FLYING WITH FIREARMS

DEVIANT OLLAM
(HE/THEY)
I Fly a Lot
I Fly a Lot
I Fly a Lot ... Often with Guns in my Luggage
All 50 States... Almost
The Honorable Don Young
U.S. House of Representatives
Washington, D.C. 20515

February 18, 2005

Dear Congressman Young:

Thank you for your letter, dated June 18, 2003, to Admiral James M. Loy, Associate Administrator of the Transportation Security Administration (TSA), concerning the applicability of 18 U.S.C. sections 926A to persons at airports in New York State who are flying flights to destinations outside of New York. Because section 926A is a provision of the Gun Control Act (GCA), which the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) enforces, TSA forwarded your letter to the Department of Justice for response. We apologize for the delay in responding.

In your letter you explained that local police officers in New York have frustrated several individuals at John F. Kennedy International Airport and Albany International Airport with arrest for firearm possession based on your letter and your interpretation of the GCA. You stated that: (1) the persons carrying the firearms were not prohibited from possessing firearms under Federal law, (2) the persons had apparently traveled directly, without any interruption in the transportation, to the airports from other States where they legally could possess firearms, (3) their firearms and ammunition were secured in accordance with all applicable regulations for airline travel, and (4) they were flying to other States or countries where they could legally possess firearms.

You then asked if TSA agrees that section 926A enables those traveling to possess the firearms legally in the New York airports and, if so, if TSA would inform local police and prosecutors about this provision of the GCA. We appreciate your bringing this issue to our attention. The Department of Justice agrees that the provisions of section 926A apply to the situation you have described. (1) the person is traveling from somewhere he lawfully may possess and carry a firearm, (2) en route to the airport the firearm is unloaded and not accessible from the passenger compartment of his car, (3) the person transports the firearm directly from his
All 50 States... Almost
All 50 States... Almost
Yes, This is Totally Allowed
The FAA and TSA Both Confirm This

Transporting Firearms and Ammunition

You may transport unloaded firearms in a locked hard-sided container as checked baggage only. Declare the firearm and/or ammunition to the airline when checking your bag at the ticket counter. The container must completely secure the firearm from being accessed. Locked cases that can be easily opened are not permitted. Be aware that the container the firearm was in when purchased may not adequately secure the firearm when it is transported in checked baggage.

Contact the TSA Contact Center with questions you have regarding TSA firearm regulations and for clarification on what you may or may not transport in your carry-on or checked baggage.

Firearms

- When traveling, comply with the laws concerning possession of firearms as they vary by local, state and international governments.
- If you are traveling internationally with a firearm in checked baggage, please check the U.S. Customs and Border Protection website for information and requirements prior to travel.
- Declare each firearm each time you present it for transport as checked baggage. Ask your airline about limitations or fees that may apply.
- Firearms must be unloaded and locked in a hard-sided container and transported as checked baggage only. As defined by 49 CFR 1540.5 a loaded firearm has a live round of ammunition, or any component thereof, in the chamber or cylinder or in a magazine inserted in the firearm. For civil enforcement purposes, TSA also considers a firearm to be loaded when both the firearm and ammunition are accessible to the passenger. For example, if an individual has a firearm in accessible baggage and ammunition in his/her pocket, or any combination where the individual has access to both, the firearm is considered “loaded” for purposes of assessing a civil penalty. Only the passenger should retain the key or combination to the lock unless TSA personnel request the key to open the firearm container to ensure compliance with TSA regulations. You may use any brand or type of lock to secure your firearm case, including TSA-recognized locks.
- Bringing an unloaded firearm with accessible ammunition to the security checkpoint carries the same civil penalty/fine as bringing a loaded firearm to the checkpoint. You may find information on civil penalties at the Civil Enforcement page.
- Firearm parts, including magazines, clips, bolts and firing pins, are prohibited in carry-on baggage, but may be transported in checked baggage.
- Replica firearms, including firearm replicas that are toys, may be transported in checked baggage only.
- Rifle scopes are permitted in carry-on and checked baggage.

