

“Known Crewmember” Transition to “Crew Member Access Point”

The **Transportation Security Administration (TSA)** announced that it will take over the **Known Crew Member (KCM)** screening process, and the process will change to **Crew Member Access Point (CMAP)**. CMAP should provide expedited access to sterile areas of participating airports for eligible, opted-in flight crew members. The new CMAP program will introduce biometric technology and a screening process with bags going through X-ray and crew members passing through a metal detector, with crew members using a dedicated line for screening. CMAP represents a security enhancement over the previous KCM program. The TSA now hopes to launch CMAP in the summer of 2026.

The Allied Pilots Association is cautiously optimistic that CMAP will be an improvement over KCM. However, TSA has indicated that random screenings will continue to be a component of the program. It is unclear how much time it will take to go through the dedicated crew line, and how much additional time it will take for more random screening measures in addition to a dedicated crew line.

Under the current KCM screening process, crew members who abide by the rules and have never deliberately or inadvertently violated any of the TSA rules ***are still subject to an approximately 30-60% random screening rate through TSA’s Unpredictable Screening Process (USP)***. This means that up to half of the crews attempting to pass through the Known Crewmember checkpoints transit through TSA precheck for screening, increasing the workload for TSA, further delaying passengers who pay money for quicker screening, and sometimes delaying flights. This causes frustrations for our crew members and delays in our transportation system. Additionally, KCM program standards vary depending on the preferences of Transportation Security Officers.

Finally, the Allied Pilots Association advocates that all crew members vetted in the KCM program and in the future CMAP Program, whether in uniform or not, should be eligible for the liquid, aerosol, and gel exemptions while traveling for their employment. Currently the exemption only applies while crew members are in uniform, but training and commuting for employment don’t require a crewmember to be in uniform. Although these members are vetted through TSA and screened, they have had tubes of toothpaste, bottles of hairspray, and shaving cream confiscated. If an aircrew is vetted and presents a valid US government-issue identification, it is nonsensical that ***despite traveling for work***, that same aircrew member isn’t trusted with a can of shaving cream when not in full uniform.

Unfortunately, the **FAA Reauthorization Act of 2024** (HR 3935) signed into law on May 16, 2024, did not address KCM. Currently, there is talk of a TSA Reauthorization in the Senate. We are hopeful that the new CMAP will be part of this proposed upcoming TSA Reauthorization, and that it will ***reduce the time requirement for security screening with our pilots, and allow the liquid, aerosol, and gel exemptions for pilots who are both in and out of uniform***. While there are crew members who have willingly and unwittingly violated the rules, the overall number of procedural violations is small.

For questions or additional information please email GAC-Chairman@alliedpilots.org