

The Interim Final Rule (IFR) on DCA Access
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This reference guide is intended to be used in conjunction with the official *Federal Register* notice to assist aircraft operators seeking access to Ronald Reagan Washington National Airport (DCA). Nothing in this guide changes or modifies requirements contained within the *Federal Register* notice. In the case of any discrepancies between this guide and the *Federal Register* notice, the *Federal Register* notice will take precedence.

Can I Apply?

The Transportation Security Administration (TSA) has developed a two-phase approach to restoring full access to DCA. In Phase 1, TSA will permit the following operations access to DCA:

1. Operators under a partial security program approved by TSA under 49 CFR 1544.101(b), which operate aircraft with a passenger seating configuration of 31 or more but 60 or fewer seats
2. Operators under a PCSSP approved by the TSA under 49 CFR 1544.101(f), which operate aircraft with a passenger seating configuration of 61 or more seats or a maximum certificated takeoff weight of 45,500 kg (101,309 pounds) or more
3. Operators in scheduled or charter service with a TFSSP approved by TSA under 49 CFR 1544.101(d), which operate aircraft with a maximum certificated takeoff weight of greater than 12,500 pounds
4. Aircraft operated by corporations

After one year, TSA anticipates evaluating the feasibility of implementing Phase 2, which may include the following operations:

1. Aircraft operated by private persons
2. Scheduled and charter operations in aircraft not otherwise required to be under security programs (maximum certificated takeoff weight of 12,500 pounds or less)

If I Can, Now What Do I Do?

1. **Step 1: Designate a Security Coordinator.** The security coordinator will be responsible for implementing the DCA Access Standard Security Program (DASSP) and other security requirements of the IFR. The operator must provide TSA with the security coordinator's contact information and availability in accordance with the DASSP.
 - a. The security coordinator must undergo a fingerprint-based criminal history records check (CHRC) to check for disqualifying offenses described in 49 CFR 1544.229(d). This requirement is met if the security coordinator has undergone a CHRC in accordance with another security program described in 49 CFR 1542.209, 1544.229 or 1544.230.
 - i. Fingerprints must be submitted to the TSA
 - ii. TSA will adjudicate the results of the CHRC

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- iii. Either the Transportation Security Clearinghouse (AAAE) or NATA Compliance Services (NATA) can be used to process the fingerprints
 - b. The security coordinator must undergo a security threat assessment conducted by TSA. This will require the security coordinator to provide TSA with:
 - i. Legal name, including first, middle, last; any applicable suffix; and any other names used
 - ii. Current mailing address, including residential address if different than current mailing address
 - iii. Date and place of birth
 - iv. Citizenship status and date of naturalization if the individual is a naturalized citizen of the United States
 - v. Alien registration number, if applicable
 - vi. Social Security number is requested to expedite the threat assessment process, but is not required
 2. **Step 2: Request, Receive and Adopt the DASSP**
 - a. TSA will verify that the operator is a valid operator
 - b. TSA will require the operator to sign a non-disclosure agreement in order to receive the DASSP
 - c. The operator implements the DASSP
 - d. The operator informs the TSA upon completion of the implementation of the DASSP
 - e. TSA will inspect the operator to ensure compliance with the DASSP
 - f. Upon successful completion of the TSA review, the operator may now apply for a waiver to operate into DCA
 3. **Step 3: Perform Background Checks for Flightcrew Members**
 - a. Each flightcrew member assigned to flights operating into and out of DCA must undergo a fingerprint-based CHRC. This check is not required of cabin crewmembers.
 - i. This check is met if the flightcrew member already has undergone a fingerprint-based CHRC in accordance with 49 CFR 1542.209, 1544.229 or 1544.230
 - ii. A crew member with disqualifying offences will not be allowed to operate aircraft into or out of DCA
 - b. Each flightcrew member must undergo a check of his or her FAA record. The flightcrew member must not have any record of the following violations, or he/she will not be allowed to operate an aircraft into or out of DCA:
 - i. A prohibited area
 - ii. A flight restriction established under 14 CFR 91.141
 - iii. Special security instructions issued under 14 CFR 99.7 (ADIZ or defense area)
 - iv. A restricted area designated under 14 CFR Part 73
 - v. Emergency air traffic rules issued under 14.CFR 91.139 (emergency conditions)
 - vi. A temporary flight restriction designated under 14 CFR 91.137 (vicinity of a disaster or hazard area), 91.138 (national disaster area in the state of Hawaii) or 91.145 (management of aircraft operations in the vicinity of aerial demonstrations and major sporting events)
 - vii. An area designated under 14 CFR 91.143 (flight limitations in the proximity of space flight operations)
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I've Done All The Checks, Now We've Got A Flight