United States Code, Title 18, Part 1, Chapter 44, firearm definitions includes: any weapon (including a starter gun) which will, or is designed to, or may readily be converted to expel a projectile by the action of an explosive; the frame or receiver of any such weapon; any firearm muffler or firearm silencer; and any destructive device. As defined by 49 CFR 1540.5 a loaded firearm has a live round of ammunition, or any component thereof, in the chamber or cylinder or in a magazine inserted in the firearm.
THE FAA AND TSA BOTH CONFIRM THIS

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THIS CASE DOES NOT CONTAIN A FIREARM
Now this case *does* contain a firearm
Pack Safe Ammunition

Cartridges up to 19.1mm, shotgun shells

Quantity limits: Reasonable amount for "personal use" during a trip. However, international (ICAO/IATA) regulations and some airlines in the U.S. limit this to 5 kg (11 pounds) gross weight per passenger. Check with your airline.

Small arms ammunition includes cartridges up to 19.1 mm (.75 caliber) and shotgun shells. It does not include black powder, smokeless powder, primers, percussion caps, or homemade powder and ball loads for muzzle loading.

Ammunition must be securely packed in boxes or other devices specifically designed to carry small amounts of ammunition. Ammunition clips and magazines must also be securely boxed so no ammunition is loose or exposed.

Loaded firearms are forbidden.

These restrictions do not apply to armed law enforcement officers traveling under the conditions set forth in 49 CFR 1544.219.

See the regulation: 49 CFR 175.10(a)(8)

See TSA’s security screening requirements for ammunition and unloaded firearms in checked baggage.
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THE FAA AND TSA BOTH CONFIRM THIS

Firearm magazines and ammunition clips - whether loaded or empty - must be securely packed in a hard-sided case containing the unloaded firearm. Small arms ammunition not exceeding .75 caliber for a rifle or pistol and shotgun shells of any gauge, may be transported in the same case as the firearm.

Any type of replica firearm is prohibited in carry-on baggage and must be transported in checked luggage. However, rifle scopes can be transported in either carry-on or checked bags.
WHAT ARE THE OVERALL BASICS?
Transportation Security Officers at FSD prevented three **LOADED FIREARMS** from getting onto flights in January, 2017. All three were detected in carry-on luggage.
THIS IS CHECKED BAGGAGE ONLY (THERE ONCE WAS A TIME!)
Firearms Must be Declared to the Airline During Check-In
WHAT COUNTS AS A CHECKED “FIREARM”
What Counts as a Checked “Firearm”
DO NOT PACK FLARES
DO NOT PACK LOOSE PROPELLANT OR CAPS
DO NOT PACK REACTIVE TARGET MATERIALS

[Image of a container labeled 'SURE SHOT MAGNUM']
HERE’S SOMETHING YOU MAY NOT HAVE CONSIDERED
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WHAT COUNTS AS A CHECKED “FIREARM”
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WHAT COUNTS AS A CHECKED “FIREARM”
YOU DECLARE (OFTEN IN WRITING) THAT IT IS UNLOADED AND LOCKED
YOU DECLARE (OFTEN IN WRITING) THAT IT IS UNLOADED AND LOCKED
YOUR “LOCKABLE, HARD-SIDED CASE” CAN BE SMALL OR LARGE
YOUR “LOCKABLE, HARD-SIDED CASE” CAN BE SMALL OR LARGE
YOUR LUGGAGE IS SUBJECT TO ALL OTHER AIRLINE POLICIES
YOUR LUGGAGE IS SUBJECT TO ALL OTHER AIRLINE POLICIES
YOU MIGHT BE ASKED TO OPEN, DISPLAY, OR CLEAR YOUR GUNS
YOU MIGHT BE ASKED TO OPEN, DISPLAY, OR CLEAR YOUR GUNS
The airline likely will code/enroll your luggage uniquely.
The airline *likely will code/enroll your luggage uniquely*.
Does My Gun Case Get a Special Tag?
YOUR GUN CASE SHOULD NOT GET A TAG LIKE THIS
Old Declaration Cards Were Sometimes “Tag” Style

