



**U.S. Department of Homeland Security
Transportation Security Administration**

**REAL ID
Frequently Asked Questions (FAQs)**

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REAL ID

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TSA is providing the following consolidated Frequently Asked Questions (FAQ) regarding the implementation of REAL ID requirements for both aircraft and airport operators. Any references to program requirements in the FAQs or responses below are meant to be as applicable, and therefore may not be relevant to your security program. The aircraft operator or airport operator will be referred to as “operator” throughout this document.

- 1. Has TSA been using compliance data they have from their dashboard and the states to project the percentage of travelers vetted through secure flight that they expect will continue to not have REAL IDs or another acceptable form of ID?**

TSA Response: Yes, TSA is using data collected from our CAT machines at the checkpoint as well as state data to inform planning at the local level and coordination with airline and airport stakeholders to create collaborative action plans since REAL ID enforcement began.

- 2. Is TSA able to provide these projections to Federal Security Directors (FSDs) to help inform local planning?**

TSA Response: Yes, TSA’s FSDs have access to this data to inform planning at the local level and coordination with airline and airport stakeholders to create collaborative action plans since REAL ID Enforcement began.

- 3. What are the aircraft operator ID requirements for passengers checking baggage?**

TSA Response: The aircraft operator standard security programs include passenger ID requirements, as well as checked baggage acceptance requirements. Since 2022, TSA has required operators to make passenger notifications about REAL ID available at checked baggage locations. To ensure passengers are aware of REAL ID requirements and to mitigate confusion at the checkpoint, we recommend aircraft operators verify whether passengers have a REAL ID-compliant ID when they check a bag, although it is not required for baggage drop-off. This will also reduce the possibility of a passenger being separated from their checked baggage if the passenger is unable to enter the Sterile Area through the TSA screening checkpoint after presenting noncompliant ID.

- 4. Do gate passes require REAL ID since the REAL ID Act of 2005 refers to boarding federally regulated commercial aircraft? (Transportation Worker Identification Card (TWIC) and TSA PreCheck® renewals do not require REAL ID)**

TSA Response: To ensure a consistent approach to identity verification and maintain an efficient process at the airport, TSA will require all individuals who appear to be 18 years or older to present REAL ID-compliant ID or other acceptable ID to enter the Sterile Area through the screening checkpoint, including individuals with gate passes.



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- 5. Are FSDs working with local law enforcement officers (LEOs) to ensure proper LEO presence during peak times?**

TSA Response: FSDs are working with their local partners to ensure appropriate LEO presence. However, it is critical to acknowledge that this will require a combined effort between TSA, aircraft operators, and airports. Coordination between all three parties will ensure the best outcomes. FSDs are working to utilize both TSA resources and local LEOs to provide a visible presence and act as a deterrent in the queueing areas.

- 6. Are crewmembers sent to the passenger checkpoint for Unpredictable Screening Protocols (USP) exempt from showing a REAL ID? For both business and pleasure travel (domestic only)? They are vetted daily against multiple data bases and their identify has been verified via the I-9 process and crew badge issuance.**

TSA Response: Regardless of if they are traveling for business or pleasure, when crewmembers are referred to the checkpoint by Known Crew Member (KCM), they are subject to the same requirement as the travelling public to provide REAL ID compliant ID or other acceptable ID. Crewmembers may enter using their crew badge.

- 7. Do REAL ID requirements apply to Registered Traveler (RT) programs?**

TSA Response: Yes, REAL ID requirements apply to RT participants. TSA is working with the RT service provider to ensure that RT participants who present a noncompliant ID are subject to the same processes as the rest of the travelling public.

- 8. Will wait time standards continue for both standard and TSA PreCheck® lanes?**

TSA Response: Yes, wait time standards will remain as currently directed.

- 9. Where CAT is not available, how will TSA TDCs assess REAL ID compliance?**

TSA Response: TSA has, and always will have, a process for manual review of IDs. REAL IDs have visual markers that indicate compliance. These indicators are provided to Travel Document Checker (TDC) Officers who verify ID in accordance with TSA Standard Operating Procedures (SOPs).

- 10. Will updated temporary DLs/state IDs (paper) be accepted when presented in conjunction with the invalidated/expired DL/ID that is being replaced.**

TSA Response: A temporary driver's license is not an acceptable form of identification. If only a temporary ID is provided, the passenger will be required to complete an alternative verification process through the National Transportation Vetting Center (NTVC) or other means. If a noncompliant ID is provided along with a temporary ID, then TSA's current operational mitigation plan may include verification of the



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noncompliant ID and random additional screening. TSA's plans for operational mitigation related to REAL ID may change over the coming months.

11. How are the REAL ID requirements applicable to charter operations, specifically regarding handling of VIPs without REAL ID compliant documents?

TSA Response: REAL ID requirements apply to all commercial aviation operations, including charters.

12. Will TSA be surging resources dedicated to managing queues? What guidance on queue management is being provided to FSDs?

TSA Response: Yes, TSA has dedicated resources ready to assist during the roll-out phase of REAL ID. TSA staff assisting with queue management will be provided guidance including instructions and FAQs to ensure effective and efficient operations. FSDs have plans to ensure additional queue resources are available during the roll-out period of enforcement, but stakeholders should be aware that this is not operationally feasible long-term.

13. Are there airports you have identified as high risk given expected volumes/REAL ID penetration rates? How are you handling those?

TSA Response: We have worked with all locations to ensure readiness. Based on our data, each location has drafted an operational plan to meet the demand, which includes additional TSA resources in queueing areas and leadership presence to address any presented challenges.

