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Description of document:	Transportation Security Administration (TSA) each finalized Public Affairs Guidance, January 2017-July 2020
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U.S. Department of Homeland Security
Freedom of Information Act Branch
6595 Springfield Center Drive
Springfield, VA 20598-6020

Transportation
Security
Administration

April 19, 2021

3600.1
Case Number: 2020-TSFO-00592

This letter responds to your Freedom of Information Act (FOIA) request dated July 27, 2020, addressed to the Transportation Security Administration (TSA) FOIA Branch seeking access to, "a copy of each memo or document or other record described as "Public Affairs Guidance", in the TSA Public Affairs Office, during the timeframe January 1, 2017 to the present." You confirmed via an email dated March 30, 2021, that you are only seeking the final versions of Public Affairs Guidance for the period January 1, 2017 to Present.

The processing of your request identified certain records that will be released to you. Portions not released are being withheld pursuant to the Freedom of Information Act, 5 U.S.C. § 552. Please refer to the Applicable Exemptions list at the end of this letter that identifies the authority for withholding the exempt record, which is indicated by a mark appearing in the block next to the exemption. An additional enclosure with this letter explains these exemptions in more detail.

The rules and regulations of the Transportation Security Administration applicable to Freedom of Information Act requests are contained in the Code of Federal Regulations, Title 6, Part 5. They are published in the Federal Register and are available for inspection by the public.

<u>Fees</u>

There are no fees associated with processing this request because the fees incurred do not exceed the minimum threshold necessary for charge.

<u>Administrative Appeal</u>

Should you decide to file an appeal, it should be mailed to:

Christine Griggs
FOIA Appeals Officer
Office of Civil Rights & Liberties, Ombudsman and Traveler Engagement (CRL/OTE)
Transportation Security Administration
6595 Springfield Center Drive
Springfield, VA 20598-6033

Your appeal **must be submitted within 90 days** from the date of this determination. It should contain your FOIA request number and, to the extent possible, the reasons why you believe the initial determination should be reversed. In addition, the envelope should be prominently marked "FOIA Appeal." Please note that the TSA FOIA Appeals Officer's determination of the appeal will be administratively final.

Additionally, you have the right to seek dispute resolution services from the Office of Government Information Services (OGIS) which mediates disputes between FOIA requesters and Federal agencies as a non-exclusive alternative to litigation. If you are requesting access to your own records (which is considered a Privacy Act request), you should know that OGIS does not have the authority to handle requests made under the Privacy Act of 1974. You may contact OGIS as follows: Office of Government Information Services, National Archives and Records Administration, 8601 Adelphi Road-OGIS, College Park, Maryland 20740-6001; e-mail at ogis@nara.gov; telephone at 202-741-5770; toll free at 1-877-684-6448; or facsimile at 202-741-5796.

If you have any questions pertaining to your request, please feel free to contact the FOIA Branch at 1-866-364-2872 or 1-571-227-2300.

Sincerely,

Teri M. Miller
FOIA Officer

Summary:
Number of Pages Released in Part or in Full: **29**
Number of Pages Withheld in Full: **0**
Number of Pages Referred: **0**

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APPLICABLE EXEMPTIONS
FREEDOM OF INFORMATION ACT AND/OR PRIVACY ACT

Freedom of Information Act (5 U.S.C. 552)

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☐ (b)(1) ☐ (b)(2) ☐ (b)(3) ☐ (b)(4) ☐ (b)(5) ☒ (b)(6)

☐ (b)(7)(A) ☐ (b)(7)(B) ☐ (b)(7)(C) ☐ (b)(7)(D) ☐ (b)(7)(E) ☐ (b)(7)(F)

Enclosures

Transportation Security Administration

Public Affairs Guidance
CREDENTIAL AUTHENTICATION TECHNOLOGY (CAT)

UPDATED AUGUST 25, 2020

Guidance
Reactive to inquiries and for use during media events and with stakeholders.

Background
Credential Authentication Technology (CAT) automatically verifies identity documents (ID) that are presented to TSA by passengers during the security checkpoint screening process. In addition, the CAT system utilizes TSA's Security Technology Integrated Program (STIP) to confirm a passenger's flight and pre-screening status with the Secure Flight Database.

CAT is different from a previous system that TSA tried to acquire called, Credential Authentication Technology/Boarding Pass Scanning System (CAT/BPSS), which was awarded competitively to three vendors in September 2011. CAT/BPSS was intended to be a system that would scan and analyze the embedded security features on passenger IDs and also validate boarding passes. After testing, it was determined that the units did not meet requirements and TSA changed its strategy for CAT/BPSS. It was decided that it was not feasible to combine the identification scanner and boarding pass scanner into one viable system, and the systems were separated between the credential and boarding pass readers into two technologies and two procurements. Boarding Pass Scanners (BPS) were procured and deployed in 2013.

Starting in May 2014, TSA intended to implement CAT system functionality in two phases. The first phase of the CAT system implementation authenticated passenger's ID. The second phase of the system intended to implement a networked solution with Secure Flight to confirm a passenger's flight and pre-screening status.

In 2015, as CAT was preparing to proceed to Initial Operational Test and Evaluation (IOT&E), the U.S. Office of Personnel Management (OPM) data breach occurred and subsequent cyber sprint initiatives identified additional cybersecurity requirements necessary to connect any Transportation Security Equipment (TSE) to the TSA network. Although TSA considered seeking a waiver for CAT to proceed to IOT&E without meeting the additional requirements, TSA decided to implement cybersecurity requirements before proceeding to IOT&E.

CAT proceeded through two developmental test and evaluation periods to gather additional data, before proceeding to IOT&E for operational assessment.

In 2018, IOT&E was conducted under the operating system (OS) of Windows 7. The system met all the Key Performance Parameters (KPP). However, based on end of life of the computer the system needed to be upgraded to OS Windows 10 requiring a Follow-on Operational Test and Evaluation (FOT&E) on summer 2019.

In February 2019, DHS approved the procurement of CAT systems under OS Windows 7 and in September 2019 TSA approved the procurement of CAT systems under the OS Windows 10. Official deployment of the CAT systems started on September 2019. The first phase of deployments was completed in March 2020 with 552 CAT units deployed across 47 airports, TSA's testing facility, and the Academy. An additional 501 units were procured in April 2020 to be deployed to airports CAT X, I, and II across the country.

Biometric Technology Pilots Using CAT

To improve the speed, efficiency, and security of TSA's identity verification process, TSA is exploring the use of biometric matching technologies. As part of its 1:1 (one-to-one) facial verification capability development efforts, TSA is testing solutions that integrate biometric technology with CAT. Biometrics will complement CAT by automating the identity verification by matching a passenger's facial image against the photograph on their ID. TSA is taking a phased approach to testing this capability.

The first phase, completed in September 2019 at McCarran International Airport (LAS), lasted 30 days and tested the capabilities of a CAT device equipped with a camera (CAT-C) to capture and compare the live facial image of volunteer TSA PreCheck™ passengers at the checkpoint against the photo on their ID.

After this initial pilot, TSA spent a year refining the technology, in partnership with the vendor and industry experts, to promote the best possible experience for travelers. With the advent of COVID-19, TSA also updated the technology to add the self-service component, promoting social distancing during document screening.

