



AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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Use of the Cockpit Access Security System (CASS) for International Travel

In April 2011 the Transportation Security Administration (TSA) approved a significant, two-part policy change easing flight deck jumpseat access that the Association had advocated to the agency for several years.

TSA lifted certain domestic flight deck access restrictions, defined in the Aircraft Operator Standard Security Program (AOSSP), that were contingent on an aircraft's passenger load, and also approved use of the Cockpit Access Security System (CASS) for international travel. CASS provides U.S. air carrier pilots with a methodology for occupying off-line, U.S. aircraft jumpseats, with the concurrence of the pilot-in-command, following identity and real-time employment status verification.

To date, CASS availability for international travel is contingent upon air carriers complying with TSA-mandated, Master Crew List (MCL) and Flight Crew Manifest (FCM) requirements and with U.S. Customs and Border Protection's (CBP's) Advanced Passenger Information System (APIS) protocols, all of which **apply to international airline operations**. Because U.S. airline operators which conduct domestic-only operations are not required to maintain MCLs or comply with APIS protocols, they are not positioned to provide federally required data for international flight deck jumpseat access. As a result, their pilots are not currently eligible to utilize CASS for international travel. ALPA is consulting with TSA headquarters regarding a domestic carrier's eligibility to establish and maintain an MCL, a precursor to its pilots being able to use CASS on an international basis.

In addition to MCL and APIS issues, and because to date, CASS has been available for domestic use only, most air carriers have not established CASS connectivity capabilities at international locations. Due to these logistical impediments, and because air carriers are permitted, but *not required* by TSA to implement the eased flight deck jumpseat restrictions, the two, newly-approved flight deck jumpseat access protocols are presently not available to U.S. certificated pilots at international locations.

ALPA is focused on resolving these issues as quickly as possible.