

Nearly 10,000 airline pilots have been able to use CrewPASS since July 17. The ALPA-conceived program, which streamlines and enhances the security screening process, began its 60-day demonstration program at Baltimore/Washington International Airport (BWI), Pittsburgh International Airport (PIT), and Columbia Metropolitan Airport (CAE).

Implementing CrewPASS has been—and continues to be—a top ALPA priority.

and Prater, who participated in the demonstration. Since then, the TSA has partnered with the Association and ARINC to jumpstart the proof-of-concept program.

Originally conceived by ALPA's National Security Committee (NSC), CrewPASS is a security enhancement that leverages the industry-standard jumpseat verification technologies found within the TSA's Cockpit Access Security System (CASS). By incorporating biometric processes with a secure


of any of the three test sites, they are able to participate and help ensure the success of this test. ALPA has posted, and will be updating, a list of questions and answers regarding CrewPASS implementation at [www.alpa.org](http://www.alpa.org). Select the Safety/Security tab, and then scroll down and click on "CrewPASS Becomes a Reality."

A full description of the CrewPASS concept is in the ALPA NSC's white paper, also available on [www.alpa.org](http://www.alpa.org), by clicking on "In the Cockpit" in the left-hand column, then under "Security" selecting "Reforming security checkpoint access procedures for pilots."

While CrewPASS will be available to all pilots who fly for airlines that use the CASS jumpseating program, a few airlines need software modifications to upgrade to the CrewPASS test program. These include Hawaiian and Ryan. ALPA will provide more information on these airlines as it becomes available.

The CrewPASS demonstration period is slated to end September 14, and ALPA remains stalwart in getting the program permanently implemented nationwide.

"Even though we have won a battle in the campaign to implement CrewPASS, we will not back off until we see the current test program transformed into a reality at U.S. airports," Prater said.

Stay tuned. 

# CrewPASS Becomes a Reality

A Staff Report

ALPA leaders and members applied significant pressure on Congress and the Transportation Security Administration (TSA) to put into operation this long-overdue program.

"ALPA is proud to have conceived of the CrewPASS concept and is proud of its partnership with the TSA and ARINC in making it a reality," said ALPA's president, Capt. John Prater. "Pilots are a significant component of our layered aviation security system. CrewPASS acknowledges that the pilot is the ultimate authority and has ultimate responsibility for the safety and security of an airliner."

ALPA successfully convinced Congress to mandate the TSA to implement an enhanced security screening process for flightcrew members. When the TSA wasn't moving fast enough on its directive from Congress, ALPA turned up the pressure, including running a full-page ad in *USA Today* and picketing outside National Airport in Washington, D.C., and TSA headquarters. On that rainy March day, TSA Administrator Kip Hawley left his office to talk with pilots

database to verify pilot identity and employment status, CrewPASS enhances security and provides flightcrew members with a dedicated portal for access to airport secure areas.

If pilots are traveling in uniform out



On July 17, the first day of the CrewPASS test period at Baltimore/Washington International Airport, Capt. Prater, left, and Capt. Hesselbein, right, talk with Jack Sammon, TSA assistant administrator for transportation sector network management.