In the second phase, beginning in August 2020, TSA started piloting a self-service version of CAT with a camera (CAT-2) at Ronald Reagan Washington National Airport (DCA). The effort promotes social distancing and reduces contact between TSA officers and passengers by allowing volunteer travelers to present their own ID for authentication and matching. As part of this pilot, passengers will approach the CAT device and insert their own ID into the scanner for authentication, rather than physically handing it to a TSA Officer. The device will then verify the identity of passengers by taking a live image capture and comparing it with the image on their ID. The device will display results for face matching, ID authentication, and Secure Flight information to the TSA Officer. The pilot will also feature an acrylic shield to further minimize contact between officers and passengers. The pilot at DCA is expanded to include volunteer travelers who are not enrolled in the TSA

PreCheck™ program. In addition to the self-service pilot at DCA, TSA is planning a series of additional CAT-2 pilots.

SCPA Contacts

- **Please direct and/or coordinate all media inquiries to <u>tsamedia@tsa.dhs.gov</u> or 571-227-2829.**

Top Line Messaging

- Credential Authentication Technology (CAT) confirms the validity of a traveler's identification and confirms their flight information and pre-screening status in near real time at Transportation Security Administration checkpoints. It enhances detection capabilities for identifying fraudulent documents such as driver's licenses and passports at checkpoints and increases efficiency by automatically verifying passenger identification. It also confirms the passenger's flight status in through a secured connection.

- As part of its integration of biometric technology with CAT, TSA has equipped a CAT device with a camera (CAT-C) to validate that the identity document presented by the passenger is authentic and to compare the passenger's live facial image against the image from the passenger's identity document.

- In August 2020, TSA tested physical configuration for the CAT-C that enables volunteer passengers to self-scan their own identity documents in the appropriate scanners without handing the identity documents to TSOs at the TDC to reduce physical handling of travel documents and limit unnecessary exposure during the Coronavirus (COVID-19) pandemic. CAT-C with self-service configuration and shielding is named CAT-2.

Talking Points

- Credential Authentication Technology (CAT) scans a passenger's photo ID to verify the authenticity of the document. This process works by analyzing security features embedded in the photo IDs and comparing those features against a document library loaded on the unit.

- The system uses information from the photo ID to confirm a passenger's flight and pre-screening status by cross-referencing the passenger's name, date of birth and gender against the Secure Flight database.

- The technology enhances security by effectively verifying passenger identification to determine whether identification documents presented at the checkpoint are authentic, fraudulent or expired.

- This technology provides TSA officers with enhanced detection capabilities for identifying fraudulent and/or invalid passenger identification.

- Depending on the orientation of the units, travelers either submit their ID to the TSA officer during the airport screening phase for the officer to place the ID into the reader to verify the validity of the document. Or, if the units are positioned in the direction of the passengers, the passengers can place their own IDs into the reader.

- TSA started to reposition the CAT units during the pandemic to allow passengers to insert their own ID credentials into the readers to promote social distancing and reduce contact between officers and passengers.

- CAT aids TSA officers to expedite the validation of the passenger's credentials, flight information and pre-screening status for each traveler.

- CAT reads the traveler's full name, gender and date of birth from the ID and compares that information with the passenger data that was entered at the time of ticket purchase.

- CAT with camera (CAT-C) builds on the full functionalities of CAT by matching the passenger's live facial image against the image from the passenger's identity document.

- TSA has also tested a self-service version of the technology that does not require passengers to hand their boarding pass or ID to a TSA officer, thus promoting social distancing and reducing contact between officers and passengers. This version is called CAT-2.

Q&A

Q1: **What is CAT?**
A1: Credential Authentication Technology (CAT) enhances detection capabilities for identifying fraudulent documents such as driver's licenses and passports at checkpoints and increases efficiency by automatically verifying passenger identification. It also confirms the passenger's flight and pre-screening status through a secured connection.

Q2: **What happened to the CAT/BPSS program? Why did TSA request an RFI for CAT?**
A2: In 2013, TSA issued a Request for Information (RFI) to conduct market research to better understand capabilities available in industry for CAT. TSA has utilized information gathered during the pilot program along with modeling and simulation efforts to inform modifications to the CAT strategy. The RFI sought information from industry to complete the implementation of this change in strategy.

Q3: **How many CAT units is TSA purchasing?**
A3:
- 13 LRIP units purchased on FY14
- 4 LRIP units purchased on FY15
- 30 LRIP units purchased on FY17
- 505 production units purchased on FY19. Total units installed (+ LRIPs): 552 to date.
- 501 production units purchased on FY20
- Planned contract award for an additional 467 units FY21 Q2
- FOC of 1,520 units estimate by FY22

Q4: **Who did TSA purchase the units from?**
A4: TSA awarded a contract to IDEMIA.

Contract Number	Contract Value (including optional CLINs)
70T04020F5DAP2033	$18,585,201.50
70T04019F5DAP2058	$4,734,549.00
70T04019F5DAP2027	$8,552,457.75
HSTS04-17-J-CT2020	$1,611.022.20
HSTS04-14-J-CT2010	$655,395.00
HSTS04-14-J-CT2041	$1,054,740.00
HSTS04-15-J-CT2024	$684,049.80

Q5: **Why did TSA purchase the technology/what are its benefits?**
A5: This technology enhances detection capabilities for identifying fraudulent documents at the airport security checkpoint and increase efficiency by automatically verifying passenger identification.

Q6: **How many licenses and passports does the technology recognize?**
A6: CAT units authenticate more than 2,500 different types of IDs including passports, military common access cards, retired military ID cards, Department of Homeland Security Trusted Traveler ID cards, uniformed services ID cards, permanent resident cards, U.S. visas and driver's licenses and photo IDs issued by state motor vehicle departments.

TSA will continue to work closely with states and official document issuers to ensure that the hundreds of unique security features embedded in each individual document are recognized and scanned by the technology. This technology will enhance detection capabilities for identifying fraudulent documents at the security checkpoint.

CAT units will recognize REAL ID compliant documents as required by law starting October 1, 2021. The devices will indicate non-REAL ID licenses as invalid as of October 1, 2021.

Q7: **What about the boarding pass?**
A7: Travelers who approach the TSA travel document checking podium do not have to show their boarding pass because the CAT unit verifies that the traveler is prescreened to travel out of the airport for a flight that day. Even with TSA's use of CAT, travelers still need to check-in with their airline in advance and bring their boarding pass to their gate agent to show the airline representative before boarding their flight.

Q8: **When did TSA test the technology?**
A8: Operational Assessments started on May 2017 at 10 airports (see below). Initial Operational Test and Evaluation (IOT&E) was conducted on 2018. This test event evaluated the CAT system under the operating system (OS) Windows 7. A Follow-on Test Operational Test and Evaluation (FOT&E) was needed to evaluate the CAT system under the operating system (OS) Windows 10 and it was conducted on 2019.
- Washington Dulles International (IAD)

- Ronald Reagan Washington National (DCA)
- Chicago O'Hare International (ORD)
- Austin-Bergstrom International (AUS)
- Boston Logan International (BOS)
- Hartsfield-Jackson Atlanta International (ATL)
- Charlotte Douglas International (CLT)
- Indianapolis International (IND)
- Raleigh-Durham International (RDU)
- Miami International (MIA)

Q9: **Will it be deployed to all airports?**
A9: TSA's purchase plan will include the purchase of 1,520 units by Fiscal year 2022 to deploy at all airports.

