

“Known Crewmember” Transition to “Expedited Crew Access”

The **Transportation Security Administration (TSA)** has announced that it will take over **Known Crew member screening (KCM)** in 2023. The KCM screening process is to be rewritten, and the name of the process will be changed to Expedited Crew Access (ECA). The announcement comes after the TSA reportedly discovered crew members smuggling unlawful items and substances through airport security checkpoints. The administration has announced that the random screening of crew members will increase. Unfortunately for the overwhelming majority of crew members who follow all the rules and have never deliberately or inadvertently broken any of the TSA rules, ***all aircrew members are now subject to an approximately 60% random screening rate through TSA’s Unpredictable Screening Process (USP)***. This means that more than half of the times our crews attempt to pass through the Known Crewmember checkpoints, they are being sent to TSA precheck to be screened there, increasing the workload for TSA, further delaying passengers who pay money for quicker screening, and sometimes delaying flights.

TSA Statement issued December 1, 2022: “In 2020, the Transportation Security Administration (TSA) assumed more active management of the existing Known Crewmember (KCM) program operations. We have been working closely with Airlines for America (A4A) to identify capabilities of a future state KCM program that will be operated and managed by TSA in close collaboration with industry representatives. TSA is currently referring to the KCM future state as Expedited Crew Access (ECA) to differentiate current KCM discussions from the future state discussions. The future state program is being developed in phases, with transition continuing over the next few years. Once the transition is complete, the existing KCM checkpoint system will be replaced by a system operated and managed by TSA. Compliance with the KCM program remains a top priority for the TSA. TSA uses a variety of tools to promote compliance with this program. At this time, TSA will continue monitoring the frequency of KCM compliance incidents and use that information to make future decisions regarding the Unpredictable Screening Process (USP).”

Unfortunately, the Known Crew Member (KCM) program, as it is currently administered by the Transportation Security Agency, is not running as optimally as it should be, causing frustrations to our aircrew and delays to our transportation industry.

Pilots and Flight Attendants who have already been thoroughly vetted and screened by TSA for the KCM program are now being subject to ~60% Unpredictable Screening Process (USP) random screening rates as they perform their daily duties attempting to keep our global commerce safe and on time. Aircrew members are all subject to a program that is administered to different standards at various airports depending on the TSOs there. The increased screening rate unnecessarily increases the workload for TSA officers and causes undue delays to the airline industry.

Additionally, the TSA does not grant liquid, aerosol, and gel exemptions to aircrew not in uniform who are still traveling for their employment, whether it be commuting to training or commuting to their home base. Although these members are vetted through TSA and screened, they have had tubes of



toothpaste taken away, bottles of hairspray confiscated, and shaving cream taken. If an aircrew is vetted and presents a valid US government-issue identification, it is nonsensical that ***despite traveling for work***, that same aircrew member is not to be trusted with a can of shaving cream when not in full uniform.

We would like to work with TSA to bring the random USP screening rate down to a comparable rate of that previous to 2022 to the present. We understand that there are crewmembers who have willingly and unwittingly violated the rules, but these instances have been so small in numbers, with a huge majority of violations having no nexus to criminal activity or terrorism, that we would hope that the TSA could reduce the rate appropriately and strike the rule of liquid, aerosol, and gel compliance for those not in uniform.

For questions or additional information please email GAC-Chairman@alliedpilots.org