman's Opening Remarks
- TSA Executive Sponsor Opening Remarks
- Roll Call & Member Remarks
- TSA Innovation Task Force Update
- H.R. 636 – FAA Extension, Safety, and Security Act of 2016
- Review of Recommendation Status
- Subcommittee Update:
  1. Airport Access Control
  2. Commercial Airports
  3. International Aviation
  4. Air Cargo
  5. Security Technology
  6. General Aviation
- Real ID Status Update
- Administrative discussion
- Closing comments and adjournment



**Attachment B: Meeting Attendees**

<b>Name</b>	<b>Organization</b>	<b>Status</b>
Steve Alterman	Cargo Airline Association	Member-Chairman
Chris Bidwell	Airports Council International – North America	Member
David Borer	Association of Federal Government Employees	Member
Scott Broyles	Safe Skies	Member
Bill Cason	Coalition of Airline Pilot Associations	Member
Colleen Chamberlain	American Association of Airport Executives	Member
Michael Cintron	International Airline Passenger Association	Member
Liam Connolly	Regional Airline Association	Member
Joe Dalton	NetJets	Member
Joe DePete	Airline Pilots Association	Member
Ken Dunlap		Member
Daniel Fisher	Aeronautical Repair Station Association	Member
Bob Francis	Farragut Partners	Member
Brandon Fried	Airforwarders Association	Member
Tony Graziano	United Brotherhood of Carpenters	Member
Lane Hagin	Airport Law Enforcement Agencies Network	Member
Jens Hennig	General Aviation Manufacturers Association	Member
Lorraine Howerton	US Travel Association	Member
Glenn Johnson	Victims of Pan Am Flight 103	Member
John McGraw	National Air Transport Association	Member
Sue Presti	The International Air Cargo Association	Member
TJ Schulz	Airport Consultants Council	Member
Eric Thacker	Airlines For America	Member
Chris Witkowski	Association of Flight Attendants-CWA	Member
Vera Adams	DHS/TSA	Federal
Jose Bonilla	DHS/TSA	Federal





<b>Name</b>	<b>Organization</b>	<b>Status</b>
Mike Duffy	DHS/TSA	Federal
Tom Friedman	DHS/TSA	Federal
Keith Goll	DHS/TSA	Federal
Sal Harvey	DHS/TSA	Federal
Michael Jacobs	DHS/TSA	Federal
Craig Lynes	DHS/TSA	Federal
Dan McCann	DHS/TSA	Federal
Peter Neffenger	DHS/TSA	Federal
Victoria Newhouse	DHS/TSA	Federal- Executive Sponsor
Susan Prosnitz	DHS/TSA	Federal
Gary Rasicot	DHS/TSA	Federal
Marc Rossi	DHS/TSA	Federal
Jill Vaughan	DHS/TSA	Federal
Dean Walter	DHS/TSA	DFO
Sterling Wiggins	DHS/TSA	Federal
Paul Wisniewski	DHS/TSA	Federal





**Attachment C: TSA Innovation Task Force**

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# Aviation Security Advisory Committee (ASAC)

**Innovation Task Force**



**Aviation Security Advisory  
Committee (ASAC)**

**September 8, 2016**



**Transportation  
Security  
Administration**

# Innovation Task Force Overview

## Innovation Task Force (ITF) Mission

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Demonstrate and foster emerging, innovative solutions in aviation security to address the threat landscape, dramatically improve the passenger screening experience, and deliver the next-generation curb-to-gate screening capability.

## ITF Objectives

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- Establish the capability for TSA to more quickly demonstrate and test innovative solutions (which may revolve around people, process, and/or technology) on a replicable basis, working in parallel with ongoing TSA operations
- Increase the pipeline of potential solutions and encourage innovation
- Establish data-based criteria for evaluating and prioritizing solutions, including a baseline of end-to-end system throughput integrating efficiency and effectiveness measures
- Deploy selected solutions at designated “innovation sites” nationwide

**ITF success will be defined by accomplishing a limited set of pilot deployments and demonstrating impact against specific objectives tied to the TSA trade space.**

# Creation of an Innovative Environment

ITF creates an environment to focus on redefining the security experience through accelerated solution assessments that inform requirements development and have the potential to improve overall passenger satisfaction.