Delta

FIREARM(S) UNLOADED

I DECLARE, AS REQUIRED BY FEDERAL AIR REGULATION 1544.293, THAT THE FIREARM(S) BEING CHECKED AS BAGGAGE IS (ARE) UNLOADED:

PASSENGER SIGNATURE

DATE 10/29/06

AGT.
SPECIAL DESIGNATION MARKERS CAN BE APPLIED, HOWEVER
SPECIAL DESIGNATION MARKERS CAN BE APPLIED, HOWEVER
SPECIAL DESIGNATION MARKERS CAN BE APPLIED, HOWEVER
Special Designation Markers Can Be Applied, However
So How Does My Locked Bag Get Screened?
TSA AND CHECKED BAG SCREENING
BEST CASE SCENARIO: DIRECTLY IN FRONT OF YOU
BE PREPARED FOR THE “FINGER CHECK”
THERE IS A LOGIC TO THAT STANDARD
A NOTE ABOUT MINI CABLE LOCKS
A NOTE ABOUT MINI CABLE LOCKS
SOMETIMES THEY WILL TOUCH YOUR FIREARMS
SOMETIMES THEY ACT SURPRISED BY YOUR FIREARMS
Sometimes they act afraid of your firearms.
Sometimes they ask you to re-lock (or even re-pack)
AN ALTERNATE TSA SCENARIO
ALTERNATE SCENARIO: AWAY FROM YOU BUT WITHIN SIGHT
ALTERNATE SCENARIO: AWAY FROM YOU BUT WITHIN SIGHT
LESS IDEAL: IN THE NEXT ROOM... BUT THEY KNOW YOU’RE NEARBY
A NOTE ABOUT GETTING TO THE SCREENING LOCATION
A NOTE ABOUT GETTING TO THE SCREENING LOCATION
A NOTE ABOUT GETTING TO THE SCREENING LOCATION
Then There’s the Least Desirable Scenario
**Least Desirable: “Just Wait About Ten Minutes”**
I’ve Had Locks Cut
I’ve Had Locks Cut
I’ve Had Locks Cut
I’ve Had Locks Cut
I’ve had locks cut
I’ve seen lock cutting attempts
I’ve Seen Unexpected Inspections
I’ve seen unexpected inspections
The TSA Has Many Tools and Loves to Use Them
BEST WAYS TO MITIGATE TSA PROBLEMS
NAME AND CONTACT INFORMATION CLEARLY VISIBLE
THE BIGGER POINT... NOT DISMISSING ONESelf AFTER BAGS GO BACK
CROWDS MAY LOOK LIKE A PROBLEM... BUT THEY HELP YOU
BE A POLITELY PERSISTENT PROBLEM
Be Prepared to Wait
BE PREPARED TO WAIT
BECOME FAMILIAR WITH YOUR PRIMARY AIRPORTS
BECOME FAMILIAR WITH YOUR PRIMARY AIRPORTS
BECOME FAMILIAR WITH YOUR PRIMARY AIRPORTS

