



AIR TRANSPORT ASSOCIATION



September 10, 2008

The Honorable Kip Hawley  
Administrator  
Transportation Security Administration  
601 South 12<sup>th</sup> Street  
Arlington, VA 22202

Dear Administrator Hawley:

The Crew Personnel Advanced Screening System (CrewPASS) demonstration program, which the Transportation Security Administration (TSA) deployed with the support of the Air Line Pilots Association, Int'l and ARINC in July, has been an unqualified success. More than 20,000 pilots will have been processed at the CrewPASS screening checkpoints at three separate locations when the evaluation reaches the scheduled 60-day conclusion mark on September 15, 2008.

CrewPASS has received rave reviews from pilots, airlines and TSA personnel. Pilots appreciate the additional layer of security provided by CrewPASS's validation of identity and employment verification, and the speed with which this alternative screening is done compared to traditional screening. Airline operators like CrewPASS for the same reasons, but also because it reduces passenger screening queues and frustration levels. We have also heard from several Federal Security Directors who enthusiastically support CrewPASS and are looking forward to getting it at their own facilities. Senior TSA management has repeatedly referred to CrewPASS as a "win-win" for government and industry – we cannot agree more. Flight attendants are aware of the benefits of CrewPASS and have informed the agency that Congress intended it to include all crewmembers, both cabin and flight deck, and that it must add a biometric identity validation capability before program development is completed.

Although some questions have not been fully addressed about funding the continued operation of CrewPASS, and how a biometric capability will be added to it, both of those issues are currently being studied by ARINC, the program contractor. ARINC has informed us that they are willing to continue operating the evaluation at the three locations *gratis* until those questions are fully answered and the program is ready to be implemented nationwide. In our view, it makes no sense to shut down a security enhancement that is provided at no cost to the TSA when all



affected parties are benefiting from it and want to keep it operational. If CrewPASS were put into a non-operating status, it could take many months to bring it back on-line again, especially with a new Administration taking charge of the Department of Homeland Security (DHS) in early 2009.

For these reasons, we, the undersigned, urge the TSA to continue operating the CrewPASS demonstration program at Baltimore (BWI), Pittsburgh (PIT) and Columbia (CAE) airports for at least another 120 days, while the open issues are being resolved. We also urge TSA to authorize airlines, on their own initiative and in cooperation with FSDs, to install and use CrewPASS at additional checkpoint locations. And, we recommend that TSA expeditiously develop and provide a biometric capability to CrewPASS, add flight attendants as participants, and implement the system nationwide.

We would be pleased to discuss these recommendations and we look forward to your earliest reply.

Sincerely,

John H. Prater  
President  
Air Line Pilots Association,  
International

James C. May  
President and CEO  
Air Transport Association

Patricia Friend  
International President  
Association of Flight  
Attendants - CWA

cc: Tim Ryan, ARINC