## ITF solutions **are**...

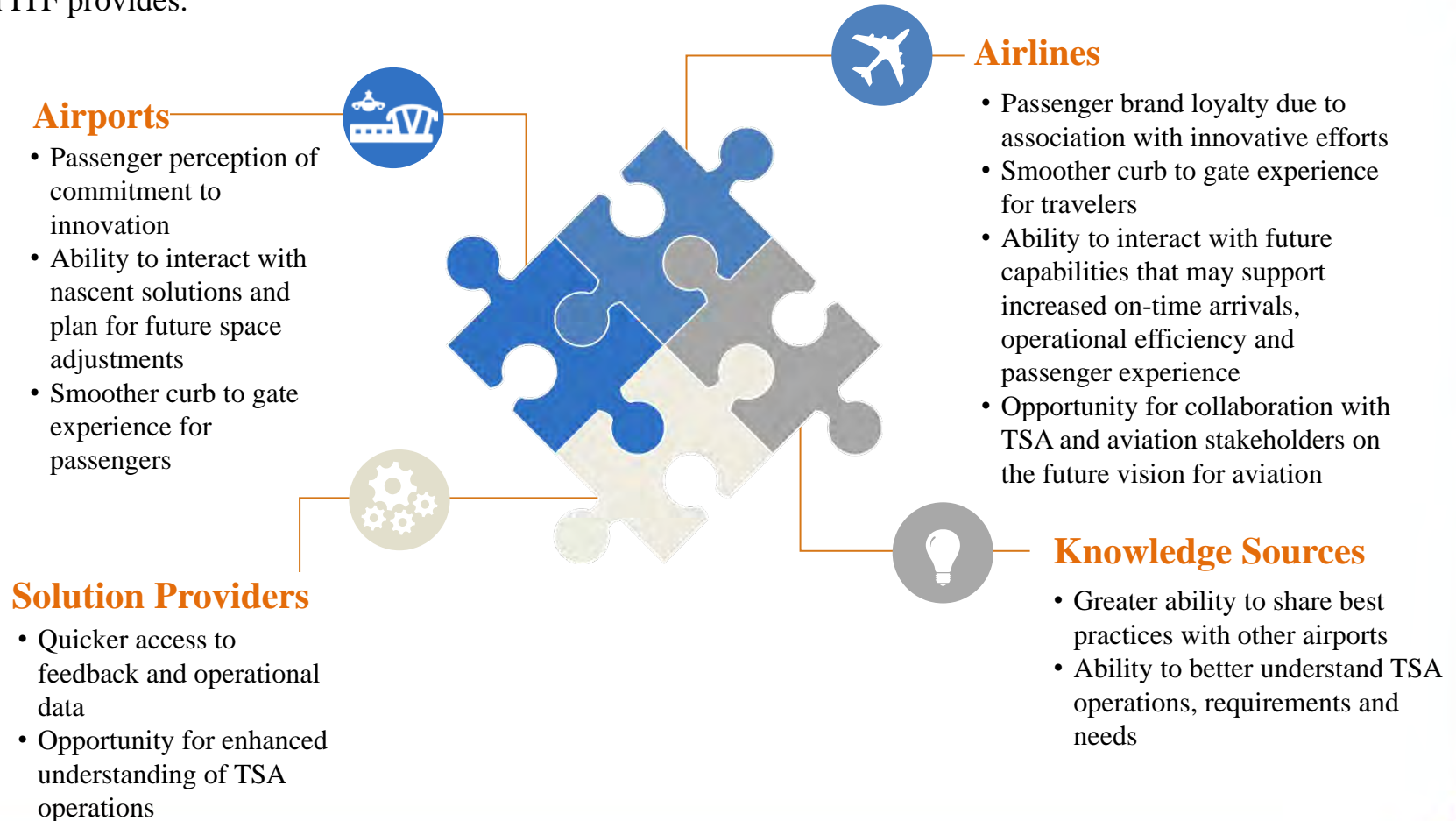
- ✓ Technological, automated, ergonomic, environmental, or aesthetic improvements
- ✓ Enhancements to detection or passenger satisfaction
- ✓ Inserted for a finite amount of time at existing checkpoints, to conduct technical and operational assessments
- ✓ Future-focused

## ITF solutions **are not**...

- ✗ Operational tests included in the formal testing and evaluation (T&E) process
- ✗ Initially a permanent deployment solution
- ✗ An obligation from TSA to procure solutions in the future
- ✗ Surge responses to targeted needs
- ✗ Local optimization efforts

# Stakeholder Benefits

Through ITF, TSA aims to engage the airports, airlines, solution providers, and knowledge sources (i.e., other innovative airports), so that all stakeholders can realize the potential opportunities, listed below, that working with ITF provides.