<table>
<thead>
<tr>
<th>Flight Code</th>
<th>Delta Air Lines BW Phone List</th>
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<td>0001</td>
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<td>0003</td>
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<td>111-111-111</td>
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<td>0005</td>
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<td>444-444-444</td>
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<tr>
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<td>888-888-888</td>
</tr>
<tr>
<td>0012</td>
<td>999-999-999</td>
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</tbody>
</table>
ALSO, MODERN BAGGAGE TRACKING SYSTEMS ARE DETAILED
Also, modern baggage tracking systems are detailed.
Also, Modern Baggage Tracking Systems are Detailed
Also, modern baggage tracking systems are detailed
ALSO, MODERN BAGGAGE TRACKING SYSTEMS ARE DETAILED
Sometimes I get to visit very interesting places in airports.
SOMETIMES SOMEONE FROM TSA ASKS ME FOR THE KEY
Sometimes someone from the airline asks me for the key.
THE PEACE OF MIND IS OFTEN WORTH THE EXTRA EFFORT
THEN YOU ENJOY YOUR FLIGHT!
AFFAIRS AT YOUR DESTINATION
LUGGAGE ARRIVAL AND RECLAIM: DIRECTLY ON BELT
LUGGAGE ARRIVAL AND RECLAIM: DELIVERED BY RAMPER
LUGGAGE ARRIVAL AND RECLAIM: ON AN OVERSIZE/SPECIAL BELT
LUGGAGE ARRIVAL AND RECLAIM: AT A ROLL-UP DOOR
WHAT IF YOU DON’T SEE IT ANYWHERE AT ALL?
WHAT IF YOU DON’T SEE IT ANYWHERE AT ALL?

FIREARMS

The Airport Police Department requires that all firearms remain secure.

Please see an agent at the luggage office located at carousel #4 to claim your items.

If you have any questions or concerns please call 612-726-1977.
CHECK WITH THE BAGGAGE SERVICE OFFICE
One Silly Thing You Might Encounter
A SMALL BIT OF IDIOCY FROM CERTAIN CARRIERS
A SMALL BIT OF IDIOCY FROM CERTAIN CARRIERS
A SMALL BIT OF IDIOCY FROM CERTAIN CARRIERS
A SMALL BIT OF IDIOCY FROM CERTAIN CARRIERS
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A SMALL BIT OF IDIOCY FROM CERTAIN CARRIERS
YOUR LOCKS ARE CLEARLY VISIBLE
PEACE OF MIND... LOCKS AS SECURITY SEALS
PEACE OF MIND... LOCKS AS SECURITY SEALS
Locks On or Off When You Check-In at a Hotel?
ANY PROBLEMS THAT CAN ARISE?
MISROUTED LUGGAGE
MISROUTED LUGGAGE
MISROUTED LUGGAGE
Misrouted Luggage
DAMAGED LUGGAGE
DAMAGED LUGGAGE
SIGNS OF TAMPERING OR ODD HANDLING
YOU CAN ALWAYS FILE A CLAIM

Claims

Filing a Claim
You may file a claim if you are injured or your property is lost or damaged during the screening process.

⚠️ Screening at certain airports is performed by private companies and not TSA

Before clicking the 'File a Claim' button above, please review the list of airports that use private companies in the 'External Claims' section at the bottom of this page.

Once Submitted
You will receive an acknowledgement letter with instructions and a control number four to six weeks after you submit your claim form. Please save your control number; you will need it when communicating with TSA and to check your status.

The Federal Tort Claims Act governs the way your claim is processed and establishes your rights in regard to your claim. If your claim is denied or has not been resolved within six months of the date it was properly presented to TSA, you may file suit in an appropriate U.S. District Court.

Processing
Please allow up to six months to fully investigate your claim. Claims that require law enforcement investigation may take longer.

All claims are investigated thoroughly and the final decision to approve a claim rests with TSA. If your claim is approved, you will receive a letter and form to complete regarding settlement agreement and/or payment methods.
Insurance Coverage

What’s VPP insurance?

Think of VPP as the insurance of Things™. It’s extra protection of your special items – valued at $100 or more – like your jewelry, smartwatches, guns, cameras, musical instruments and more. A VPP policy could provide more protection for these items than a typical homeowners or renters insurance policy. Plus, you won’t pay a deductible.

VPP insurance delivers extra protection.

<table>
<thead>
<tr>
<th>Feature</th>
<th>Valuable Personal Property Insurance</th>
<th>Renters Insurance</th>
<th>Homeowners Insurance</th>
</tr>
</thead>
<tbody>
<tr>
<td>No deductible</td>
<td>✔</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Lost property</td>
<td>✔</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Accidentally broken or</td>
<td>✔</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>damaged</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worldwide coverage</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

What items are covered under a VPP policy?

