



# AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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THE WORLD'S LARGEST PILOTS UNION | WWW.ALPA.ORG

November 22, 2019

The Honorable David Pecoske  
Administrator  
Transportation Security Administration  
601 S. 12th Street  
Arlington, VA 20598  
Sent via email: [david.pekoske@tsa.dhs.gov](mailto:david.pekoske@tsa.dhs.gov)

Mr. Nick Calio  
President  
Airlines for America  
1275 Pennsylvania Ave. NW  
Suite 1300  
Washington, DC 20004  
Sent via email: [ncalio@airlines.org](mailto:ncalio@airlines.org)

Dear Administrator Pecoske and Mr. Calio:

In 2007, ALPA initiated an effort to persuade Congress and the TSA of the wisdom of leveraging the implicit trustworthiness of airline pilots to create a better, more efficient security paradigm for expediting their access to airport sterile areas. We were successful in that undertaking: Congress passed P.L. 110-53, "Implementing Recommendations of the 9/11 Commission Act of 2007," which in part called on the TSA to "institute a sterile area access system or method that will enhance security by properly identifying authorized airline flight deck and cabin crews at screening checkpoints and granting them expedited access through screening checkpoints." The TSA, working with ALPA, our contractor, and three East Coast airports, developed a beta program in 2008 that in 2011 became Known Crewmember®, with the addition of A4A as a third KCM partner.

This program has provided tremendous benefits for the TSA, airlines, authorized crewmembers, and the flying public. However, as we have discussed with you and your representatives on numerous occasions since the end of August 2019 (when disruptive changes were made to KCM without ALPA's consultation or consent), the program is no longer working as intended or designed. In fact, our members' reports lead us to believe that the program no longer even complies with P.L. 110-53's requirements for "expedited access."

ALPA continues to firmly support random screening as a necessary component of KCM. However, the new, highly flawed electronic randomizer's algorithm is using a significantly higher random selection rate than in the past, individuals are being randomly selected at a much higher rate than the national average, and groups of individuals are being randomly selected. In response to our

concerns on this matter, we were recently informed by Deputy Administrator Cogswell that ALPA should be able to receive daily reports directly from A4A about how each KCM lane is operating. We would appreciate obtaining those reports and ask that A4A begin sending them to us.

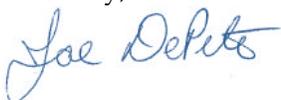
The problems that we are seeing with the randomizer, which are compounded by inefficient and unsecure procedures and inconsistent implementation in the field, are putting incredible strain on the system and on our members, who are simply trying to get to their workplace in a timely fashion. KCM, which was previously a valued, reliable resource for them, is now perceived as a very unreliable security screening system that produces unnecessary stress, anxiety, consternation, delays, and distractions mere minutes from the time they begin operating transport-category aircraft in the national airspace system. Aviation human factors science informs us that distractions can cause accidents, and KCM, as it is now being operated, is certainly a huge distraction for many crewmembers. I cannot overstate our belief that this situation is having a negative impact on the safe and efficient operations of our airlines, and this will only be exacerbated during what is now the busiest travel season of the year.

Admiral Pecoske, when you met with our Executive Board on October 24, you made a commitment to us that if the problems with the algorithm continue, you would see to it that it is replaced by a viable, alternate method. I can tell you with great certainty that a different random selection method is needed now, and I urge you to suspend use of the current electronic randomizer screening procedures until a new system can be put in place. The other, related issues that we have identified need to be resolved immediately, also. Our members have made it very clear to us: "enough is enough." ALPA has been very patient waiting for both of your organizations to resolve these outstanding and troubling problems, for which ALPA and our members had no role whatsoever. But our patience is reaching its end; and at some point, our members could simply opt not to use KCM. Indeed, there are already indications that at certain locations where the KCM problems are extreme, some pilots are already opting out of KCM and using passenger screening lines.

ALPA's motto since its founding in 1931 is "Schedule with Safety," and you can be certain that I will do everything that I can to uphold that motto by ensuring that the safety and security risks that are posed by the new, highly problematic aspects of KCM are fully addressed. For these reasons, if these problems are not addressed, ALPA members who choose to forego KCM for regular passenger screening during the approaching holiday season, and at any other time, will have the full support of this organization.

I would be pleased to discuss this urgent matter with you, together or separately, as desired.

Sincerely,

A handwritten signature in blue ink that reads "Joe DePete". The signature is written in a cursive, flowing style.

Capt. Joe DePete  
President