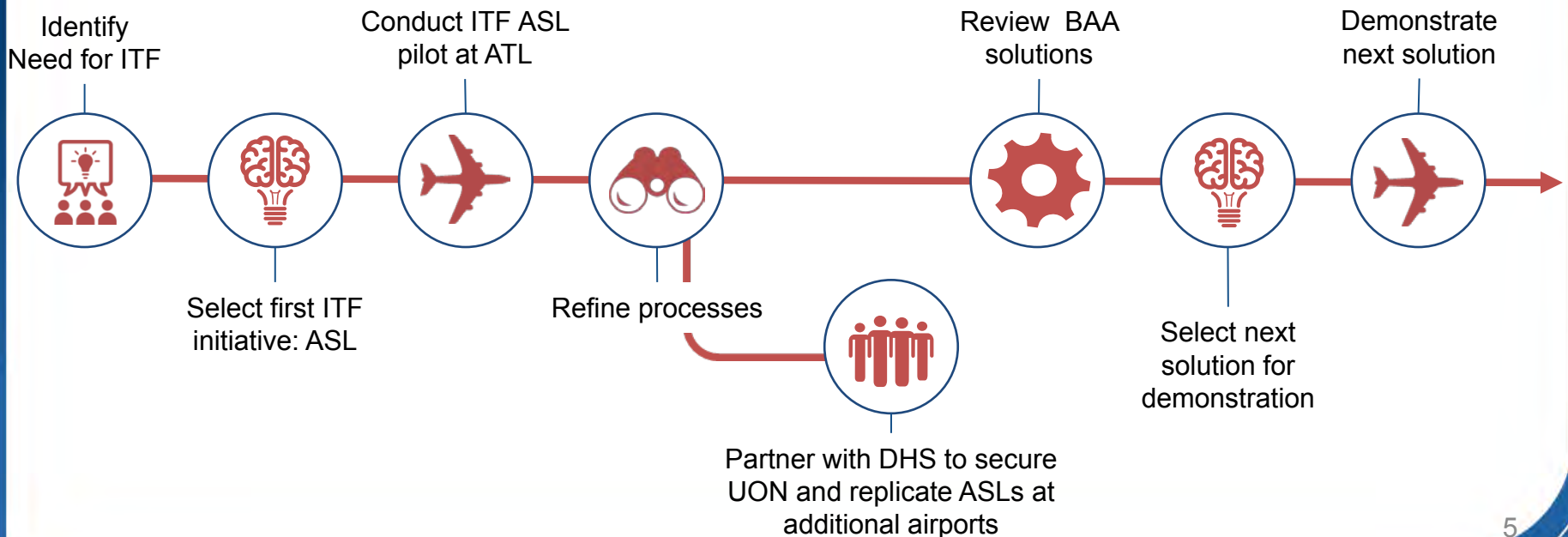


# Current State of ITF

The following is a timeline of ITF activities from idea formation to the identification of next steps.

## Current Activities Include:

- ❑ Confirm priorities and focus areas for ITF
- ❑ Refine ITF stakeholder engagement strategies and processes
- ❑ Partner with airlines and airports to deploy Automated Screening Lanes (ASL) to the field, based on lessons learned from the ATL pilot
- ❑ Identify Targeted Broad Agency Announcements respondents from industry to provide full proposals
- ❑ Plan for exchange of lessons learned to inform future requirements and prepare for transition of ownership to programs across TSA, including acquisitions programs



# Case Study: ITF Pilot

Atlanta's Hartsfield Jackson International Airport (ATL) is the pilot ITF site, allowing TSA to refine the process to establish and operate an innovation lane. TSA continues to develop and refine the broader ITF program based on the ATL pilot.

## ATL Overview

- Partnered with Delta, MacDonal Humfrey, Rapiscan, and Atlanta Airport Authority
- Assessed MacDonal Humfrey Automated Screening Lane, commonly referred to as a bin return system
- Held a cross-TSA IPT to develop processes to execute ATL innovation lane
- Defined metrics upfront to measure performance
- Developed a contingency plan to mitigate potential risk



## Pilot Wins

- ✓ Identified critical path to expedite delivery in less than 9 weeks
- ✓ Kicked off IPT and enabled coordination across TSA and external stakeholders
- ✓ Refined training processes for 100 people in two weeks
- ✓ Developed processes and documentation to drive future ITF site stand-ups and installations
- ✓ Captured lessons learned for future innovation sites



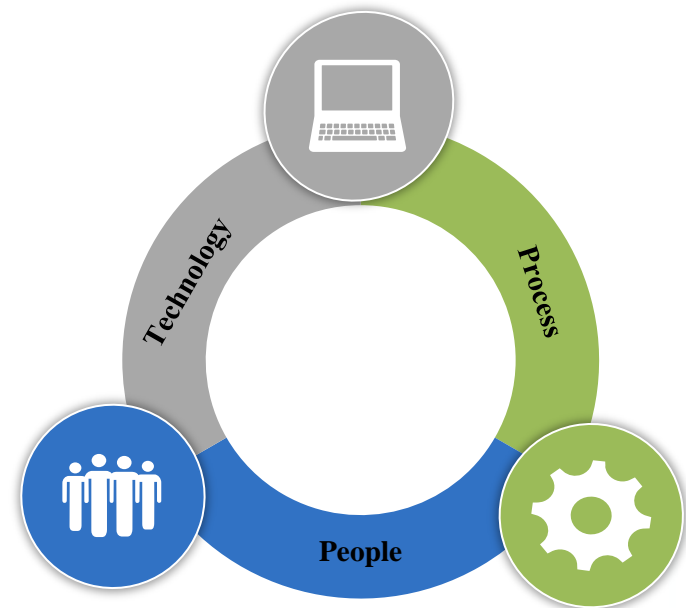
# Future Demonstrations

In addition to replicating ASLs, ITF seeks to demonstrate a breadth of innovative people, process and technology solutions. Depending on the solution, ITF may suggest that an Airport / Airline conduct a demonstration with TSA's support.