Q10: **What does the equipment consist of?**
A10: A CAT unit consists of the passport reader, an ID card reader, a federal personal identity verification ID card reader for login purposes, a monitor, a stand and a UV light. Each unit costs approximately $27,000.

CAT units that are considered "self-service" have a tablet/camera.

Q11: **How long does it take to scan IDs?**
A11: It takes approximately 3 to 10 seconds for the technology to scan the ID.

Q12: **Does the unit store personal information, if so, what does it store?**
A12: CAT units do not store personal information.

Q13: **What types of identification will this technology be able to read?**
A13: The CAT systems are expected to screen a diverse range of travel documents. A list of acceptable IDs can be found on TSA's website at tsa.gov/traveler-information/acceptable-ids.

Q14: **Will officers still use lights and loupes to verify IDs?**
A14: TSA will continue to use lights and loupes as secondary screening devices where CAT is deployed to verify IDs at checkpoints. TSA officers can also use tools, including black lights and magnifying loupes, to verify the authenticity of travel documents and ensure the ID has not been tampered with.

Q15: **Will CAT recognize state identification that is not REAL ID Act compliant?**
A15: Once REAL ID is implemented (October 1, 2021 deadline) the CAT units will identify the state issued ID has REAL ID security features and inform the officer about the result.

Q16: **What if a traveler loses his/her ID?**
A16: TSA has alternate measures in place at all checkpoints to verify the identity of those passengers who do not have their ID.

Q17: **Will this ultimately replace the TSA document checker?**
A17: A TSA officer will remain at the CAT kiosk as an added layer of security.

Q18: **How is TSA integrating biometric technology with CAT?**

A18: TSA is testing the integration of biometric capture with CAT machines to verify a live image capture against the image on a credential (e.g. passport or ID photo). In September 2019 at McCarran International Airport (LAS), TSA conducted a proof of concept to assess the operational performance of 1:1 facial verification with a CAT-C device. In the next iteration of this proof of concept, TSA will explore self-service options to reduce passenger and TSO contact in response to COVID-19.

Q19: **What happens if TSA is not able to match my biometrics to my travel documents?**

A19: If TSA is unable to obtain a match through the biometric technology as part of a test, the TSA officer will use standard manual traveler identity verification procedures.

Q20: **How will TSA protect my information as part of its CAT-C or CAT-2 pilots?**

A20: TSA employs mandatory federal data encryption standards for all data in transit and at rest. Additionally, the CAT-C system deletes the captured photos immediately after the identity match is completed.

Q21: **Do the "self-service" CAT with camera devices retain passenger photos?**

A21: Photographs of travelers taken as part of the DCA pilot in early fall 2020 are deleted immediately after the match is made. Photographs are only used for identity verification purposes to confirm that the photo matches the image on the traveler's ID to ensure the passenger is the true bearer of an authentic ID.

Q22: **Can travelers opt out of participating in "self-service" CAT with camera if they do not want their photograph taken?**

A22: Yes. Signs and handouts near the checkpoint queue will provide notice to passengers on how to participate in the pilot, in addition to providing instructions on how to decline having their photo taken. Passenger IDs will still have to be scanned through the device for identity verification.

Q23: **What role will biometric technology play in TSA's response efforts to COVID-19?**

A23: The COVID-19 pandemic has fundamentally shifted how TSA must perform its mission. To promote social
distancing and reduce contact between TSOs and passengers, TSA is exploring a self-service version of CAT using a camera to verify a live image capture against the image on a credential (e.g. passport or ID photo). The device will allow passengers to scan their own identity documentation for authentication and biometrics identity matching, vastly reducing unnecessary contact between TSOs and passengers. TSA started piloting this technology (CAT-2) in late August 2020 at DCA.

Coordination POC(s):

CAT Program Manager Danin Johnson: (b)(6)
CAT Deputy Program Manager Angela Matos, (b)(6)
CAT-C and CAT-2: Jason Lim, (b)(6) and Daniel Boyd,
(b)(6)

Document updated August 25, 2020 by [(b)(6)] 571-227 [(b)(6)]

Transportation Security Administration

Public Affairs Guidance
COMPUTED TOMOGRAPHY (CT) TECHNOLOGY

Guidance
Proactive Posture

Background

TSA's current carry-on screening X-ray technology provides two-dimensional (2-D) images. To address new and emerging threats, TSA is developing and testing Computed Tomography (CT) capabilities at airport checkpoints. CT technology automates much of the explosives detection function and allows enhanced detection of threat items by providing three-dimensional (3-D), high resolution X-ray images.

Over the last two years, TSA has been collaborating with airlines, airports, and industry, to test and deploy CT technology to security checkpoints. TSA is prioritizing the gradual replacement of the current carry-on baggage screening X-ray equipment with the next generation CT. Toward that end, TSA began testing CT technology at checkpoints in June 2017 at Phoenix Sky Harbor International Airport (PHX) and Boston's Logan International Airport (BOS).

As part of the ongoing industry collaboration, TSA worked with American Airlines to deploy CT units to New York's John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), and Miami International Airport (MIA). Also in summer of 2018, TSA deployed units to federal labs and select airports for advanced algorithm development, system testing, and operational optimization. Formal testing and evaluation of 10 CT units in the live airport environment occurred from August to September 2018.

In late March 2019, TSA awarded Smiths Detection, Inc. a five-year contract for $96.8 million to deliver 300 Computed Tomography (CT) systems and associated equipment and services to airport security checkpoints. TSA continues to partner with industry, airlines, and airports to raise the bar for technology standards and provide better security faster.

SCPA Contacts

- **Please direct and/or coordinate all media inquiries to tsamedia@tsa.dhs.gov or 571-227-2829.**

Top Line Messaging

- In line with the Administrator's Intent to "Improve Security and Safeguard the Transportation System" TSA is raising the baseline of aviation security, through the roll out of CT to the screening checkpoint environment.

- TSA is rolling out 300 Smiths CT machines to over 100 airports with the latest advancements in detection capabilities.

- CT technology is already in use by TSA in checked baggage operations. In order to address emerging and evolving threats, focus is now being placed on further development of CT technology for checkpoint carry-on bag screening.

- CT machines create 3-D images that can be rotated 360 degrees on three axes for thorough visual image analysis by a TSA Officer – something that is not possible with X-ray technology. CT technology is widely used in the medical field.

- By rotating the 3-D images, the TSA Officer can more thoroughly analyze the contents of carry-on bags for potential threats, which reduces the need for an officer to touch a bag for visual inspection

- Because of the enhanced imaging capabilities of the CT machines, travelers will enjoy the added benefit of keeping their laptops in their carry-on bags in CT screening lanes.

- To enjoy a full expedited experience, including leaving 3-1-1 items inside carry-on bags, and leaving shoes and light jackets on, travelers should enroll in TSA Precheck™. However, in the future, the goal is to keep 3-1-1 liquids inside of the bag during checkpoint screening.

- TSA continues to collaborate with industry, airlines and airports to test and deploy state-of-the-art technology.

