



INFORMATION MEMORANDUM

Passenger Self-Application of Baggage Tags for Checked Baggage Concerning the United States of America

February 2015

Revised Transportation Security Administration (TSA) Policy on Self-Tagging

As of December 19th 2014 all restrictions for all forms of self-tagging have been removed. This means that all airlines operating either US domestic or international flights, may offer self-tagging to their passengers. Self-tagging refers to the possibility for passengers to apply their own baggage tags, either by:

- printing at a self-service kiosk
- printing Home Printed Bag Tags (HPBT)
- Electronic Bag tags (EBT)

U.S. aircraft operators and foreign air carriers will **no longer need to send requests for self-tagging** to the Office of Security Policy and Industry Engagement (OSPIE) and the Office of Global Strategies (OGS) for an amendment to their TSA security programs.

TSA still requires that air carriers or their representatives physically request passenger identification prior to accepting checked baggage, regardless of the tagging method.

All carriers wanting to either start or expand their self-tagging operations to/from the U.S.A. are encouraged to contact their regional TSA representative(s) to determine if such office desires notification prior to the implementation of new/additional self-tagging operations. A carrier must contact the TSA when requesting an amendment to its security programme to allow an operation that would not be in compliance with the requirements, but is not required to notify the TSA when undertaking self-tagging operations that are in compliance with the new requirements.

IN SHORT

Effective date:	December 19 th 2014
Regulator involved:	Transportation Security Administration (TSA)
Airlines:	All airlines (US and International Carriers)
Where:	All flights originating at any US airports or destined for the US
What:	Passengers may be offered all forms of self-tagging dedicated/common use kiosk / HPBT or electronic baggage tags without restriction.
Authorization process:	Not required as this concerns TSA policy
Changes involved:	The Model Security Program (MSP) Change 26, final Aircraft Operator Standard Security Program (AOSSP) Change 27, Emergency Amendment (EA) 1546-12-01E, and EA 1546-12-07C.