## Notional Solutions

Solutions can target people, processes, or technology and may include aesthetic, training, or process changes. Solutions may also be a specific standalone capability or may represent an integrated system. The T-BAA responses recently reviewed by ITF were sorted according to four categories:

- **Data**
- **Detection** (*e.g., CT*)
- **Authentication** (*e.g., Biometrics*)
- **Automation**



**The most recent T-BAA responses were evaluated to determine the next solutions for demonstration. TSA will continue to engage industry to bring the best solutions to airports.**

# ITF Broad Agency Announcement

ITF engages with the vendor community through multiple channels aimed at encouraging innovation and partnership to solicit cutting-edge solutions. ITF's Broad Agency Announcement (BAA) for Innovation in Aviation Security is one of the key channels to engage vendors.

T-BAA seeks solutions for aviation screening areas that will be demonstrated at selected airport sites to inform future solution requirements.

BAA seeks solutions that 1) align to the TSA mission, 2) address capability gaps and 3) improve passenger experience.

81

Total BAA responses

59 Companies responded to TSA's BAA



10

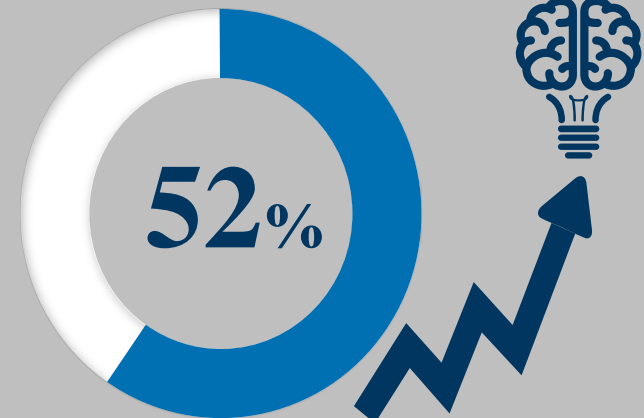
Companies submitted multiple solutions

70% of submissions were recommended by reviewers for a proposal request



Submissions received from different countries

6



Of proposals have not been deployed internationally and have not been deployed at all

# Stakeholder Engagement

Regular, active stakeholder engagement is central to ITF success, as well as the success of airlines, airports, and vendors. To realize more opportunities for all stakeholders, TSA is considering the following proposed actions.

Stakeholder	Considerations	Proposed Actions
<i>Airlines and Airports</i>	<ul style="list-style-type: none"> <li>• Critical funding source for ITF pilots</li> <li>• Excitement and desire for action needs to be directed toward available ITF solutions</li> <li>• Risk of downstream frustration given the higher risk/lower certainty inherent in ITF approach</li> </ul>	<ul style="list-style-type: none"> <li>• ITF and COO hold quarterly call with airports and airline COOs to provide update on ITF activities</li> <li>• Broadly socialize list of available ITF solutions and expected timeline for additional solutions</li> <li>• All TSA conversations differentiate between idea generation activities and available ITF solutions</li> <li>• <i>Consider.</i> Semi-annual meeting of ITF Steering Committee and industry stakeholders to review solution pipeline, technology maturity, etc.</li> </ul>
<i>TSE Vendors</i>	<ul style="list-style-type: none"> <li>• Conveying future-state requirements for submissions</li> <li>• Feedback process to whole community</li> <li>• Ability to engage atypical partners, small business and parallel industries</li> </ul>	<ul style="list-style-type: none"> <li>• Explore innovative engagement opportunities, including plugathons, focus groups and prize competitions</li> <li>• Continue engagement in annual Industry Forum</li> <li>• Conduct industry days to support BAAs and market solicitations</li> </ul>
<i>Other Gov't Entities</i>	<ul style="list-style-type: none"> <li>• Validation and sharing of strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Collaboration with DoD/DHS/OMB regarding strategy and intent</li> </ul>

# OSC Support

OSC can support in responding to the FAA Reauthorization legislation.

## LEGISLATION

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*“SEC. 3501. CHECKPOINTS OF THE FUTURE.*

*(a) IN GENERAL.—The Administrator, in accordance with [chapter 449](#) of title 49, United States Code, shall request the Aviation Security Advisory Committee (established pursuant to section 44946 of such title) to develop recommendations for more efficient and effective passenger screening processes.....”*

## OPPORTUNITIES TO ENGAGE

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✓ Leverage ongoing ITF activities and enable coordination via quarterly brief

✓ Validate ITF processes and strategy via ASAC’s FAA Reauth. activities

✓ Exchange informal observations about risks and opportunities

# APPENDIX



Transportation  
Security  
Administration



# ITF Solution Tracks

TSA aims to focus on short term and long term innovation, through the following tracks.