- TSA deployed CT units to airports for operational testing and evaluation to support our first major CT procurement for carry-on baggage. We are continuing data collection and technical demonstrations to inform longer-term requirements and capabilities.

Talking Points

- In 2018, TSA deployed CT units to several airports and testing facilities for operational testing and evaluation to support our first major CT procurement for carry-on baggage.

- CT technology is already in use by TSA in checked baggage operations.

- The CT units are being designed with a smaller footprint than those used for checked baggage to account for space constraints and operational needs.

- TSA is pursuing a dual-track deployment approach to rapidly field CT systems.

  - TSA is focused on testing, procuring, and deploying CT systems in airports as soon as possible, with improved detection capabilities as compared to the currently deployed X-ray systems.

  - Concurrently, TSA is developing enhanced algorithms to address evolving aviation threats while improving operational efficiency and automated detection.

- By testing CT technology in an airport environment, TSA has developed specific requirements for deploying this technology incrementally to fully replace current X-ray systems.

- TSA received $29M in fiscal year 2018 for airport infrastructure activities in support of planned procurement in FY19. In FY19, Congress provided a total of $101.9M which allowed TSA to procure 300 CT systems in FY19. The FY20 budget proposed a total of $221M to procure and begin operational deployment of CT systems. Conducting airport infrastructure activities for CTs a year in advance of their procurement and maintaining planned funding in FY19 allowed TSA to accelerate CT deployments to address critical mission needs.

- There are currently approximately 2,200 X-ray systems in use at 434 airports. The goal is to gradually replace them all with CT.

- Production and deployment of the 300 CT systems for FY19 began in November 2019 and will continue through 2020.

- Our work is not done and TSA will continue to work with industry on further enhancing the CT detection capabilities and operational enhancements.

Administrator Talking Points on Procurement

- TSA chose to award this initial purchase to Smiths Detection, Inc. because their proposed solution to TSA's CT requirement, price and all other evaluation factors considered represents the best value to the government. I am confident in the decision, and excited to get these machines out to checkpoints in a timely manner.

- Having a CT machine tested to perform to TSA's high security standards is only one part of the evaluation. In making our final decision, TSA weighed several factors to include

successful field and lab tests, production capability, and the ability to upgrade the systems, as well as price.

- We are very pleased with the CT contract award, and very excited that the men and women of TSA's frontline workforce will have the best technology available to increase their threat detection capabilities.

- Like existing CT technology used for checked baggage, the machines create a clear picture of a bag's contents allowing for the automatic detection of bulk and liquid explosives.

Additional Talking Points Regarding the Contract Award for the first 300 units

- On March 28, 2019, TSA awarded a contract to Smiths Detection, Inc. for $96.8 million for 300 CT systems and associated ancillary equipment and services over five years.

  - This represents the first major CT purchase for TSA checkpoints.

  - The award reflects active collaboration with industry to deploy CT technology to the field under the TSA Advanced Technology X-ray program.

  - This procurement will enhance threat detection capabilities for carry-on baggage and overall effectiveness at the checkpoint.

  - The initial deployment of 300 CT units will allow for laptops to remain inside bags during checkpoint screening. TSA is continuing to work with industry on additional potential enhancements.

- In making its final decision, TSA weighed several factors to include successful field and lab tests, production capability, and the ability to upgrade the systems, as well as price.

- TSA awarded a single Firm Fixed Price Contract to Smiths Detection, Inc., as the agency determined the company provided the best value to the government, following a competitive bid process

- The award reflects active collaboration with industry to deploy CT technology to the field under the TSA Advanced Technology X-ray program.

Q&A

Q: What is CT? How does CT imaging work?
A: Computed Tomography (CT) technology generates 3-D images of a single bag to ensure it does not contain a threat item. The image can be viewed and rotated on three axes for thorough image analysis by an Officer. CT systems also apply sophisticated algorithms for detecting explosives.

Q: Is CT imaging better than what is at the checkpoints currently?

A: CT provides 3-D images to the Officers allowing them to more easily identify objects which were difficult to identify on older 2-D image systems, which required the bags to be opened for search more frequently.

Q: What changes can passengers expect?

A: The most notable difference in current screening of carry-on baggage for passengers in CT lanes will be that they will not have to remove their laptops from their carry-on baggage.

Another change for the passengers is that all items that are screened by CT must be placed in a bin. Nothing can be placed directly on the belt.

Q: Will passengers be able to carry liquids, gels and aerosols larger than 3.4 ounces in their carry-on bags using CT technology?

A: No. The current liquids, gels and aerosols requirements will remain unchanged, and passengers will still be required to divest 3-1-1 liquids.

Q: How much do the machines cost? Who is paying for them?

A: For this initial procurement, TSA awarded $96.8 million to Smiths Detection, Inc. for 300 units and associated ancillary equipment and services over five years. Congress provided funding for the initial purchase and deployment of checkpoint CT machines in FY18, with more CTs identified in the President's FY19 budget. In FY19, Congress provided a total of $101.9M for CT. The FY20 budget proposed a total of $221M to procure and begin operational deployment of CT systems. TSA will continue to work with industry and Congress on future CT purchases. Future purchase prices for CTs will change depending on vendor and additional capabilities.

Q: What did you learn from conducting the tests?

A: To inform the decision on the purchase of 300 Smiths units TSA conducted formal testing for effectiveness, safety, and operational suitability.

Q: How many CTs do we have at our airports now and how many will we have within the next few months?

A: Refer to the latest CT 300 Deployment Schedule for the latest numbers.
As of July 30, 2020, the Advanced Technology/Computed Tomography (AT/CT) deployment count is: 152 of 300 CTiX machines and 49 Airports and 4 labs complete.

Q: How did you select which airports will receive CT machines? And how many at each airport?

A: Site selection is determined through a series of criteria, including but not limited to:
- Incoming Last Point of Departure destination
- Geographic diversity (i.e., regional variation, seasonal variation)
- Infrastructure (i.e., physical footprint, power requirements, floor loading)
- Existing relationships (i.e., TSA public-private partnership)
- Operational impact (i.e., impact on throughput)
- Local support (i.e., local Federal Security Directors, air carriers, local staffing)

Checkpoints with at least four standard or flex lanes will be allocated one CT unit. Checkpoints with more than seven standard or flex lanes were allocated two CT units

Q: **With limited space at most checkpoints, how does each model's footprint differ from current X-ray systems?**

A: The systems will not be much larger in comparison to the X-ray units currently at security checkpoints. The CT units are slightly wider than current X-ray systems by a few inches while the length of the CT is shorter. TSA's Deployment and Logistics Division has worked closely with each deployment location to select the actual lane(s) where the CT will be installed and will continue to work with the airport-specific IPTs to plan all phases of the installation of the units.

Q: **What is the difference in radiation exposure of new models to current X-ray systems?**

A: The checkpoint CT systems are classified as cabinet X-ray systems, which is the same classification as the currently deployed checkpoint X-ray systems and the checked baggage explosives detection systems. All cabinet X-ray systems must meet the exposure limit set by the Food and Drug Administration (FDA) of 0.5 milliroentgens in one hour at 5 cm (approximately 2 inches) from any external surface of the system.

Q: **What vendors did you work with for this CT procurement?**

A: Five vendors submitted proposals for this initial CT purchase. The name of vendors is procurement sensitive and will not be released.