1. The operator must apply for and receive a tentative reservation from the FAA for a slot for each flight into and out of DCA. This will be implemented using the existing Airport Reservation Office (ARO) program for DCA that was suspended after September 11, 2001. NBAA expects that these slots will become available 96 hours in advance of the desired operating times instead of the usual 72 hours (this will change at DCA, but ORD and LGA will remain 72 hours). This requirement is being established to account for the 24 hours in advance notice discussed in the next paragraph. Upon receiving the tentative slot reservation, the operator must submit the following information to the TSA at least 24 hours in advance of the aircraft departure:
 - a. For each passenger and crewmember (both flightcrew and cabincrew):
 - i. Legal name, including first, middle, last; any applicable suffix; and any other names used
 - ii. Current mailing address, including residential address if different than current mailing address
 - iii. Date and place of birth
 - iv. Citizenship status and date of naturalization if the individual is a naturalized citizen of the United States
 - v. Alien registration number, if applicable
 - b. The registration number of the aircraft
 - c. The flight plan
 - d. Any other information required by TSA
2. Upon successful review by TSA, the TSA will transmit its authorization to the FAA for the assignment of a final reservation to operate into or out of DCA. Once FAA finalizes the reservation, the TSA will notify the aircraft operator.
3. The flight must be screened at and depart from a gateway airport as the last point of departure prior to arriving at DCA.
 - a. Those airports are:
 - i. BOS, Logan International Airport, Boston, MA
 - ii. HOU, Hobby Airport, Houston, TX
 - iii. HPN, Westchester County Airport, White Plains, NY
 - iv. LEX, Blue Grass Airport, Lexington, KY
 - v. LGA, La Guardia Airport, New York, NY
 - vi. MDW, Chicago Midway International Airport, Chicago, IL
 - vii. MSP, Minneapolis-St. Paul International Airport, Minneapolis, MN
 - viii. PBI, Palm Beach International Airport, West Palm Beach, FL
 - ix. PHL, Philadelphia International Airport, Philadelphia, PA
 - x. SEA, Seattle-Tacoma International Airport, Seattle, WA
 - xi. SFO, San Francisco International Airport, San Francisco, CA
 - xii. TEB, Teterboro Airport, Teterboro, NJ
 - b. TSA personnel will screen the aircraft and passengers
 - c. All crewmembers and passengers must carry government-issued picture identification
 - d. If the aircraft is equipped with a cockpit door, it must be closed and locked (if applicable) at all times during the operation of the aircraft to or from DCA, unless the FAA requires the door to remain open for safety reasons

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4. The operator must ensure that it has at least one armed security officer on board who meets the requirements of the IFR. TSA may require more than one armed security officer on board for flights with large numbers of passengers. The TSA may elect to provide Federal Air Marshals for certain flights.
 5. The operator must conduct the flight under instrument flight rules with an instrument flight plan.
 6. The operator must ensure that it carries no prohibited items on board any flights to or from DCA.

So What Will All This Cost Me?

1. \$15 for each passenger and crewmember that the operator submits to TSA as part of the flight approval process
2. \$296/round trip for security screening services provided by the TSA
3. Fees for the armed security officer
4. FBO fees

Armed Security Officer Requirements

Who can act as an armed security officer?

1. **Qualified Active Law Enforcement Officers.** This individual:
 - a. Is an employee of a governmental agency
 - b. Is authorized by law to engage in or supervise the prevention, detection, investigation or prosecution of, or the incarceration of any person for, any violation of law
 - c. Has statutory powers of arrest
 - d. Is authorized by the agency to carry a firearm
 - e. Is not the subject of any disciplinary action by the agency
 - f. Is not under the influence of alcohol or another intoxicating or hallucinatory drug or substance
 - g. Is not prohibited by federal law from receiving a firearm
2. **Qualified Retired Law Enforcement Officers.** This individual:
 - a. Retired in good standing from service with a public agency as a law enforcement officer, other than for reasons of mental instability
 - b. Before such retirement, was authorized by law to engage in or supervise the prevention, detection, investigation, or prosecution of, or the incarceration of any person for, any violation of law, and had statutory powers of arrest
 - c. Before such retirement, was regularly employed as a law enforcement officer for an aggregate of 15 years or more, or retired from service with such agency, after completing any applicable probationary period of such service, due to a service-connected disability, as determined by such agency
 - d. Has a non-forfeitable right to benefits under the retirement plan of the agency
 - e. Is not under the influence of alcohol or another intoxicating or hallucinatory drug or substance
 - f. Is not prohibited by federal law from receiving a firearm
3. **Other Individuals.** Any individuals other than active or retired law enforcement officers must:
 - a. Meet qualifications established by TSA, in conjunction with the Federal Air Marshal Service, in the Armed Security Officer Program