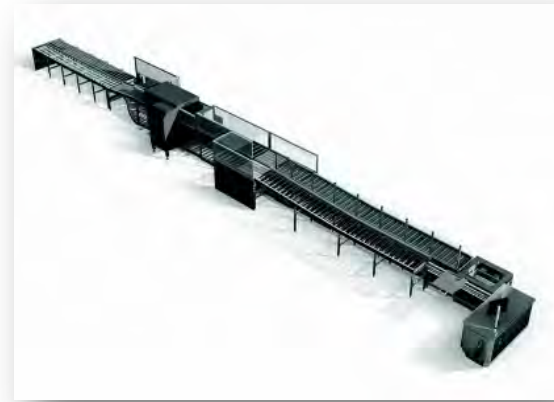


# ASL Replication

After piloting ASLs in Atlanta, TSA is partnering with airlines and other stakeholders to deploy these machines to additional airports to address urgent needs in the field. This effort is in **addition to pursuing new solutions and demonstrations**.

## Current State of ASLs

- TSA has conducted market research to determine potential solutions and requirements
- Requirements and acquisition strategy are being developed for future ASL acquisition, based on ATL data collection and lessons learned
- TSA is deploying ASLs to up to 20 airports via the Urgent Operational Need process, in partnership with airlines, airports, and the Federal Aviation Administration



**TSA is currently partnering with Airport Authorities, American, Delta, JetBlue, and United to deploy ASLs to up to twenty airports and improve on-time arrival rates and passenger satisfaction.**





**Attachment D: REAL ID**

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# REAL ID

**ASAC Briefing  
September 8, 2016**



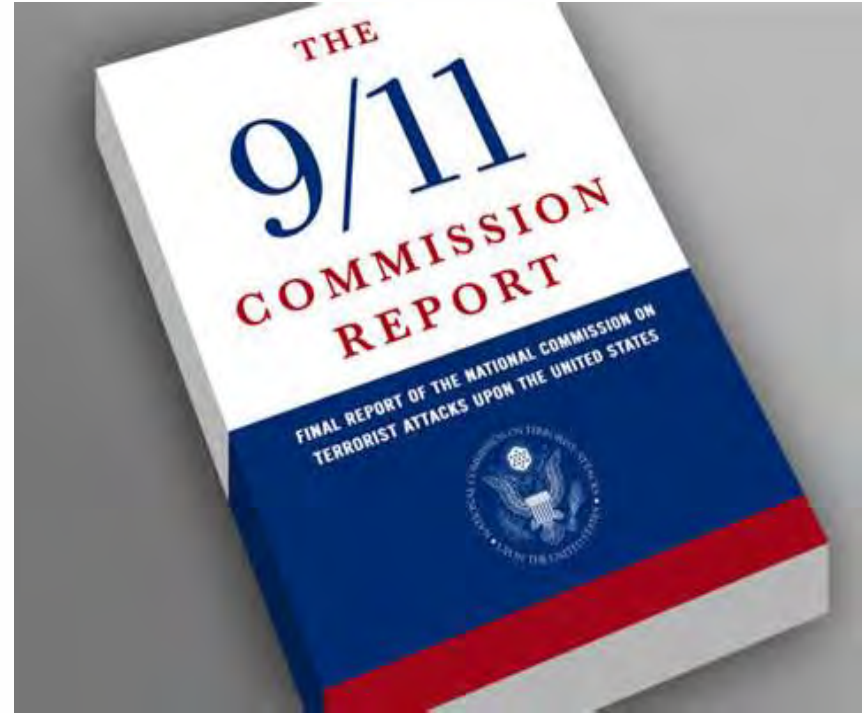
Homeland  
Security

# REAL ID Act Overview

“The federal government should set standards for the issuance of birth certificates and sources of identification, such as driver’s licenses.”

*“Sources of identification are the last opportunity to ensure that people are who they say they are and to check whether they are terrorists.”*

*--9/11 Commission Report  
p.390*



# REAL ID Act Overview

- ❑ Covers 56 jurisdictions
  - ❑ *50 states, 5 territories, and DC*
- ❑ Establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards
- ❑ Authorizes grants to states
- ❑ Prohibits Federal agencies from accepting for official purposes driver's licenses and identification cards from non-compliant states. These purposes are:
  - ❑ *Accessing Federal facilities;*
  - ❑ *Boarding federally regulated commercial aircraft;*
  - ❑ *Entering nuclear power plants; and*
  - ❑ *Any other purpose that the Secretary [of Homeland Security] shall determine.*