14. Can you consider having all PreCheck® eligible passengers exempt from producing a REAL ID since they have been vetted by TSA already and have verified their identity?

TSA Response: The REAL ID Act and regulations requirements apply to all passengers who present a state-issued ID for identity verification at the TSA security checkpoint; this includes PreCheck® travelers.

15. How do we handle passengers turned away for not having a REAL ID after checking a bag?

TSA Response: TSA cannot guarantee that passengers who check a bag after presenting a noncompliant ID will be able to access the sterile area. *See response to FAQ 3, above.*

16. If a family is traveling together and one adult has REAL ID and one does not, and they have children under 18, can they all be considered REAL ID compliant?



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TSA Response: No. TSA requires all individuals who appear to be 18 years and older to present an acceptable form of identification to enter the sterile area. REAL ID requirements apply to all passengers who present a state-issued ID for the purpose of accessing the Sterile Area.

17. Do REAL ID requirements apply to private charter flights under the PCSSP when passengers are not screened at a TSA checkpoint?

TSA Response: REAL ID requirements apply to all commercial operations including charters departing from FBOs. Similar to what TSA may do at the screening checkpoint, when passengers do not present REAL ID-compliant ID, aircraft operators may subject these passengers to additional screening. This would promote consistency in the overall process.

18. TSA has issued a recommendation that passengers who do not have REAL ID compliant identification arrive 3 hours prior to scheduled departure. Has any consideration been made to Cat IV airport operations? Checkpoints generally do not open until 20-30 minutes before flight time. How will TSA manage the time required to clear a passenger in this short amount of time?

TSA Response: All locations have been asked to provide an operational plan to ensure readiness. These plans will vary between locations, including smaller airports. TSA leadership is engaged to ensure that Security Operations is prepared.

19. Is the identity verification process completed through NTVS each time passengers present themselves without a REAL ID compliant ID? If so, is NTVS receiving additional resources to handle the volume of calls?

TSA Response: TSA is taking steps to fully enforce REAL ID effectively and efficiently and cause minimal disruption at airports. TSA's planning includes measures related to alternative identity verification processes.

20. TSA seemed to state that they would accept a paper copy of a DL, if it was accompanied with the old noncompliant ID. Some states do not allow people to hold onto the old non-compliant ID. TSA also stated that if the passenger does not have a compliant REAL ID, another form of ID would be needed. They implied that the second form would need to be REAL ID compliant, which defeats the whole point of presenting the paper form in the first place.

TSA Response: Temporary paper driver's licenses or IDs (DL/ID) issued by states are not acceptable forms of identification at TSA checkpoints. However, during the initial transition to REAL ID enforcement, if travelers present a temporary paper DL/ID along with the invalidated non-REAL ID compliant DL/ID that is being replaced, TSA will



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attempt to verify their identity using these documents. Travelers whose identity is verified in this way can expect to face delays and additional screening. Individuals with a temporary paper DL/ID who have another acceptable form of ID (such as a passport) are strongly encouraged to bring that ID.

21. Clarify how REAL ID requirements impact General Aviation (GA) Operations.

TSA Response: Effective May 7, 2025, REAL ID requirements are being enforced for all passengers boarding commercial aircraft within the U.S. In the GA environment, under 14 CFR Part 135, there are commercial flights under the TFSSP where the REAL ID requirements apply. For these flights, crew are responsible for validating passenger ID, to ensure an acceptable ID is presented in order to travel onboard commercial aircrafts. Under REAL ID requirements, if a state-issued ID is presented, it must be REAL ID-compliant. Information about REAL ID and a complete list of acceptable IDs are available on TSA's <https://www.tsa.gov/travel/security-screening/identification>.

22. Will Law Enforcement Officers (LEO) flying armed need to present a REAL ID compliant ID as a second form of ID? Will their agency Personal Identity Verification (PIV) card be an acceptable secondary ID with badge and credentials?

TSA Response: A LEO and other individuals who are eligible for specialized screening must present government-issued ID from the TSA Acceptable Form of ID (AFOID) list as a secondary form of ID. If a State issued DL/ID is used, it must be REAL ID Compliant.

23. How will the REAL ID requirements impact the KCM portal with Crewmembers presenting REAL ID non-compliant ID?

TSA Response: Known Crewmembers are required to comply with REAL ID requirements. If a crewmember presents a non-compliant state-issued DL/ID at the KCM portal, they will not be allowed to utilize KCM. These individuals will be directed to the screening checkpoint for crewmember screening.

24. If a KCM participant is not in uniform, can they use a non-compliant ID as their third ID?

TSA Response: Crewmembers, in or out of uniform, must comply with REAL ID requirements. KCM Participants will need to provide a REAL ID or another acceptable form of identification to pass through the portal. If a Crewmember presents a non-compliant state-issued DL/ID at the KCM portal, they will not be allowed to utilize KCM and will be directed to the Security Checkpoint to be screened.



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25. Can a valid FAA Airman's Certificate for Pilots be provided by a KCM participant, instead of a REAL ID?

TSA Response: The FAA Airman Certificate is not an acceptable form of identification. However, a non-uniformed crewmember may use it as an additional form of identification when accessing the KCM portal.

26. Will people under escort by airport employees need to be REAL ID compliant ID?

TSA Response: An individual being escorted is generally not required to have an ID. If an employee is providing an escort, they must abide by the airport security program and have a current SIDA badge that provides the authority for that person to escort. The escort takes responsibility for the individual they are escorting.