- Jewelry and Smartwatches
- Guns and Bows
- Cameras
- Musical Instruments
- Fine Art
- Silverware
- Furs
- Stamps and Coins
One Other Bit of Oddness
Open itineraries can work differently than expected.
OVERALL RULES AND BEST PRACTICES
Hard-Sided, Lockable Storage
CASES WITH WHEELS CAN BE SUPER HELPFUL
DO THE "FINGER TEST" AT HOME BEFORE YOU FLY

Is Your Long Gun Case Locked Correctly?

Transporting Firearms and Ammunition

You may transport unloaded firearms in a locked hard-sided container as checked luggage only. Some airlines may also accept firearms in the cargo hold. You are responsible for securing your firearm and ammunition. Firearms shipped or transported by airline must be in a locked container.

Locked cases that can be easily opened are not permitted. Be aware that the container the firearm was in when purchased may not adequately secure the firearm when it is transported in checked luggage.

Contact the TSA Customer Service Center (800-235-6969) or visit www.tsa.gov for questions you have regarding TSA firearm regulations.

Source: www.tsa.gov/shots/transporting-firearms-shipping-ammunition

If the case is made out of plastic that flexes easily, you will need to add 2 locks (1 at either end) to prevent the case from being easily opened.
BE PREPARED: LOCKS ON "ALL AREAS DESIGNED TO ACCEPT LOCKS"
AMMUNITION... AIRLINE POLICIES CAN VARY
AMMUNITION... AIRLINE POLICIES CAN VARY
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AMMUNITION... AIRLINE POLICIES CAN VARY
Ammunition... Airline Policies can vary
AMMUNITION... AIRLINE POLICIES CAN VARY
Ammunition... Airline Policies can vary
A NOTE ABOUT HOW I TRANSPORT MY AMMO
A NOTE ABOUT HOW I TRANSPORT MY AMMO
ANOTHER THING THAT I DO, DEPENDING ON JURISDICTION
HANG ON TO THAT CART

https://deviating.net
DON’T DISMISS YOURSELF UNTIL YOU HAVE CONFIRMATION
**Flying With Firearms**

**Domestic Laws & Policies**

**Firearms**

Firearms carried in checked bags must be unloaded, packed in a locked hard-sided container, and declared to the airline at check-in.

This policy applies to unloading firearms in hard-sided containers as checked baggage only. Please review and adhere to the rules as outlined in this guide. The contents must be adhered to the flight. Unloading firearms must be handled by an authorized individual.

- Declare each firearm on your airway. If there is more than one firearm, they must be declared.
- Firearms must be unloaded and locked in a locked hard-sided container, transported as checked baggage only.
- The passenger must return the keys to their firearm to the airline at check-in.

**Rules for Checked Baggage**

- Firearms must be unloaded and locked in a locked hard-sided container, transported as checked baggage only.
- The passenger must return the keys to their firearm to the airline at check-in.

**Firearm Parts and Firearms**

Firearm parts, including frames, receivers, magazines, grips, tens, bolts, and firing pins, are prohibited from carry-on, but may be transported in checked baggage.

**Starter Pins**

**Starter pins carried in checked bags must be unloaded, packed in a locked hard-sided container, and declared to the airline at check-in.**
HTTPS://DEVIAIING.NET/FIREARMS/PACKING/LEGAL_SHEET_2022.PDF
Packing & the Friendly Skies
I've been researching and presenting about the topic of flying with firearms for well over a decade. I have compiled a number of the best tips and tricks for making the process smooth. You can also read accounts of others who have flown or flown with firearms.