# REAL ID Act Overview

## DOES:

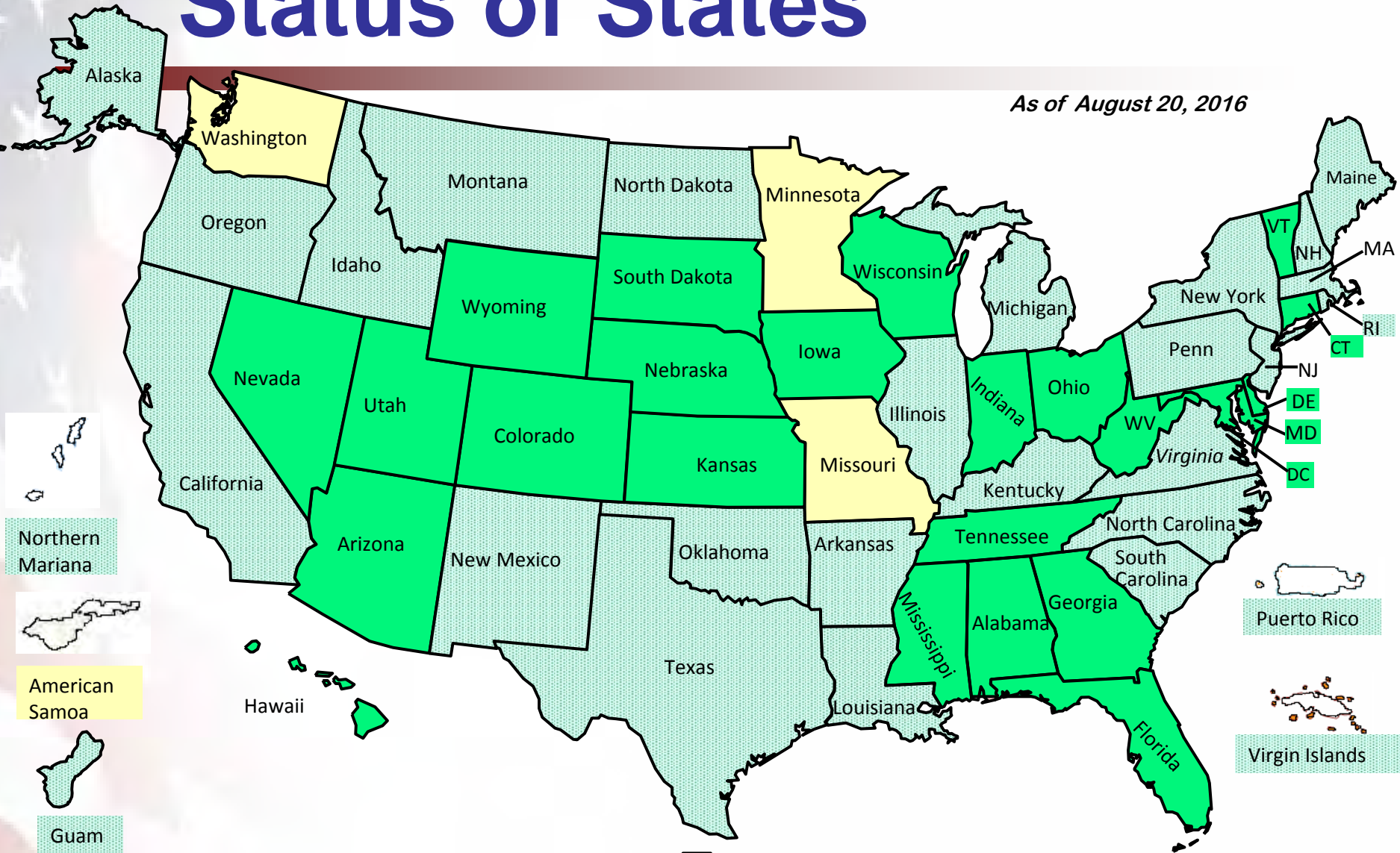
- ❑ **Requires Proof and Verification of Identity & Lawful Status**
  - ❑ *Full legal name;*
  - ❑ *Date of birth;*
  - ❑ *Social Security Number;*
  - ❑ *Address of principal residence; and*
  - ❑ *Lawful status.*
- ❑ **Requires Card Design to Include:**
  - ❑ *Biographic information, digital photo, signature, & card number;*
  - ❑ *Physical/Anti-counterfeit security features; and*
  - ❑ *Common machine-readable technology.*
- ❑ **Requires Safeguards for the Issuance and Production of Licenses**
  - ❑ *Copy & retain source document information;*
  - ❑ *Secure production facilities & document materials; and*
  - ❑ *Background checks & fraudulent document training for employees.*

## DOES NOT:

- ❑ **Does not create a national ID card, a Federal database of driver information, or new Federal access to state data.**
- ❑ **Does not authorize DHS to regulate issuance of driver's licenses and identification cards by states.**
  - ❑ *State participation is voluntary.*
  - ❑ *Consequences for not meeting the standards.*
- ❑ **Does not prevent any state from issuing noncompliant driver's licenses or identification cards**
  - ❑ *Noncompliant cards must incorporate a unique design and clearly indicate that the document may not be accepted for official purposes.*

# Status of States

As of August 20, 2016



- Compliant/Comparable (24)
- Not Compliant and Has Extension (28)
- Not Compliant and Does Not Have Extension (4)