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- b. Not be under the influence of alcohol or another intoxicating or hallucinatory drug or substance
 - c. Not be prohibited by federal law from receiving a firearm

What Is Required for an Armed Security Officer to Participate in the DASSP?

1. The armed security officer must undergo a fingerprint-based CHRC that does not disclose that he/she has a criminal offense that would disqualify him or her from possessing a firearm under 18 USC 922(g)
2. The armed security officer must submit the following information to TSA:
 - a. Legal name, including first, middle and last; any applicable suffix; and any other names used
 - b. Current mailing address, including residential address if different than current mailing address
 - c. Date and place of birth
 - d. Citizenship status and date of naturalization if the individual is a naturalized citizen of the United States
 - e. Alien registration number, if applicable
 - f. Social Security number is requested to expedite the threat assessment process, but is not required
3. An operator may not use an armed security officer if notified by TSA that the armed security officer may pose a security threat
4. The armed security officer must comply with Armed Security Officer Program issued by TSA

Questions & Answers

1. **Q: My flight is delayed leaving the gateway airport or in flight due to weather. Will I be forced to divert or cancel the flight?**

A: No. TSA recognizes that there are operational and safety reasons that will delay flights from meeting their assigned slot reservations. TSA and FAA will work with aircraft operators to facilitate late flights due to weather.
2. **Q: My flight is delayed leaving the gateway airport due to late arriving passengers or other non-Air Traffic Control-related reasons. Will I be forced to divert or cancel the flight?**

A: Probably. TSA will not accept reasons other than weather and ATC delays as valid reasons for delayed flights.
3. **Q: My flight out of DCA will have more passengers than I arrived with. How can I accommodate these passengers?**

A: TSA encourages aircraft operators to submit all potential passenger names in advance of the flight (at least 24 hours in advance of the aircraft departure). Not all submitted passengers need to be on the aircraft for each leg into and out of DCA. Changes to any aspect of the flight (flight plan, passenger manifest, etc.) within 24 hours of departure will “restart” the 24-hour clock and may forfeit the slot reservation assigned by the FAA.
4. **Q: For safety reasons, my aircraft needs to land after departure from a gateway airport but before arriving at DCA. Can I continue to DCA after resolving the safety issue?**

A: No. The TSA will require the operator to restart the slot reservation and manifest submission requirements. The flight also will need to depart from a gateway airport.

For more information, review TSA’s list of “Permitted and Prohibited Items,” provided on pages that follow.



Permitted and Prohibited Items

Prohibited items are weapons, explosives, incendiaries, and include items that are seemingly harmless but may be used as weapons—the so-called “dual use” items. You may not bring these items to security checkpoints without authorization.

If you bring a prohibited item to the checkpoint, you may be criminally and/or civilly prosecuted or, at the least, asked to rid yourself of the item. A screener and/or Law Enforcement Officer will make this determination, depending on what the item is and the circumstances. This is because bringing a prohibited item to a security checkpoint—even accidentally—is illegal.

Your prohibited item may be detained for use in an investigation and, if necessary, as evidence in your criminal and/or civil prosecution. If permitted by the screener or Law Enforcement Officer, you may be allowed to: consult with the airlines for possible assistance in placing the prohibited item in checked baggage; withdraw with the item from the screening checkpoint at that time; make other arrangements for the item, such as taking it to your car; or, voluntarily abandon the item. Items that are voluntarily abandoned cannot be recovered and will not be returned to you.

The following chart outlines items that are permitted and items that are prohibited in your carry-on or checked baggage. You should note that some items are allowed in your checked baggage, but not your carry-on. Also pay careful attention to the “Notes” included at the bottom of each section – they contain important information about restrictions.

