

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### Crewmember Access Point

**AGENCY:** Transportation Security Administration, DHS.

**ACTION:** Notice.

**SUMMARY:** This notice sets the fee for aircraft operators that choose to participate in the Crewmember Access Point (CMAP™) program at \$19.00 per employee, per year. The CMAP program, formerly known as the Known Crew Member (KCM™) program, provides expedited screening access to sterile areas at certain U.S. airports for eligible crewmembers of TSA-regulated aircraft operators. TSA will provide instructions for joining the program and submitting fees to interested aircraft operators.

**DATES:** The fee announced in this notice becomes effective on January 1, 2027.

**FOR FURTHER INFORMATION CONTACT:**

Jamie A. Simon, Program Implementation Branch, Trusted Traveler and Credentialing, TSA–10, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598; telephone (202) 306–0344; email at [CMAPOps@tsa.dhs.gov](mailto:CMAPOps@tsa.dhs.gov).

**SUPPLEMENTARY INFORMATION:**

#### I. Description of the Program

In 2011, TSA worked with aircraft operators and industry associations to implement the KCM program to satisfy the statutory requirement to provide authorized crewmembers of eligible aircraft operators expedited access to sterile areas.<sup>1</sup> Currently, the Airlines for America (A4A)<sup>2</sup> manages the KCM program through its own information technology hardware and software, data collection methods, and identity verification.<sup>3</sup>

<sup>1</sup> See Implementing Recommendations of the 9/11 Commission Act of 2007, Public Law 110–53, title XVI, sec. 1614, 121 Stat. 266, 486 (2007) (9/11 Act) (stating that TSA must “institute a sterile area access system or method that will enhance security by properly identifying authorized airline flight deck and cabin crew members at screening checkpoints and granting them expedited access through screening checkpoints”).

<sup>2</sup> A4A is an association of aircraft operators. See *Who We Are*, Airlines for America®, <https://www.airlines.org/who-we-are/> (last visited Apr. 16, 2026). Its current members are Alaska Airlines, American Airlines, Atlas Air, Delta Air Lines, FedEx, JetBlue, Southwest Airlines, United Airlines, and UPS. *Id.*

<sup>3</sup> See <https://www.knowncrewmember.org/about-us/> for general program information.

Eligible aircraft operators<sup>4</sup> subscribe to the KCM program through A4A. To be authorized to use KCM, the aircraft operators must enroll their eligible employees, and such individuals must be an on-duty crewmember, a crewmember on a repositioning flight, or an off-duty crewmember traveling domestically. The term “crewmember” includes Captains, Pilots-in-Command, First Officers or Co-Pilots, Flight Attendants, Flight Engineers, Flight Navigators and Full All-Cargo Load Masters.

Crewmembers present their aircraft operator-issued identification and acceptable forms of identification at specially designated KCM access locations that are staffed by TSA. TSA personnel scan the crewmember’s assigned KCM barcode to retrieve information from the A4A database of eligible crewmembers. If there is a match between the crewmember’s identification and information retrieved from A4A, the crewmember receives expedited access to sterile areas at certain U.S. airports.

In agreement with and on the initiative of, A4A, TSA will assume responsibility for the administration of KCM functions by the end of calendar year 2026. At that time, TSA is renaming the program as CMAP. TSA will use crewmember information that it receives from aircraft operators as part of the Master Crew List (MCL) and Master Personnel List (MPL) programs.<sup>5</sup> The MCL is composed of crewmembers who are authorized to fly to, from, or over the U.S. and its territories following TSA vetting and are determined do not pose a security threat. Both passenger and all-cargo operators regulated under 49 CFR part 1544 that have international flights are required to submit MCLs to TSA. The MPL is a list TSA created for use by certain aircraft operators that includes crewmembers who fly only within the U.S. Both the MCL and MPL include key biographic information, such as name, sex, and date and place of birth, that TSA leverages for CMAP.

As part of their MPL or MCL submissions, aircraft operators participating in CMAP must indicate the crewmembers who have consented to participate in the program. TSA will use this information to build a list of crewmembers who are enrolled by an eligible aircraft operator and who have

consented to participate in the CMAP program. Although not a component of the CMAP program, crewmembers are separately required under provisions of 49 CFR 1542.209, 1544.229, 1544.230, and associated Security Directives (SDs) to successfully complete a security threat assessment (STA) that includes criminal history, immigration, and terrorism checks. As a result, individuals who are identified by their aircraft operator via special crew codes on the MCL or MPL are pre-vetted and determined to be eligible to receive expedited screening.