Q: **Was CT imaging developed to counter the emerging threat of 3-D printed firearms?**

A: No. CT technology has been used to screen checked baggage since the mid-1990s. TSA began testing CT technology for screening carry-on bags at Phoenix Sky Harbor International Airport (PHX) and Boston's Logan International Airport (BOS) in June 2017. Checkpoint CT will enhance TSA officers' ability to not only detect 3-D printed firearms, but also traditional firearms, explosives and other prohibited items.
[See 3-D printed firearms PAG]

Q: **Why did you choose to award Smiths Detection, Inc. the CT contract when none of the vendors are on the Qualified Products List?**

A: TSA determined that it was in the government's best interest to proceed to award despite not having any vendors on the QPL as the CT systems still provide an increase in security capabilities compared to currently deployed AT systems. TSA is mitigating the risk of proceeding to deployment without a qualified vendor by requiring the awarded vendor to update their system to correct all critical mandated failures discovered during testing before TSA will accept delivery of systems.

Q: **What is going to happen to the CT units from the other vendor(s) that are currently deployed in airports?**

A: The systems will remain in the field and continue screening bags.

Q: **Will the CT unit help with wait times? Is screening time faster?**

A: With the introduction of any new technology there is a learning curve for both passengers and Officers. TSA anticipates that as TSOs and passengers become more familiar with CT process the lane throughput will improve.

Q: There are approximately 2,200 X-ray systems across the country, when will TSA make another large purchase for CT units?
A: TSA anticipates an award for additional units at the end of year 2020.

Q: Last July, in a press release, TSA estimated there would be more than 145 CTs in airports by the end of fiscal year 2019, does that number still stand true?
A: The first deployments of the 300 Smiths units began in November 2019 and will continue through 2020.

Q: How long will it take to deploy the 300 units that are being purchased?
A: CT installations should take approximately 1 year. The first CT unit deployed in November 2019 and installations will continue through 2020.

Q: When does TSA think CT will be the new norm at security checkpoints?
A: While it will take years to fully deploy to all checkpoints, passengers will start to see an increase of CT machines at many major airports within the next several years.

Q: Will CT be in TSA Precheck™ lanes? If so, will passengers be expected to do anything different?
A: Initial deployment of the CT technology at checkpoints will not be in TSA Precheck™ lanes. These machines will be focused on the standard screening lanes. Passengers will need to place their belongings in bins, however they will not be required to remove electronics from their bags.

Q: What are other examples of TSA improving security and safeguarding transportation systems?
A: Below are some examples of how TSA is looking to improve security.
- Automated Screening Lanes (ASLs)
- Biometrics (for identity recognition)
  - Facial Recognition Technology (Tested)
  - Fingerprint Technology (Tested)
- Credential Authentication Technology (CAT)
- CAT with biometrics
- Enhanced Advanced Imaging Technology (eAIT)

Q: How are CTs being used in conjunction with other new technologies?
A: As part of some ongoing demonstrations TSA is assessing how CTs work with other new technologies to better improve security and the passenger experience. For example, we are testing CTs integrated with automated screening lanes at Hartsfield-Jackson Atlanta International Airport and Miami International Airport.

Q: Will TSA allow for the machines from unselected vendors to be donated to TSA?

A: TSA has published a donation policy for CT systems. Vendors systems that do not get selected for a production contract award, but successfully complete the qualification process, may be eligible to be donated to TSA under that policy (any proposed donation will have a business case review to determine if it makes sense for TSA to accept the donation).

Q: **Why didn't TSA award the contract to a small business?**
A: In making its final decision, TSA weighed several factors to include successful field and lab tests, production capability, the ability to upgrade the systems, past performance and price. These considered, TSA made the procurement decision based on the vendor that provided the best value to the government.

Q: **What is going to happen to the ATs that are removed?**
A: The ATs that are removed will be redeployed based on validated Requirements Management requests.

Q: **Will Threat Image Projection (TIP) be on the CTs?**
A: No. TIP will not be on the 300 CT units being deployed.

Q: **Will local TSA be expected to keep logs of system issues?**
A: Yes. Local TSA should track system issues in AIM per normal procedures and contact the coordination center to submit work order.

Q: **Will the staffing requirements for the lane change when the AT is replaced with a CT?**
A: No. The staffing for CT lanes will be the same as what is currently in place in AT lanes.

Q: **Will the CTs be deployed with automated screening lanes?**
A: No. The CTs will be installed in a "stand-alone" configuration without auto diverters or automated screening lanes. They will be a 1:1 swap with an existing AT X-ray.

Q: **What will the TSO training entail?**
A: TSO Training will include 8.5 total hours including classroom, lab, on-the-job training, and image assessment on the simulator. Prospective CT operators do not need to be TSA Precheck™ certified before being trained on CT, they simply must be AT certified.

Q: **How much more effective is this new technology at catching prohibited items?**
A: The 3D image provides the Officer better views of the contents of the carry-on baggage. This allows for a more complete analysis as compared to the current X-ray systems.

Q: **Is there a vulnerability to airports who don't currently have the technology?**
A: The CT systems provide enhanced security with additional capabilities beyond what the current AT systems offer. Including 3-D images and the ability to inspect contents from multiple angles leading to TSOs having to open and inspect fewer bags.

Q: **Is there video demonstrating the technology?**
A: Yes, we have b-roll of the current Smiths CT machines from late last year. We can provide a link to the video.

Q: **What is the future procurement plan and timeline for full implementation? Will all airports eventually get this new technology?**

A: TSA continues to work with the original equipment manufacturers to develop capabilities for improved detection and operational efficiencies. TSA is planning an incremental replacement of the full fleet of current Advanced Technology X-rays with CT. The current funding profile for CT suggests this replacement will occur over many years, but could be accelerated if more funding is provided.

Q: **Why are we seeing longer lines if this technology is supposed to speed up wait times?**

A: With the introduction of any new technology there is a learning curve for passengers and TSOs. TSA anticipates that as screeners and passengers become more familiar with CT the lane throughput will improve.

Q: **With the ability to leave laptops and eventually liquids in bags, what's the incentive to get TSA Precheck™ ?**

A: TSA Precheck™ currently allows for laptops and 3-1-1 items to remain inside carry-on bags, and passengers may leave on their shoes and light jackets.

###

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Transportation
Security
Administration

Public Affairs Guidance

TSA PRE✓® APPLICATION PROGRAM

THURSDAY, MAY 3, 2018 – FOR INTERNAL USE ONLY

Guidance

Proactive

Background (not for release)

The TSA Pre✓® program leverages existing TSA enrollment and vetting processes to conduct Security Threat Assessments (STA) for access to expedited screening at airport checkpoints. TSA's program allows U.S. citizens and lawful permanent residents the opportunity to apply for expedited screening benefits.

TSA's program offers a large footprint of enrollment centers nationwide (360+ locations) with plenty of appointment slots and a quick application process.

The TSA Pre✓® program provides approved travelers with a Known Traveler Number (KTN) that can be inputted when booking airline travel. This provides the KTN holder with the opportunity to go through TSA Pre✓® lanes at airport security checkpoints without having to remove belts, shoes, light outerwear, 3-1-1 compliant bags, or remove laptops from cases.