The prohibited and permitted items chart is not intended to be all-inclusive and is updated as necessary. To ensure everyone’s security, the screener may determine that an item not on the prohibited items chart is prohibited. In addition, the screener may also determine that an item on the permitted chart is dangerous and therefore may not be brought through the security checkpoint.

The chart applies to flights originating within the United States. Please check with your airline or travel agent for restrictions at destinations outside of the United States.

For updates and for more information, call our Consumer Response Center toll-free at 1-866-289-9673 or email TSA-ContactCenter@dhs.gov.



Permitted and Prohibited Items

Can I take it?	Carry-on	Checked
Personal Items		
Cigar Cutters	Yes	Yes
Corkscrews	Yes	Yes
Cuticle Cutters	Yes	Yes
Eyeglass Repair Tools (including screwdrivers)	Yes	Yes
Eyelash Curlers	Yes	Yes
Knitting and Crochet Needles	Yes	Yes
Knives, round-bladed butter or plastic	Yes	Yes
Nail Clippers	Yes	Yes
Nail Files	Yes	Yes
Personal care or toiletries with aerosols, in limited quantities (such as hairsprays, deodorants)	Yes	Yes
Safety Razors (including disposable razors)	Yes	Yes
Scissors-plastic or metal with blunt tips	Yes	Yes
Scissors-metal with pointed tips	No	Yes
Toy Transformer Robots	Yes	Yes
Toy Weapons (if not realistic replicas)	Yes	Yes
Tweezers	Yes	Yes
Umbrellas (allowed in carry-on baggage once they have been inspected to ensure that prohibited items are not concealed)	Yes	Yes
Walking Canes (allowed in carry-on baggage once they have been inspected to ensure that prohibited items are not concealed)	Yes	Yes
<p>Note Some personal care items containing aerosol are regulated as hazardous materials. The FAA regulates hazardous materials. This information is summarized at http://asi.faa.gov/Passenger.asp</p>		
Medication and Special Needs Devices		
Braille Note-Taker, Slate and Stylus, Augmentation Devices	Yes	Yes
Diabetes-Related Supplies/Equipment , (once inspected to ensure prohibited items are not concealed) including: insulin and insulin loaded dispensing products; vials or box of individual vials; jet injectors; pens; infusers; and preloaded syringes; and an unlimited number of unused syringes, when accompanied by insulin; lancets; blood glucose meters; blood glucose meter test strips; insulin pumps; and insulin pump supplies. Insulin in any form or dispenser must be properly marked with a professionally printed label identifying the medication or manufacturer's name or pharmaceutical label.	Yes	Yes
Nitroglycerine pills or spray for medical use (if properly marked with a professionally printed label identifying the medication or manufacturer's name or pharmaceutical label)	Yes	Yes
Prosthetic Device Tools and Appliances , including drill, allen wrenches, pullsleeves used to put on or remove prosthetic devices, if carried by the individual with the prosthetic device or his or her companion	Yes	Yes



Permitted and Prohibited Items

Can I take it?	Carry-on	Checked
Electronic Devices		
Camcorders	Yes	Yes
Camera Equipment The checked baggage screening equipment will damage undeveloped film in camera equipment. We recommend that you either put undeveloped film and cameras containing undeveloped film in your carry-on baggage or take undeveloped film with you to the checkpoint and ask the screener to conduct a hand-inspection.	Yes	Yes
Laptop Computers	Yes	Yes
Mobile Phones	Yes	Yes
Pagers	Yes	Yes
Personal Data Assistants (PDA's)	Yes	Yes
Note Check with your airline or travel agent for restrictions on the use of these and other electronic items during your flight.		
Sharp Objects		
Box Cutters	No	Yes
Ice Axes/Ice Picks	No	Yes
Knives (<u>any</u> length and type except round-bladed, butter, and plastic cutlery)	No	Yes
Meat Cleavers	No	Yes
Razor-Type Blades , such as box cutters, utility knives, razor blades not in a cartridge, <u>but excluding safety razors</u>	No	Yes
Sabers	No	Yes
Scissors – metal with pointed tips Scissors with plastic or metal blunt tips are permitted in your carry-on.	No	Yes
Swords	No	Yes
Note Any sharp objects in checked baggage should be sheathed or securely wrapped to prevent injury to baggage handlers and inspectors.		
Sporting Goods		
Baseball Bats	No	Yes
Bows and Arrows	No	Yes
Cricket Bats	No	Yes
Golf Clubs	No	Yes
Hockey Sticks	No	Yes
Lacrosse Sticks	No	Yes
Pool Cues	No	Yes
Ski Poles	No	Yes
Spear Guns	No	Yes
Note Any sharp objects in checked baggage should be sheathed or securely wrapped to prevent injury to baggage handlers and security screeners.		



