



CrewPASS 60-Day Demonstration Program Questions and Answers (Q&As)

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INTRODUCTION

The Transportation Security Administration (TSA) intends to run a 60-day demonstration program of the Crew Personnel Advanced Screening System, or CrewPASS, the ALPA-conceived system that offers **uniformed flight deck crewmembers** expedited access to airport sterile areas through a dedicated, alternative screening portal. The trial will be held at Baltimore-Washington International Airport (BWI) Concourse D, Pittsburgh International Airport (PIT), and Columbia Metropolitan Airport (CAE) starting July 17.

CrewPASS was conceived, advocated for, and achieved by ALPA in cooperation with the Transportation Security Administration (TSA) and ARINC. It is intended to enhance security for the aviation industry in general and the traveling public. It allows the TSA to more efficiently use its security resources and adds a missing dimension to current security protocols in that it positively confirms the identity of a pilot and his or her current employment status. All of these benefits provide a win-win result for the security of the aviation domain.

CrewPASS offers added value in the positive impact that it will have on pilots' quality of life. For all of these reasons, the leadership of ALPA is extremely pleased that, after much hard work and significant dialogue with the TSA and ARINC, CrewPASS is being evaluated. We are optimistic that it will become a standing TSA program in the future. Pilots can assist in this process by helping ALPA and TSA work out any problems and improve the system during the trial period.

The following Q&A list is offered for your information and convenience, and to assist you in utilizing CrewPASS in the future. For more detailed information on the program, a white paper describing the concept can be found at crewroom.alpa.org.

Q. What is the intent of CrewPASS?

A. CrewPASS is intended to confirm your identity and current employment status, expedite your access to sterile areas of airports, reduce backlogs, increase throughput at the traditional checkpoint, and make more efficient use of TSA screening resources.

Q. Does CrewPASS enable flight deck crewmembers to "bypass" screening?

A. No. CrewPASS provides an *alternative form of screening* to the traditional checkpoint model. Pilots are screened separately from and differently than passengers because of their unique status within the aviation domain.

Q. Do I have to be in uniform to go through a CrewPASS lane?

A. Yes, this is a TSA requirement.



Q. What should I expect when using a CrewPASS lane?

A. Expect to enter the sterile area of an airport via an alternative access portal, separate from a traditional checkpoint lane. **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 Cockpit Access Security System (CASS). 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. Please understand that it is possible 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 CrewPASS system.

Q. How long will this process take?

A. Under normal circumstances, a typical CrewPASS transaction should require about 10 to 15 seconds. The time required to complete the process is a variable, contingent on a number of factors, such as the speed at which the CASS system responds, or the presence and length of a queue, as other pilots may be waiting to be processed. During the 60-day trial, some delay may be experienced as the process is fine-tuned.

Q. Does CrewPASS mean that I will never be screened in the traditional checkpoint fashion when passing through a CrewPASS entry portal?

A. No. *Random, passenger-style screening* at CrewPASS entry portals is always a possibility. You could well be selected on a random basis for secondary screening.

Q. What should I do if I am selected for random screening at a CrewPASS portal?

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. CrewPASS as designed cannot exist without a random screening component.

Q. Does using CrewPASS preclude any chance that I may be selected for additional screening after I successfully transit a CrewPASS entry portal 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 includes roving screening teams, random gate screening, and questioning by Behavioral Detection Officers (BDOs). CrewPASS 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 CrewPASS portal?

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 CrewPASS portal?

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

Q. Will flight attendants participate in the CrewPASS demonstration program?

A. No. Because flight attendants are not included in CASS databases, their employment status and identity cannot be verified as is done for pilots. However, TSA is considering



the development of some means of meeting the congressional mandate to provide enhanced and expedited screening for flight attendants in the future.

Q. Am I permitted to transport additional carry-on items which are not my own through a CrewPASS entry portal?

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

Q. What should I do if TSA cannot validate my identity and/or employment status at the CrewPASS portal?

A. If for some reason the TSA cannot confirm your identity or current employment status at the CrewPASS portal, you will be directed to the passenger screening checkpoint in order to access the sterile area. Please follow TSA's instructions and do not attempt to resolve the issue with CrewPASS screeners as they are unable to rectify system failures/denials. CrewPASS denial could result from a CASS operating error that is non-specific to you, or it might involve a miscommunication with your air carrier. If you believe that CrewPASS denial occurred because of a mistake by your carrier relative to your employment status, please enter the sterile area as directed via the passenger screening checkpoint, and ask your MEC Security chairman/coordinator for assistance in rectifying the situation with your carrier.

Q. If I am a Federal Flight Deck Officer, does CrewPASS change how I access an airport sterile area?

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

Q. Does CrewPASS change any other TSA regulations regarding when and what types of items I may carry on board an aircraft?

A. No. You are subject to all existing regulations regarding the types of items that may be carried on board an aircraft, such as the prohibited items lists and exemptions for uniformed crewmembers from liquids, aerosols, and gels (LAGs) restrictions. CrewPASS does not provide any other exemptions or privileges regarding the items that you carry other than those already articulated in TSA regulations.

Q. Why is CrewPASS in a trial stage, as opposed to being a fully implemented policy?

A. TSA needs to evaluate the effectiveness and efficiency of any significant program before committing to its full implementation. This 60-day trial provides TSA with the opportunity to meet those needs and also offers a chance to review the program and make any necessary changes, so that when fully implemented, it provides the desired results.

Q. Did ALPA select the airport locations for the trial?

A. No. They were selected by the TSA based on the agency's requirements.

Q. Where can I submit feedback regarding CrewPASS?

A. Any feedback from ALPA pilots regarding CrewPASS should be submitted to ALPA via email at crewpass@alpa.org.



Q. What are ALPA's long-term goals for CrewPASS?

A. Expansion and permanence of the system at all airports regulated by the TSA.

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