TSA began accepting TSA Pre✓® applications in fall 2013. To complete enrollment, travelers must complete a quick (5 minute) online application, make an appointment, and then visit an in-person enrollment site to provide identification documents, fingerprints and payment (10 minute in-person process). The application fee is currently $85 for 5 years (which equates to $17 per year).

OPA Contacts

- **Please direct and/or coordinate all media inquiries to <u>tsamedia@tsa.dhs.gov</u> or 571-227-2829.**
- **For all other questions, please contact Mike England at** [(b)(6)] **or** [(b)(6)]

Top Line Messaging

On-the-Record Statement:

"TSA Pre✓® is a risk-based approach to vetting and passenger security screening that has enabled TSA to move away from a one-size fits all approach to passenger security screening, spending less

time with individuals we know more about while focusing security resources on unknown passengers."

Talking Points

- Currently there are approximately 6.4 million enrolled in TSA Pre✓®. The more people who enroll, the more we increase overall security effectiveness.
- Nearly 93 percent of passengers who were in a TSA Pre✓® lane waited less than 5 minutes.
- Since inception, TSA Pre✓® has grown from:
  - Two initial participating airlines, to now 52 airlines, and more to come in the near future - including more international airlines;
  - Four initial airports, to now more than 200 active TSA Pre✓® airports, and we will continue to add more.
- Beginning in the next 120 days, we will begin proactive measures to ensure only enrolled passengers enter through the TSA Pre✓® lanes. These changes will provide Trusted Traveler passengers the full benefits of having gone through enrollment and vetting, and ensure that only passengers who have paid the Trusted Traveler program fees receive the programs' benefits.
- Additionally, as TSA continues to expand its risk assessment and vetting capabilities over that time period, it will modify screening procedures to more dynamically adjust checkpoint security based on risk.
- These changes will be made in coordination with our partners and in consideration of airport infrastructure and capacity.
- We continue to ensure our enrollment center footprint and appointment availability can meet demand. At present, we offer 360+ public enrollment centers nationwide.
- Many of our airline stakeholders and their associated credit card partners offer incentives for members to join TSA Pre✓®. The objectives of the TSA Pre✓® marketing efforts are to increase traveler awareness and encourage enrollments in the program.
- TSA has been engaging with industry to identify multiple private-sector capabilities to improve traveler identity verification and increase the public's enrollment access to TSA Pre✓®.
- We continue to encourage travelers to enroll in TSA Pre✓® or other trusted traveler programs such as Global Entry, Nexus, or SENTRI, which improve security and reduce wait times.
- TSA Pre✓® Application Program costs $85 for five years, only $17 per year.
- We are developing a plan for helping TSA Pre✓® Application Program members re-enroll when their five-year membership expires. The first expirations will occur in December 2018.

FAQ

Q. Why is TSA making this change at this time?
A.   Ensuring that only passengers that have gone through the full TSA Pre✓® enrollment and vetting increases overall security effectiveness and is part of our greater effort to raise the baseline for aviation security.

Q. How will these changes impact lines and wait times at airports?
A. In most cases, the effect on lines and wait times will be negligible. However, there may be isolated incidents of increased wait times and lines over the next few months as our officers adjust to these new procedures.

Q. What do you mean when you say you will dynamically adjust screening procedures? What should we, as the traveling public, expect in terms of new procedures and how should we prepare?

A. Moving forward, the likelihood of non-enrolled passengers receiving TSA Pre✓® on their boarding passes will decrease. To ensure travelers receive TSA Pre ✓®, they should enroll in the program directly. Credential Authentication Technology (CAT) and Automated Screening Lanes (ASLs) have been implemented at select airports across the United States to streamline the security screening process and enhance the passenger experience. TSA continually looks to deploy new technologies and procedures to increase our security effectiveness. In addition, passengers should arrive at the airport at least two hours prior to their flight taking off to ensure they have enough time to park, check-in and go through security.

Q. How will participants of the TSA Pre✓® program participate in TSA Pre✓® after they are   cleared for membership?
A. TSA Pre✓® participants will be assigned a KTN that they must enter in the 'Known Traveler Number' field when booking travel reservations. Additionally, participants can add their KTN to their airline frequent flyer profile(s) to have the number automatically applied when booking reservations directly on the airline website.

Q. When did TSA start accepting applications?
A. TSA began accepting TSA Pre✓® applications in Fall 2013.

Q. What is the application process?
A. The application is a two-step process. First, travelers must apply online (a 5-minute process), make an appointment, and then visit a physical enrollment site to verify their identity, provide fingerprints and payment. The approval process takes approximately 2-3 weeks, although many applicants receive their approval in a few days and can check their application status online. A valid government issued photo ID and proof of U.S. citizenship/Lawful Permanent Resident (LPR) status is required during enrollment. A U.S. passport meets both these requirements, and so does a driver's license combined with a birth certificate. There are more than 360 enrollment centers across the country.

Q. What is the difference between the TSA Pre✓® Application Program and the Customs and Border Protection's (CBP) Global Entry program?
A. Global Entry members must possess a passport and the program offers dual benefits that includes access to TSA Pre✓® expedited screening for domestic travel, as well as expedited re-entry to the U.S. when returning from international travel. Global Entry participants entering the United States proceed to Global Entry kiosks, present their machine-readable

passport or U.S. permanent resident card, have their fingers electronically scanned, and make a customs declaration.

The TSA Pre✓® application program does not require a passport, and is intended for expedited screening benefits at domestic airports.

Q. **What is a Known Traveler Number?**

A. A Known Traveler Number is a unique number that will be assigned to individuals who successfully complete the TSA Pre✓® application vetting process. Passengers will enter their KTN in the 'Known Traveler Field' when booking their travel reservations as a means to indicate to TSA that they have been pre-vetted. Passengers may also enter their KTN to their frequent flyer airline profiles, where it is stored for future reservations.

Q. **What is the enrollment fee?**

A. The enrollment fee is $85 (equates to $17 per year), which covers the operational costs associated with the background check.

Q. **Is there an expiration date for members?**

A. Yes. There is a five-year term of eligibility, after which members will need to re-apply.

Q. **What information do I have to provide to join the TSA Pre✓® Trusted Traveler program?**

A. TSA will require applicants to provide the following information:
   ▪ Biographic information (ex. name, date of birth, gender, addresses, place of birth, etc.)
   ▪ Biometric information (fingerprints)
   ▪ Identity and citizenship documentation (ex. passport OR driver's license and birth certificate)
   ▪ Payment (major credit cards accepted)

Q. **At which airports will TSA Pre✓® program members be able to access TSA Pre✓® expedited screening?**

A. Eligible TSA Pre✓® members who have provided their KTN to their airline when they made their reservation are eligible at more than 200 participating airports and 52 participating TSA Pre✓® airlines.

Q. **Will TSA Pre✓® travelers have a membership card similar to CBP Trusted Traveler membership cards?**

A. No. A membership card will not be provided. Once enrolled, members will receive a confirmation letter via U.S. mail including their assigned KTN. Members will need to enter the Known Traveler Number when booking travel reservations. KTNs can also be retrieved online.

