§ 1562.3  
(3) Washington Executive/Hyde Field (W32).
(b) Definitions. For purposes of this section:
Airport security coordinator means the official at a Maryland Three Airport who is responsible for ensuring that the airport’s security procedures are implemented and followed.
Maryland Three Airport means any of the airports specified in paragraph (a) of this section.

§ 1562.3 Operating requirements.
(a) Airport operator requirements. Each operator of a Maryland Three Airport must:
(1) Appoint an airport employee as the airport security coordinator;
(2) Maintain and carry out security procedures approved by TSA;
(3) Maintain at the airport a copy of the airport’s TSA-approved security procedures;
(4) Maintain at the airport a copy of each Federal Aviation Administration Notice to Airmen and rule that affects security procedures at the Maryland Three Airports; and
(5) Permit officials authorized by TSA to inspect—
(i) The airport;
(ii) The airport’s TSA-approved security procedures; and
(iii) Any other documents required under this section.
(b) Airport security coordinator requirements. Each airport security coordinator for a Maryland Three Airport must be approved by TSA. To obtain TSA approval, an airport security coordinator must:
(1) Present to TSA, in a form and manner acceptable to TSA, his or her—
(i) Name;
(ii) Social Security Number;
(iii) Date of birth;
(iv) Address;
(v) Phone number; and
(vi) Fingerprints.
(2) Successfully complete a TSA terrorist threat assessment; and
(3) Not have been convicted or found not guilty by reason of insanity, in any jurisdiction, during the 10 years prior to applying for authorization to operate to or from the airport, or while authorized to operate to or from the airport, of any crime specified in 49 CFR 1542.209 or 1572.103.
(c) Security procedures. To be approved by TSA, an airport’s security procedures, at a minimum, must:
(1) Identify and provide contact information for the airport’s airport security coordinator;
(2) Contain a current record of the individuals and aircraft authorized to operate to or from the airport.
(3) Contain procedures to—
(i) Monitor the security of aircraft at the airport during operational and non-operational hours; and
(ii) Alert the aircraft owner(s) and operator(s), the airport operator, and TSA of unsecured aircraft.
(4) Contain procedures to implement and maintain security awareness procedures at the airport.
(5) Contain procedures for limited approval of pilots who violate the Washington, DC, Metropolitan Area Flight Restricted Zone and are forced to land at the airport.
(6) Contain any additional procedures required by TSA to provide for the security of aircraft operations to or from the airport.
(d) Amendments to security procedures. Airport security procedures approved by TSA remain in effect unless TSA determines that—
(1) Operations at the airport have not been conducted in accordance with those procedures; or
(2) The procedures must be amended to provide for the security of aircraft operations to or from the airport.
(e) Pilot requirements for TSA approval. Except as specified in paragraph (g) of this section, each pilot of an aircraft operating to or from any of the Maryland Three Airports must be approved by TSA. To obtain TSA approval, a pilot must:
(1) Present to TSA—
(i) The pilot’s name;
(ii) The pilot’s Social Security Number;
(iii) The pilot’s date of birth;
(iv) The pilot’s address;
(v) The pilot’s phone number;
(vi) The pilot’s current and valid airman certificate or current student pilot certificate; and
(vii) The pilot’s current medical certificate;
(viii) One form of Government-issued picture identification of the pilot;
(ix) The pilot’s fingerprints, in a form and manner acceptable to TSA; and
(x) A list containing the make, model, and registration number of each aircraft that the pilot intends to operate to or from the airport.

(2) Successfully complete a TSA terrorist threat assessment.

(3) Receive a briefing acceptable to TSA and the Federal Aviation Administration that describes procedures for operating to and from the airport.

(4) Not have been convicted or found not guilty by reason of insanity, in any jurisdiction, during the 10 years prior to applying for authorization to operate to or from the airport, of any crime specified in 49 CFR 1542.209 or 1572.103.

(5) Not, in TSA’s discretion, have a record on file with the Federal Aviation Administration of a violation of—
(i) A prohibited area designated under 14 CFR part 73;
(ii) A flight restriction established under 14 CFR 91.137, 91.138, or 91.143; or
(vii) An area designated under 14 CFR 91.143.

(f) Additional pilot requirements. Except as specified in paragraph (g) of this section, each pilot of an aircraft operating to or from any of the Maryland Three Airports must:

(1) Protect from unauthorized disclosure any identification information issued by TSA or the Federal Aviation Administration for the conduct of operations to or from the airport.

(2) Secure the aircraft after returning to the airport from any flight.

(3) Comply with any other requirements for operating to or from the airport specified by TSA or the Federal Aviation Administration.

(g) Operations to any of the Maryland Three Airports. A pilot who is approved by TSA in accordance with paragraph (d) of this section may operate an aircraft to any of the Maryland Three Airports, provided that the pilot—

(1) Files an instrument flight rules or visual flight rules flight plan with Leesburg Automated Flight Service Station;

(2) Obtains an Air Traffic Control clearance with a discrete transponder code; and

(3) Follows any arrival/departure procedures required by the Federal Aviation Administration.