- slides | video
- legal help sheet
- air traveler accounts
- omg my locks were cut!
- TFB article #01
- TFB article #02
- TFB article #03

HTTPS://DEViating.NET/FIREARMS/
**Know the Rules, Quote the Rules**

<table>
<thead>
<tr>
<th>Item</th>
<th>Carry-On</th>
<th>Checked</th>
</tr>
</thead>
<tbody>
<tr>
<td>Box Cutters</td>
<td>❌</td>
<td>✔</td>
</tr>
<tr>
<td>Disposable Razor</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Ice Axes/Ice Picks</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Knives</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Meat Cleavers</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Razor-Type Blades</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Sabers</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Safety Razor with Blades</td>
<td>❌</td>
<td>✔️</td>
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Tell Me How It Goes for You

<table>
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<tr>
<th>Name</th>
<th><a href="HTTPS://DEVIATING.NET/FIREARMS/PACKING/ACCOUNTS/">HTTPS://DEVIATING.NET/FIREARMS/PACKING/ACCOUNTS/</a></th>
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Tell Me How it Goes for You

Matt's Account of Flying with Firearms

Matt

A couple got stuck,镶了个蓝海岸, for one day on a tip out trail.

Travel Account

I've appreciated your content and the resources you've made available, especially when it comes to flying with firearms. If you are still compiling information, I have an experience to share that I think will help other people.

This week I flew to Dallas from Denver. After a few days, we hiked and two of us flew to the trip, and no ammunition. I was flying via American Airlines, and had posted off my shirt on my shirt of TSA regulations. As I expected, I encountered a lot of ignorance regarding policy, but it was pretty easy to convince them of the proper procedure. They did tag the case as a firearm however, and tried to separate me from my keys twice.

My tip back from DFW was an absolute disaster through the rear arm they had. Three cancelled flights, and one of them almost sent my firearms to Milwaukee without us when we had to cancel. However, yesterday was the real disaster which I'll try to describe below:

My flight was a 5:40 AM flight, and I arrived at 6:30 AM DFW, which was an absolute nightmare from the snow they had gotten. I went to the counter and was informed that TSA was not reading any overhead room. My error was not insuring handles, but I agreed to send the case to the bag room without an inspection, and would be called if the case needed to be opened. I went through the checkpoint with my bags and all because I forgot and so the call ran me (on a black bag) and I got a call.

That was the wrong move, since I got to Denver my case didn't. As handed, it found it in DFW and had it sent the next day, especially since I was impressed upon them how badly they had broken the chain of custody. It came today, looks intact and unopened, which I found surprising. Since the ticket counter suggested that TSA would cut the locks and add a lock, which they had done previously.

Here's the takeaway:

There is a potential that if a bag doesn't get inspected, and you leave it alone, it gets stuck in legal limbo where it can't be seized because it isn't inspected, and it can't be inspected because you have the keys. I don't have a good answer for how to deal with this situation. The best I can figure is to ask them to ship it to you or to your PRL. Worst case, call BRET and have them tell at TSA for you, and initiate the greatest stop social between federal government agencies in known history. I'll be very curious as to what your suggestion would be in this case.

There is now a conversation from TSA where the number of locks to make the number of locks on the case. Four locks, four locks. Thankfully, only one needs that so no one questioned me until I arrived. You can totally pull the trick of weighing the case without the locks and open to save some baggage weight. Every time I tried it worked. Thank you for saving me time (to overnight fees).

Thanks for your time, and I appreciate the nerves you provide. I hope I was detailed enough here and I welcome questions. I just hope that this helps anyone else dealing with ignorance and bureaucracy, and honestly it gives me some closure to write about it too. This seemed like an interesting tabloid I never thought I would encounter.

Air Travel Ratings

If you don't have the time or the desire to read the full text of someone's account of what to expect, you can simply look at the rating to get an idea of the quality of that person's journey. The following ratings are used to assess the overall rating:

Four Stars: Check-in, no hassle, no delay, no baggage fees, on-time arrival and departure.

Three Stars: Some delay or mild hassle, check-in is on-time, expected luggage, but you may need to wait longer.

Two Stars: Major delays or major hassle, check-in is on-time, but you may need to wait longer.

One Star: Flight delayed, luggage fees, or other significant issues.

Zero Stars: This is a special category for outright theft, loss, or damage of firearms during air travel.

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And remember... Bullshit like this is rare
STAY SAFE OUT THERE!