# Enforcement: Facilities

Phase	Enforcement	Notification Period	Full Enforcement
1	Restricted areas for DHS HQ	01/20/14	04/21/14
2	Restricted areas for Federal facilities & for nuclear power plants <ul style="list-style-type: none"> <li><i>(i.e., Facilities where access limited only to Federal employees, contractors, and guests)</i></li> </ul>	04/21/14	07/21/14
3	Semi-restricted areas for Federal facilities <ul style="list-style-type: none"> <li><i>(i.e., Facilities where public can access but must present ID)</i></li> </ul>		
3a	Federal Security Levels 1 and 2;	10/20/14	01/19/15
3b	Federal Security Levels 3,4, and 5; and military facilities	7/13/15	10/10/15
3c	White House Complex	TBA	TBA

- *Exceptions for health, safety, or life-preserving services; law enforcement; and judicial activities.*
- *Out of Scope: public areas of Federal facilities; non-Federal facilities; application for or receipt of Federal benefits; and uses other than the defined official purposes.*



# Enforcement: Aviation

## 1. **Secretarial Announcement** (01/08/16)

- a) *Conduct outreach to educate the traveling public about the timeline below.*
- b) *Continue engagements with states to encourage compliance with REAL ID standards.*

## 2. **Passenger Notifications**

- a) *Electronic notifications and web-based advisories (07/15/16).*
- b) *Signage at airports (12/15/16).*
- c) *Handouts to passengers at airports in noncompliant states.*

## 3. **Initial Enforcement (Phase 4A)** — Starting January 22, 2018:

- a) *TSA accepts all licenses from compliant states and from noncompliant states with an extension, as well as other forms of identification described on [www.tsa.gov](http://www.tsa.gov).*
- b) *Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.*

## 4. **Full Enforcement (Phase 4B)** — To begin on October 1, 2020:

- a) *TSA only accepts compliant licenses issued by compliant states, as well as other forms of identification described on [www.tsa.gov](http://www.tsa.gov).*
- b) *Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.*

# Enforcement: Aviation

## Initial Enforcement v. Full Enforcement

Compliant  
license from a  
compliant state

Noncompliant  
license from a  
compliant state

License from a  
noncompliant state  
with an extension

License from a  
noncompliant state  
without an extension



Phase 4A 01/22/2018	Accepted	Accepted	Accepted	Not Accepted
Phase 4B 10/01/2020	Accepted	Not Accepted	N/A	Not Accepted

# Enforcement: Aviation

## TSA Acceptable Documents

Adult passengers 18 and over must show valid identification at the airport checkpoint in order to travel.

TSA does not require children under 18 to provide identification when traveling with a companion within the United States.

- Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
- DHS-designated Enhanced Driver's License
- U.S. passport or passport card
- DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
- U.S. military ID (active duty or retired military and their dependents, and DoD civilians)
- Permanent resident card
- Border crossing card
- Airline or airport-issued ID (if issued under a TSA-approved security plan)
- Federally recognized, tribal-issued photo ID
- HSPD-12 PIV card
- Foreign government-issued passport
- Canadian provincial driver's license or Indian and Northern Affairs Canada card
- Transportation Worker Identification Credential
- Immigration and Naturalization Service Employment Authorization Card (I-766)

# Traveler Engagement/Education

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## *We Need Your Assistance With Engaging and Educating Travelers*

- ❑ **Provide travelers with up to date information on REAL enforcement**
  - **TSA REAL ID Fact Sheet, REAL ID icon, and other messaging materials**
  - **Links to DHS REAL ID page and TSA's REAL ID FAQs**
- ❑ **December 15, 2016 – Signage and written materials**
  - **Assistance in signage placement at airports**
  - **Electronic signage**
  - **Distribution of materials**



## Travel Tips: AskTSA

See Video ▶



### Facebook Messenger

AskTSA is now answering your questions on Facebook Messenger. Message us today!



### Disabilities and medical conditions

Access important information and resources for travelers with disabilities and medical conditions.



### Arrive Early

Your security is our top priority. TSA recommends arriving up to 2 hours early for domestic travel; 3 hours for international.



### REAL ID

ID requirements at the checkpoint will change beginning Jan. 22, 2018. Learn about REAL ID, read the FAQ or factsheet.

1 2 3

## TSA Pre✓<sup>®</sup>

Apply ▶

FAQ ▶

Find a Participating Airport:

GO



### 1 Week

Most KTNs are online in a week. Add it when booking and enjoy!



## Secure Driver's Licenses

### REAL ID Enforcement in Brief

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# REAL ID Enforcement in Brief

The Department of Homeland Security (DHS) announced on December 20, 2013 a phased enforcement plan for the REAL ID Act (the Act), as passed by Congress, that will implement the Act in a measured, fair, and responsible way.

### Current Status of States / Territories

(Please hover your mouse over a state/territory for current status)



[You can also see a text list of of the current statuses of states and territories.](#)

Secure driver's licenses and identification documents are a vital component of our national security framework. The REAL ID Act, passed by Congress in 2005, enacted the 9/11 Commission's recommendation that the Federal Government "set standards for the issuance of sources of identification, such as driver's licenses." The Act established minimum security standards for license issuance and production and prohibits Federal agencies from accepting for certain purposes driver's licenses and identification cards from states not meeting the Act's minimum standards. The purposes covered by the Act are: accessing Federal facilities, entering nuclear power plants, and, no sooner than 2016, boarding federally regulated commercial aircraft.

