



## **Known Crewmember Fact Sheet**

(Source: [www.knowncrewmember.org](http://www.knowncrewmember.org))

### **Q. What is the intent of Known Crewmember (KCM)?**

A. KCM is designed to confirm an airline flight-crew member's identity and current employment status, expedite their access to sterile areas of airports, reduce backlogs, increase throughput at passenger-screening checkpoints, and make more efficient use of TSA screening resources. It also is intended to enhance security for the traveling public and the airline industry. All of these benefits provide a win-win result for the security of the traveling public and efficiencies for airlines and their employees.

### **Q. How does KCM differ from CrewPASS?**

A. CrewPASS is operated by a third-party IT provider while KCM is operated jointly by ALPA and the ATA, with TSA oversight. KCM also uses the latest, most cost-effective technology to link all participating airlines.

### **Q. Will KCM actually improve security?**

A. YES. Professional airline pilots have successfully passed in-depth pre-employment background investigations; they have been subjected to fingerprint-based criminal-history record checks, and are the most highly screened employee group in the aviation industry. Furthermore, pilots are on the frontline of our nation's aviation security effort, not a threat to it. KCM recognizes those facts by providing pilots with a technologically modern and highly efficient alternative to the traditional airport security-screening process.

### **Q. Does KCM permit flight-deck crewmembers to "bypass" screening?**

A. No. KCM provides an alternative form of screening to the traditional checkpoint model. KCM participants are screened separately and differently from passengers because of their established background credentials, TSA-recognized trustworthiness, and responsibilities.

### **Q. Will flight attendants participate in KCM?**

A. ALPA and the ATA are urging the TSA to include flight attendants in the KCM program as a component of risk-based security.

### **Q. Why is KCM being beta tested, since CrewPASS has been tested for nearly three years?**

A. The TSA needs to evaluate the effectiveness and efficiency of any significant program before committing to its full implementation. KCM shares some commonality with CrewPASS, but it is a different system and it must be evaluated on its own merits. The 90-day trial provides the TSA, ALPA, and the ATA with the

opportunity to review the program and make any necessary changes, so that when fully implemented, it provides the desired results.

**Q. How will airports be identified for KCM implementation?**

A. ALPA, the ATA, and the TSA will collaborate on which airports are the best candidates for the proof-of-concept period and the selection and prioritization of airport installations thereafter. A number of variables will determine whether a particular airport is equipped with one or more KCM access points.

**Q. What are the long-term goals for KCM?**

A. Nationwide implementation of the system as quickly as practical.

**Q. What should I expect when using a KCM access point?**

A. Expect to enter the sterile area of an airport via an alternative access portal, which may be separate from the security-screening lanes. You must be in uniform and will be met by a screener who will ask for both your company identification and a TSA-accepted form of photo ID such as a passport or driver's license. The transportation security officer (i.e., screener) will match the identification to your appearance and confirm your identity and current employment status via the KCM system. Once these tasks are successfully completed, you will be allowed to proceed into the sterile area, normally with no other screening or inspection of your person or accessible property. It is possible, however, that you and your accessible property items may be selected for random physical screening. Random screening is built in as a check and balance to ensure the integrity of the KCM system. In the future, a biometric reading (e.g., a fingerprint) may also be required at the access point. Pilots are asked to help expedite the access process by being ready to present both forms of identification to the screener and helping them to locate the employee number on your airline ID card.

**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. Does KCM mean that I will never be screened in the traditional checkpoint fashion when passing through a KCM access point?**

A. No. Pilots may be directed to passenger-screening lines as part of a random screening-selection process, or whenever the KCM access point is not operational. Should the KCM access point become inoperative, TSA security officers will direct pilots through passenger-screening checkpoints.

**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 is incorporated for your protection and to ensure the integrity of the system.

**Q. Does using KCM preclude any chance that I may be selected for additional screening after I successfully transit an access point and proceed into the sterile area of an airport?**

A. No. All air-carrier employees are subject to TSA screening practices conducted within sterile areas, which include roving screening teams, random gate screening, and questioning by behavioral detection officers (BDOs). KCM does not exempt a pilot from complying with these additional screening techniques.

**Q. Will my carry-on items be inspected when I proceed through a KCM access point?**

A. No, unless you are selected for random, passenger-style screening, in which case, both you and your carry-on items will be screened via traditional checkpoint screening protocols.

**Q. Am I permitted to escort anyone with me through a KCM access point?**

A. No. Every person who attempts to enter the sterile area of an airport via a KCM access point must be cleared individually by a screening officer.

**Q. Am I permitted to transport additional carry-on items that are not my own through a KCM access point?**

A. No. Pilots are permitted to bring only their personal carry-on items through a KCM access point. You may not transport carry-on items that are not your own when entering an airport sterile area via KCM.

**Q. What should I do if the TSA cannot validate my identity and employment status at the KCM access point?**

A. If the TSA cannot confirm your identity or current employment status at the KCM access point, you will be directed to the passenger-screening checkpoint in order to access the sterile area. Please follow TSA instructions and do not attempt to resolve the issue with transportation security officers, as they are unable to rectify system failures or denials. A KCM denial could result from a database error that is nonspecific to you, or it might involve a miscommunication with your air carrier. If you believe that a KCM denial occurred relative to your employment status, please enter the sterile area as directed via the passenger-screening checkpoint and, when time permits, ask your MEC/pilot group security chairman/coordinator for assistance in rectifying the situation with your carrier.

**Q. If I am a federal flight deck officer (FFDO), does KCM change how I access an airport sterile area?**

A. No. Procedures for FFDOs are not changed by KCM. Continue to follow your SOPs.

**Q. Does KCM change any other TSA regulations regarding when and what types of items I may carry onboard an aircraft?**

A. No. You are subject to all existing uniformed crewmember regulations regarding the types of items that may be carried onboard an aircraft. KCM does not provide any other exemptions or privileges regarding the items that you carry, other than those already articulated in TSA regulations.

**Q. How long does the KCM proof-of-concept trial last before rolling out nationwide?**

A. ATA and TSA will collect data on the program's operation for 90 days once it begins at the first airport. A decision about expanding the program is to be made during the trial phase.

**Q. Why are not all airlines participating in the KCM trial?**

A. It is the goal of TSA, ATA and ALPA to ultimately include pilots of all U.S. airlines in KCM, but the trial started with those airlines that could be connected most easily and quickly. Other airlines will be added as the program continues. Flight crewmembers should check with their MEC/pilot group and airline for further information about their carrier's participation in the program.

**Q. Are non-U.S. airlines involved in KCM?**

A. Like the Cockpit Access Security System (CASS), there is no reciprocal agreement between the United States and other countries for use of KCM. ALPA has expressed its interest in future U.S./Canadian reciprocity on KCM with the governments of both countries.

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

A. Questions and feedback by flight-crew members should be directed to their respective airlines. Improvements can be made in the future to rectify problems that are identified during the trial phase. Your patience during this phase of KCM is greatly appreciated.