Q. **What if a passenger is travelling internationally?**

A. TSA Pre✓® expedited screening is available at participating domestic airports only.

Q. **What will disqualify me from joining the TSA Pre✓® program?**

A. Applicants must be U.S. citizens or LPRs who successfully complete a background check that examines issues associated with terrorism, criminal history and legal presence. Additionally, TSA may also determine that an applicant is not eligible based on analyses of records related to violations of transportation security regulatory requirements. These include security-related offenses at an airport, on board an aircraft, at a maritime port, in connection with air cargo and other regulatory violations.

Q. **If you are over 75, should you still enroll in TSA Pre✓® or will you get the same level of expedited screening?**

A. Passengers 75 and older are currently offered expedited screening benefits at all standard TSA security checkpoints. These passengers can still apply to the TSA Pre✓® program if they would like to utilize the TSA Pre✓® lanes at available airports, which offer additional expedited screening benefits.

Q. **What does TSA do as part of the "prescreening" of participants?**

A. We cannot provide specifics about our screening procedures. Using the information travelers provide allows TSA to make an intelligence-driven, risk-based decision.

Coordination POC:

Office of Intelligence and Analysis, ☐(b)(6)☐ 571-227-☐(b)(6)☐ and
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**Transportation
Security
Administration**

Public Affairs Guidance
REAL ID

UPDATED AUGUST 26, 2020

Guidance

Proactive media engagement posture to facilitate compliance with REAL ID.

Background

Beginning October 1, 2021, every air traveler will need to present a REAL ID-compliant license or another acceptable form of identification for domestic and international air travel. A REAL ID-compliant license is one that meets, and is issued by a state that complies with, the REAL ID Act's security standards.

All Fifty (50) states are now compliant and issuing REAL ID-compliant driver's licenses and identifications cards. However, 44 of the 50 states also issue non-compliant cards that are not acceptable for official REAL ID purposes including domestic air travel, entering nuclear power plants, and accessing federal facilities that require identification. The six states that only offer REAL ID-compliant cards are Florida, Georgia, Mississippi, Nebraska, Texas, and Wyoming. Americans should check their driver's licenses and identification cards to ensure they are REAL ID-compliant. REAL ID-compliant cards are marked with a star in the right or left upper corner.

TSA's website has a list of acceptable forms of identification. Residents can view a list of states already in compliance or with an extension on DHS's REAL ID website. DHS continually updates this list as more states come into compliance or obtain extensions.

SCPA Contacts

- **Please direct and/or coordinate all media inquiries to tsamedia@tsa.dhs.gov**

Top Line Messaging

- Based on a recommendation of the bipartisan 9/11 Commission, the 2005 REAL ID Act is a coordinated effort by the states and the federal government to inhibit terrorists' ability to evade detection by using fake or fraudulently-obtained driver's licenses and identification cards.

- The threat articulated by the 9/11 Commission is real and we need sound identity management to bolster homeland security.

- After 15 years since the REAL ID Act was passed by Congress, all 50 states are now compliant with REAL ID requirements, with more than 25 of them becoming compliant

during the Trump-Pence Administration. Initially, the deadline for implementation was October 1, 2020; however, that deadline was extended due to DMV closures during the COVID-19 pandemic.

- Beginning October 1, 2021, every air traveler 18 years of age and older will need a REAL ID-compliant driver's license, state-issued enhanced driver's license, or another acceptable form of ID to fly within the United States. Of the 277 million driver's license and identification card holders in the United States, DMVs have reported that 38% (105 million) are REAL ID-compliant, which had an issuance rate of 40% over the last year in which only 27% of cards were REAL-IDs. While each state issues REAL ID cards, the Department of Homeland Security continues to work with the states to help modernize regulations that facilitate a faster issuance rate through efforts, such as electronic submission of source documents.

- REAL ID compliant cards are identified by a star on the front of the card. Noncompliant-marked cards have no star and include language such as, "Not for REAL ID purposes." Legacy cards are licenses issued prior to a state beginning to issue REAL ID-compliant cards and have neither a star nor noncompliant language. Additionally, there continue to be alternative acceptable IDs for air travel such as passports, enhanced drivers licenses, or military IDs.

- DHS worked extensively with every state to provide time, technical assistance, and make grants available to support compliance with the REAL ID Act security requirements.

Talking Points

- Due to circumstances resulting from the COVID-19 pandemic and the national emergency declaration, the Department of Homeland Security extended the REAL ID enforcement deadline by a year. The new deadline for REAL ID enforcement is October 1, 2021. Read the announcement.

- Beginning **October 1, 2021**, every air traveler 18 years of age and older must have a REAL ID-compliant driver's license, state-issued enhanced driver's license, or another acceptable form of ID to fly within the United States. Other acceptable forms of ID include:
    o Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
    o U.S. passport
    o U.S. passport card
    o DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
    o U.S. Department of Defense ID, including IDs issued to dependents
    o Permanent resident card
    o Border crossing card
    o State-issued Enhanced Driver's License
    o Federally recognized, tribal-issued photo ID
    o HSPD-12 PIV card
    o Foreign government-issued passport
    o Canadian provincial driver's license or Indian and Northern Affairs Canada card
    o Transportation worker identification credential

- o U.S. Citizenship and Immigration Services Employment Authorization Card (I-766)
- o U.S. Merchant Mariner Credential
- o Veterans Health Administration (VA) ID
- o In coordination with its DHS counterparts, TSA has identified acceptable alternate identification for use in special circumstances at the checkpoint.

- TSA does not require children under 18 to provide identification when traveling within the United States. Contact the airline for questions regarding specific ID requirements for travelers under 18.

- In the event a passenger arrives at the airport without valid identification, because it is lost or at home, they may still be allowed to fly. The TSA officer may ask the passenger to complete an identity verification process, which includes collecting information such as name, current address, and other personal information to confirm identity. If the passenger's identity is confirmed, they will be allowed to enter the screening checkpoint. They are also subject to additional screening, to include a patdown and screening of carry-on property.

- Those whose identity cannot be confirmed or refuse to provide proper identification or decline to cooperate with the identity verification process will not be allowed to enter the security checkpoint. Temporary identification documents and weapons identification cards are not acceptable forms of REAL ID.

- TSA recommends that passengers arrive at least two hours in advance of flight times.

- REAL ID-compliant cards are marked with a star at the top of the card. Those who are unsure should contact their state driver's license agency on how to obtain a REAL ID compliant card.

- For information by state, including where to obtain a REAL ID, visit the DHS REAL ID website.

- Legacy Ohio driver's licenses have a gold star marking on the card, however REAL ID compliant Ohio driver's licenses have a black cut-out star. If you are not sure whether your card is compliant, contact the Ohio driver's license issuing agency.

- Michigan, Vermont, Minnesota, and New York states issue REAL ID and state-issued enhanced driver's licenses, both of which are acceptable. Washington state issues enhanced driver's licenses only.

- State-issued enhanced driver's licenses are marked with a flag. These documents will be accepted at the airport security checkpoint when the REAL ID enforcement goes into effect.

- Passed by Congress in 2005, the REAL ID Act 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 and implementing regulations establish minimum security standards for state-issued driver's licenses and identification cards and prohibit federal agencies, like TSA, from accepting licenses and identification cards from states that do not meet these standards for official purposes, such as getting through the airport security checkpoint to board a plane. Learn more about REAL ID enforcement.