States and other jurisdictions have made significant progress in enhancing the security of their licenses over the last number of years. As a result, **approximately 90%** of all U.S. drivers hold licenses from jurisdictions: (1) determined to meet the Act's standards; or (2) that have received extensions. Individuals holding driver's licenses or identification cards from these jurisdiction **may continue to use them as before.**

[Expand All Sections](#)

Description and Schedule of Enforcement Phases



Limitations



Additional Information



1. The first link routes visitors to [dhs.gov](http://dhs.gov) for information about state's compliance.



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## Frequently Asked Questions

Click below for responses to frequently asked questions. [Contact TSA](#) for additional information.

### REAL ID

- + Can I use my driver's license to board an aircraft?
- + Do I need a passport to travel domestically in 2016 and 2017?
- + Is a passport my only other option if my driver's license or state ID is not acceptable?
- + What happens if I show up without an acceptable driver's license or state ID? Will I be allowed to fly?
- + What is REAL ID?
- + When will I need to change how I travel domestically?
- + Will minors need to have a driver's license or state ID to fly domestically?

2. The second link routes visitors to the REAL ID FAQ specific to air travel.



# REAL ID and Air Travel

Passed by Congress in 2005, the REAL ID Act established minimum security standards for state-issued driver's licenses and identification cards and prohibits federal agencies, like TSA, from accepting licenses and identification cards for official purposes from states that do not meet these standards.

## Enforcement Dates

**Beginning January 22, 2018**, driver's licenses or state IDs issued by states that are not in compliance with the REAL ID Act and have not been granted an extension by DHS may not be used to fly within the U.S.

**Beginning October 1, 2020**, every traveler will need a REAL ID-compliant license or state ID or another acceptable form of identification to fly within the U.S.

## When Flying...

### If your state is compliant:

- You may continue to use your state-issued driver's license or ID to fly in the U.S. until October 1, 2020.
- Beginning October 1, 2020, you may only use a REAL ID compliant driver's license or ID or another acceptable form of identification for domestic air travel.

### If your state is not compliant:

- Beginning January 22, 2018, you may continue to use your state-issued driver's license or ID for domestic air travel only if your state has been granted an extension to the compliance deadline by DHS. If your state has not been granted an extension by DHS you may not use your state-issued driver's license or ID for domestic air travel.
- Beginning October 1, 2020, you may not use your state-issued driver's license or ID for domestic air travel.

## Recommendations

**1. Check your state's status:** You can check if your state is REAL ID compliant at [dhs.gov/real-id-enforcement-brief](https://dhs.gov/real-id-enforcement-brief). Beginning January 22, 2018, travelers from non-compliant states will not be able to use their driver's licenses or state IDs at TSA checkpoints, unless the state received an extension to comply.

**2. Read the frequently asked questions:** For clarification on what the REAL ID Act means for you, visit [dhs.gov/real-id-public-faq](https://dhs.gov/real-id-public-faq) or [tsa.gov](https://tsa.gov) and search "REAL ID". If you have questions about what is considered acceptable identification, you may call the TSA Contact Center at (866) 289-9673 or email [TSA-ContactCenter@tsa.dhs.gov](mailto:TSA-ContactCenter@tsa.dhs.gov).



3. The third link routes visitors to a REAL ID factsheet. This factsheet provides information on how REAL ID affects travelers at airport checkpoints.

This also lists recommendations to prepare ahead of scheduled travels to avoid getting delayed.

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Transportation  
Security  
Administration

visit [dhs.gov](https://dhs.gov) / visit [tsa.gov](https://tsa.gov)

**3. Prepare for the checkpoint:** Apply for an alternative identification document well ahead of your planned travel dates. Ensure you have an acceptable ID and boarding pass ready before arriving at the airport. Refer to the current list of acceptable IDs below or at [tsa.gov/travel/security-screening/identification](http://tsa.gov/travel/security-screening/identification):

- Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
- U.S. passport
- U.S. passport card
- DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
- U.S. military ID (active duty or retired military and their dependents, and DoD civilians)
- Permanent resident card
- Border crossing card
- DHS-designated enhanced driver's license
- Airline or airport-issued ID (if issued under a TSA-approved security plan)
- Federally recognized, tribal-issued photo ID
- HSPD-12 PIV card
- Foreign government-issued passport
- Canadian provincial driver's license or Indian and Northern Affairs Canada card
- Transportation worker identification credential
- Immigration and Naturalization Service Employment Authorization Card (I-766)

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The factsheet includes a list of current acceptable IDs also available at [www.tsa.gov/travel/security-screening/identification](http://www.tsa.gov/travel/security-screening/identification)