(h) U.S. Armed forces, law enforcement, and aeromedical services aircraft. An individual may operate a U.S. Armed Forces, law enforcement, or aeromedical services aircraft on an authorized mission to or from any of the Maryland Three Airports provided that the individual complies with any requirements for operating to or from the airport specified by TSA or the Federal Aviation Administration.

(i) Continuing responsibilities.

(1) If an airport security coordinator, or a pilot who is approved to operate to or from any of the Maryland Three Airports, is convicted or found not guilty by reason of insanity, in any jurisdiction, of any crime specified in 49 CFR 1542.209 or 1572.103, the airport security coordinator or pilot must notify TSA within 24 hours of the conviction or finding of not guilty by reason of insanity. TSA may withdraw its approval of the airport security coordinator or pilot as a result of the conviction or finding of not guilty by reason of insanity.

(2) If a pilot who is approved to operate to or from any of the Maryland Three Airports commits any of the violations described in paragraph (e)(5) of this section, the pilot must notify TSA within 24 hours of the violation. TSA, in its discretion, may withdraw its approval of the pilot as a result of the violation.

(3) If an airport security coordinator, or a pilot who is approved to operate to or from any of the Maryland Three Airports, is determined by TSA to pose a threat to national or transportation security, or a threat of terrorism, TSA may withdraw its approval of the airport security coordinator or pilot.

(j) Waivers. TSA, in coordination with the Federal Aviation Administration, the United States Secret Service, and
any other relevant agency, may permit
an operation to or from any of the
Maryland Three Airports, in deviation
from the provisions of this section, if
TSA finds that such action—
(1) Is in the public interest; and
(2) Provides the level of security re-
quired by this section.

Subpart B—Ronald Reagan Wash-
ington National Airport: En-
hanced Security Procedures
for Certain Operations

SOURCE: 70 FR 41600, July 19, 2005, unless
otherwise noted.

§ 1562.21 Scope, general require-
ments, and definitions.

(a) Scope. This subpart applies to air-
craft operations into or out of Ronald
Reagan Washington National Airport
(DCA), fixed base operators located at
DCA or gateway airports; individuals
designated as a security coordinator by
aircraft operators or fixed base opera-
tors; and crewmembers, passengers,
and armed security officers on aircraft
operations subject to this subpart.

(b) General requirements. Each person
operating an aircraft into or out of
DCA must comply with this subpart,
except:
(1) Military, law enforcement, and
medivac aircraft operations;
(2) Federal and State government air-
craft operations operating under an
airspace waiver approved by TSA and
the Federal Aviation Administration;
(3) All-cargo aircraft operations; and
(4) Passenger aircraft operations con-
ducted under:
(i) A full security program approved
by TSA in accordance with 49 CFR
1544.101(a); or
(ii) A foreign air carrier security pro-
gram approved by TSA in accordance
with 49 CFR 1546.101(a) or (b).

(c) Other security programs. Each air-
craft operator required to comply with
this subpart for an aircraft operation
into or out of DCA must also comply
with any other TSA-approved security
program that covers that operation. If
any requirements of the DASSP con-
flict with the requirements of another
TSA-approved security program, the
aircraft operation must be conducted
in accordance with the requirements of
the DASSP.

(d) Definitions. For purposes of this
subpart, the following definitions apply:

Armed Security Officer Program means
the security program approved by TSA,
in coordination with the Federal Air
Marshal Service, for security officers
authorized to carry a firearm under
§1562.29 of this part.

Crewmember means a person assigned
to perform duty in an aircraft during
flight time. This does not include an
armed security officer.

DCA means Ronald Reagan Wash-
ington National Airport.

DASSP means the aircraft operator
security program (DCA Access Stand-
ard Security Program) approved by
TSA under this part for aircraft oper-
atations into and out of DCA.

FBO means a fixed base operator that
has been approved by TSA under this
part for FBOs to serve flights into or out of DCA.

FBO Security Program means the se-
curity program approved by TSA under
this part for FBOs to serve flights into
or out of DCA.

Flightcrew member means a pilot,
flight engineer, or flight navigator as-
signed to duty in an aircraft during
flight time.

Gateway airport means an airport
that has been approved by TSA under
this part as a last point of depart-
ure for flights into or out of DCA.

Passenger means any person on an
aircraft other than a flightcrew mem-
ber. A “passenger” includes an armed
security officer authorized to carry a
firearm in accordance with the rule.

§ 1562.23 Aircraft operator and pas-
senger requirements.

(a) General. To operate into or out of
DCA, an aircraft operator must:
(1) Designate a security coordinator
responsible for implementing the
DASSP and other security require-
ments required under this section, and
provide TSA with the security coordi-
nator’s contact information and avail-
ability in accordance with the DASSP.
(2) Adopt and carry out the DASSP.
(3) Ensure that each crewmember of
an aircraft operating into or out of