

# Known Crewmember Update

## Sea-Tac Becomes Third Airport to Implement Alternative Pilot Screening Process

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On September 13, Seattle–Tacoma International joined ranks with Chicago O’Hare International and Miami International to become the third U.S. airport to implement the Known Crewmember (KCM) alternative pilot screening process as part of a test program. Access points are now located in Sea–Tac’s A and D concourses.

“It’s been great,” said F/O Andy Mulcahy (Alaska), who was in Seattle for the first day of testing and who previously used the alternative pilot screening protocol at Chicago O’Hare International. “Half of the ordeal of getting through the airport is getting through security. Having us out of the way makes it easier on the Transportation Security Administration [TSA], and easier on us and the passengers. It’s good for everyone.”

A month after KCM debuted at Chicago O’Hare, thousands of pilots have used it to expedite airport screening and reduce the time it takes to check in for their flights. In fact, TSA data show that 4,678 airline pilots passed through an O’Hare KCM access point at one of the airport’s three



## Over There

Known Crewmember (KCM) is garnering the attention of airline pilots from other countries. According to UK-based publication *Flight International*, Dr. Rob Hunter, who heads safety and security for the British Air Line Pilots Association (BALPA), says British Airways pilots are “incredulous that they are checked in the same way as passengers for sharp objects, when they will have an axe on the flight deck and control of the trajectory.”

BALPA is “fully in favor” of KCM, adds flight safety officer David Reynolds, who would like to see a similar program offered in the UK. 🌐

terminals between August 9 (when the alternative pilot screening program became active) and September 1.

Two weeks after the Chicago launch, Miami began using KCM, offering four access points, with even better results. A total of 3,093 pilots successfully passed through Miami KCM access points from August 23 to September 1. That’s an average of 309 pilots a day. As of press time, three KCM access points are set to open at Minneapolis – St. Paul International on September 20, and Phoenix Sky Harbor International, Boston Logan International, and Washington Dulles International are expected to follow suit within the next several weeks.

“We’re extremely pleased with the feedback we’ve received about the initial test phase of Known Crewmember,” said Capt. Lee Moak, president of the Air Line Pilots Association, Int’l. “The program makes the entire airport screening process more efficient and heightens security, and we are confident that it will continue to grow and that more and more airlines and airports will want to participate.”

Most recently, AirTran, Comair, FedEx Express, and Hawaiian joined the list of participating airlines, bringing the total to 20 as of press time. ALPA and the Air Transport Association (ATA), joint sponsors of the program, eventually hope to make KCM available to all U.S. airline pilots, and eventually to flight attendants as well.

KCM connects the TSA to airline employee databases, enabling TSA security officers to positively verify a pilot’s identity and employment status. ATA Senior Vice President of Safety, Security, and Operations Tom Hendricks points out, “There is

### Airlines Participating in Known Crewmember\*

ABX Air	FedEx	US Airways
AirTran	Express	* Additional airlines are expected to participate in the future.
Alaska Airlines	Hawaiian	
American	Horizon	
American Eagle	JetBlue	
Atlas	Mesa	
Comair	Piedmont	
Continental	PSA Airlines	
Delta	Southwest	
Executive	United	

a random aspect to this, and some pilots are designated for normal random screening.” However, KCM frees pilots from standing in long, passenger-screening lines and improves screening efficiency.

For more KCM info and updates about the program, visit [www.knowncrewmember.org](http://www.knowncrewmember.org). 🌐

## KCM FAQs

**Q** What constitutes “in uniform” for using a Known Crewmember (KCM) access point?

**A** The Transportation Security Administration (TSA) requires that pilots be “in uniform” to use a KCM access point. The TSA has required this for years to grant certain accommodations to pilots at security screening checkpoints. Pilots should ensure that they are appropriately attired in a uniform that meets their company’s standards to help TSA screeners do their jobs quickly and expedite their passage through the access point.

**Q** How long will this process take?

**A** Under normal circumstances, a typical KCM transaction should require about 10 to 15 seconds. The time required to complete the process is contingent on a number of factors, such as the speed at which the system responds or the presence and length of a queue, as other pilots may be waiting to be processed.

**Q** What should I do if I am selected for random screening at a KCM access point?

**A** Cooperate. Random screening is a normal feature of any alternative form of screening. It’s incorporated for your protection and to ensure the integrity of the system.

**Q** Where can I submit feedback regarding KCM?

**A** Questions and feedback by flightcrew members should be directed to their respective airlines. Improvements can be made in the future to rectify problems that are discovered during the trial phase. 🌐

For more KCM information and ongoing updates about the program, visit [www.knowncrewmember.org](http://www.knowncrewmember.org).