Q&A

Q: What is REAL ID?
A: Passed by Congress in 2005, the REAL ID Act 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 state-issued driver's licenses and identification cards and prohibits Federal agencies from accepting for official purposes licenses and identification cards from states that do not meet these standards. States have made considerable progress in meeting this key recommendation of the 9/11 Commission and every state has a more secure driver's license today than before the passage of the Act.

Q: Why is REAL ID being implemented?
A: Based on a recommendation of the bipartisan 9/11 Commission, REAL ID is a coordinated effort by the states and the federal government to inhibit terrorists' ability to evade detection by using fake or fraudulently-obtained driver's licenses and identification cards. The REAL ID Act was passed by Congress in 2005, and is designed to ensure that people boarding a flight or entering a federal building are who they say they are.

REAL ID established minimum security standards for state-issued driver's licenses and identification cards. This includes incorporating anti-counterfeiting technology, preventing insider fraud, and using documentary evidence and record checks to ensure a person is who he or she claims to be. It also prohibits federal agencies from accepting non-compliant licenses and identification cards for access to federal facilities, nuclear power plants, and commercial aircraft. REAL ID seeks to improve the reliability and accuracy of state-issued driver's licenses and identification cards.

Q: What do I need to do if I am visiting a federal facility or a military base?
A: Visitors seeking access to military bases and almost all Federal facilities using their state-issued driver's licenses or identification cards must present proper identification issued by REAL ID compliant states. When planning a visit to a Federal facility or military base, visitors should contact the facility to determine what identification will be accepted.

Q: Will a federal agency accept my Enhanced Driver's License?
A: Yes. State Enhanced Driver's Licenses (EDLs) designated as acceptable border-crossing documents by DHS under the Western Hemisphere Travel Initiative are acceptable for official federal purposes such as accessing a Federal facility or boarding a commercial aircraft. Individual agency policies may still apply.

Michigan, Minnesota, New York, Vermont, and Washington are the only states that currently issue EDLs. For more information on EDLs, please go to www.dhs.gov/enhanced-drivers-licenses-what-are-they.

Q: Why is DHS implementing air travel in stages?
A: On January 8, 2016, the Secretary of Homeland Security announced the following timetable for the implementation of the REAL ID Act for air travel:

- Effective immediately, the Department of Homeland Security conducted outreach to educate the traveling public about the timeline below, and continued engagements with states to encourage compliance with REAL ID standards.

- Effective on July 15, 2016, TSA, in coordination with airlines and airport stakeholders, began to issue web-based advisories and notifications to the traveling public.

- Effective on December 15, 2016, TSA expanded outreach at its airport checkpoints through signage, handouts, and other methods.

- Effective January 22, 2018, passengers with a driver's license issued by a state or territory that is still not compliant with the REAL ID Act (and has not been granted an extension) must show an alternative form of acceptable identification for domestic air travel to board their flight. Two territories, American Samoa and the Commonwealth of Northern Mariana Islands (CNMI), are not yet compliant, but under review. Passengers with driver's licenses issued by a state that is compliant with REAL ID (or a state that is under review by DHS) will still be able to use their driver's licenses or identification cards.

- Starting October 1, 2021, every air traveler will need a REAL ID-compliant license, or another acceptable form of identification, for domestic and international air travel.

- This timetable recognizes that some states had to change their laws to comply with the REAL ID Act. It is also designed to provide an opportunity for members of the public to learn more about the implications of not having a REAL ID-compliant license, and so that individuals have an ample opportunity to replace their pre-REAL ID licenses with new compliant licenses or to obtain another acceptable form of identification.

Q: When will I need to change how I travel via commercial airline?
A: Starting October 1, 2021, passengers who do not have a REAL ID-compliant driver's license or identification card will need to show an alternative form of acceptable identification for domestic and international air travel. All fifty (50) states are currently compliant with REAL ID. Two territories, American Samoa and the Commonwealth of Northern Mariana Islands (CNMI), are not yet compliant, but under DHS review. For a complete list of states and territories already in compliance or under DHS review visit DHS's REAL ID website. DHS continually updates this list as more states come into compliance or come under review.

Q: Will minors need to have driver's licenses to fly domestically?
A: TSA does not require children under 18 to provide identification when traveling with a companion within the United States. The companion will need acceptable identification.

Q: Is a passport my only other option if my driver's license or ID is not compliant?
A: No. TSA currently accepts several other forms of identity documents and will continue to do so. Other acceptable forms of ID include: 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. Department of Defense ID, including IDs issued to dependents, Permanent resident card, Border crossing card, State-issued Enhanced Driver's License, 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, U.S. Citizenship and Immigration Services Employment Authorization Card (I-766), U.S. Merchant Mariner Credential, Veterans

Health Administration (VA) ID, In coordination with its DHS counterparts, TSA has identified acceptable alternate identification for use in special circumstances at the checkpoint.

Q: Is DHS trying to build a national database with all of our information?
A: No. REAL ID is a national set of standards, not a national identification card. REAL ID remains a state-issued identification card and does not create a federal database of driver license information. Each jurisdiction continues to issue its own unique license, maintains its own records, and controls who gets access to those records and under what circumstances. The purpose of REAL ID is to make identity documents more consistent and secure.

Q: What happens to travelers who show up without a compliant license? Will TSA turn them away?
A: DHS has been working with states for years around REAL ID compliance and have provided technical assistance, grants and other support to them. We have also provided 15 years of advance notice of implementation with respect to air travel to allow ample time for all states to achieve compliance, or for potential air travelers to acquire an alternate form of ID if their state does not comply with REAL ID.

Starting October 1, 2021, every traveler will need to present a REAL ID-compliant license or another acceptable form of identification for domestic air travel.

Q: Why have some states taken so long to become compliant? Isn't this law?
A: REAL ID is a mandate on Federal agencies, restricting the circumstances under which they may accept state-issued driver's licenses and identification cards for official purposes. Participation by states is voluntary, although Federal agencies are prohibited from accepting driver's licenses or identification cards from noncompliant states for official purposes (e.g., boarding aircraft, accessing federal facilities, and entering nuclear power plants).

Q: How does REAL ID implementation impact states that provide driver's licenses and IDs to certain non-citizens/undocumented immigrants?
A: REAL ID allows compliant states to issue driver's licenses and identification cards where the identity of the applicant cannot be assured or for whom lawful presence is not determined. In fact, some states currently issue such noncompliant cards to undocumented individuals. These cards must clearly state on their face (and in the machine readable zone) that it is not acceptable for official purposes and must use a unique design or color to differentiate them from compliant cards. DHS cautions against assuming that possession of a noncompliant card indicates the holder is an undocumented individual, given that several states issue noncompliant licenses for reasons unrelated to lawful presence.

Q: What is electronic or mobile identification and is it REAL ID compliant?
A: Digital or mobile drivers licenses are digital, secured renderings of an identification that is connected to a state's respective issuing authority. They contain all the security features traditional identifications have, but would provide real-time information when scanned. DHS is working with Congress and the states to make mobile identification REAL ID compliant.

Coordination POC(s):

TSA REAL ID Coordinator: Marian Gibson | (b)(6) |

Document updated August 26, 2020 by R. Carter Langston

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