Permitted and Prohibited Items

Can I take it?	Carry-on	Checked
Guns and Firearms		
Ammunition Check with your airline or travel agent to see if ammunition is permitted in checked baggage on the airline you are flying. If ammunition is permitted, it must be declared to the airline at check-in. Small arms ammunitions for personal use must be securely packed in fiber, wood or metal boxes, or other packaging specifically designed to carry small amounts of ammunition. Ask about limitations or fees, if any, that apply.	No	Yes
BB guns	No	Yes
Compressed Air Guns	No	Yes
Firearms	No	Yes
Flare Guns	No	No
Gun Lighters	No	No
Gun Powder	No	No
Parts of Guns and Firearms	No	Yes
Pellet Guns	No	Yes
Realistic Replicas of Firearms	No	Yes
Starter Pistols	No	Yes
Note Check with your airline or travel agent to see if firearms are permitted in checked baggage on the airline you are flying. Ask about limitations or fees, if any, that apply. <u>Firearms</u> carried as checked baggage MUST be unloaded, packed in a locked hard-sided gun case, and declared to the airline at check-in. Only you, the passenger, may have the key or combination.		
Tools		
Axes and Hatchets	No	Yes
Cattle Prods	No	Yes
Crowbars	No	Yes
Hammers	No	Yes
Drills (including cordless portable power drills)	No	Yes
Saws (including cordless portable power saws)	No	Yes
Screwdrivers (except those in eyeglass repair kits)	No	Yes
Tools (including but not limited to wrenches and pliers)	No	Yes
Wrenches and Pliers	No	Yes
Note Any sharp objects in checked baggage should be sheathed or securely wrapped to prevent injury to baggage handlers and security screeners.		
Martial Arts/Self Defense Items		
Billy Clubs	No	Yes
Black Jacks	No	Yes
Brass Knuckles	No	Yes
Kubatons	No	Yes
Mace/Pepper Spray One 118 ml or 4 Fl. oz. container of <u>mace or pepper spray</u> is permitted in checked baggage provided it is equipped with a safety mechanism to prevent accidental discharge. For more information on these and other hazardous materials, visit http://asi.faa.gov/Passenger.asp	No	Yes
Martial Arts Weapons	No	Yes
Night Sticks	No	Yes
Nunchakus	No	Yes



Permitted and Prohibited Items

Can I take it?	Carry-on	Checked
Martial Arts/Self Defense Items		
Stun Guns/Shocking Devices	No	Yes
Throwing Stars	No	Yes
Note Any sharp objects in checked baggage should be sheathed or securely wrapped to prevent injury to baggage handlers and security screeners.		
Explosive Materials		
Blasting Caps	No	No
Dynamite	No	No
Fireworks	No	No
Flares (in any form)	No	No
Hand Grenades	No	No
Plastic Explosives	No	No
Realistic Replicas of Explosives	No	No
Flammable Items		
Aerosol (any except for personal care or toiletries in limited quantities)	No	No
Fuels (including cooking fuels and any flammable liquid fuel)	No	No
Gasoline	No	No
Gas Torches	No	No
Lighter Fluid	No	No
Lighters *	No *	No *
Strike-anywhere Matches **	No **	No **
Turpentine and Paint Thinner	No	No
Realistic Replicas of Incendiaries	No	No
<p>*All lighters are prohibited as carry-on items. Lighters without fuel are permitted in checked baggage, but lighters with fuel are prohibited. If you are uncertain as to whether your lighter is prohibited, please refrain from bringing it to the airport.</p> <p>** Up to 4 books of safety (non-strike anywhere) matches are permitted as carry-on items, but all matches are prohibited in checked baggage.</p> <p>Note There are other hazardous materials that are regulated by the FAA. This information is summarized at http://asi.faa.gov/Passenger.asp</p>		
Disabling Chemicals and Other Dangerous Items		
Chlorine for Pools and Spas	No	No
Compressed Gas Cylinders (including fire extinguishers)	No	No
Liquid Bleach	No	No
Spillable Batteries (except those in wheelchairs)	No	No
Spray Paint	No	No
Tear Gas	No	No
Note There are other hazardous materials that are regulated by the FAA. This information is summarized at http://asi.faa.gov/Passenger.asp		