At certain U.S. airports, TSA will establish and designate CMAP access points. TSA will take a digital photograph of each crewmember who arrives at one of the designated locations. TSA’s system will compare this photograph to the individual’s photograph in Federal databases. If there is a biometric match, the crewmember will be eligible for expedited access to the sterile area. If there is not a match (or if the crewmember has been randomly selected for unpredictable screening procedures), the crewmember will be directed to a TSA passenger checkpoint for screening.

Moving operation of the program from A4A to TSA will improve cybersecurity of the data and systems that hold crewmember information, strengthen identity verification, and enable TSA to better leverage crewmember information as part of its aviation security oversight responsibilities. Crewmembers traveling on official business or domestically for personal reasons will qualify for this expedited access, allowing TSA to focus its limited screening resources to the highest risk passengers, while expediting the crewmember’s travel. TSA may suspend CMAP program privileges temporarily or permanently for violations of TSA’s regulatory requirements in 49 CFR 1540.103 through 1540.111, or other applicable Federal requirements.<sup>6</sup> Egregious acts, criminal activity, or intelligence information may also lead to CMAP program disqualification, whether or not there is a regulatory violation associated with the disqualifying behavior or information.

TSA plans to implement CMAP access points on a rolling basis across the country beginning in the summer of 2026, as KCM access points are sunsetted. This gradual transition will permit ongoing operational testing and equipment deployment that is consistent with budgetary needs. However, the CMAP fee will not become

<sup>4</sup> This expedited access program is limited to domestic aircraft operators covered under 49 CFR part 1544 and is not available to foreign air carriers covered under 49 CFR part 1546.

<sup>5</sup> See 19 CFR 122.49c, 49 U.S.C. 114, and related Security Directives, which are Sensitive Security Information.

<sup>6</sup> See 49 U.S.C. Chapter 465 and 49 U.S.C. 46302.

effective until January 1, 2027. As of January 1, 2027, aircraft operators must pay the CMAP fee for any crewmember who uses the CMAP access point.

## II. CMAP Program Fee

In 2006, Congress directed TSA to collect a fee to cover the costs of any registered traveler program.<sup>7</sup> This provision requires TSA to “impose a fee for any registered traveler program undertaken by the Department of Homeland Security by notice in the **Federal Register**” provided that “such fees shall not exceed the aggregate costs associated with the program.”<sup>8</sup> TSA is also permitted to modify the fee through notice published in the **Federal Register**.<sup>9</sup>

Programs funded under the registered traveler fee authority leverage voluntary participation in additional pre-vetting and/or enhanced identity verification to provide enhanced security and expedite the screening experience.<sup>10</sup> TSA has determined that the CMAP program is a registered traveler program because it permits consenting crewmembers to facilitate their identity verification, and the resulting match to vetting results, by providing TSA access to their biographic and/or biometric data. As noted above, this program facilitates the dedication of TSA’s limited screening resources to higher risk passengers, while expediting the crewmembers’ travel.

TSA developed the cost estimates for the CMAP program in accordance with applicable statutory and policy standards.<sup>11</sup> TSA developed models with projected costs and user population to establish a fee recovering the cost of the CMAP program over a 5-year period. To achieve revenue collections to fully recover CMAP program costs, TSA will impose an annual fee on each participating aircraft operator of \$19.00 per crewmember.<sup>12</sup> TSA will invoice aircraft operators annually based on the number of their crewmembers participating in the

CMAP program. If an aircraft operator fails to remit the required fees to TSA within 30 days of the invoice date, its crewmembers may be removed from the CMAP program and ineligible for expedited screening. Participating aircraft operators must provide TSA with a tax identification number and a financial point of contact (name, mailing address, phone number and email address) who TSA will use for billing and other financial matters.

TSA will review this fee at least once every two years to ensure the fee aligns with TSA’s costs to operate the program. TSA will provide notice to the public if it is necessary to modify the fee amount in the future.

Dated: June 25, 2026.

**Susan Tashiro,**

*Acting Executive Assistant Administrator,  
Technology & Systems, Transportation  
Security Administration.*

[FR Doc. 2026–13098 Filed 6–29–26; 8:45 am]

**BILLING CODE 9110–05–P**

## INTERNATIONAL TRADE COMMISSION

[Investigation No. 337–TA–1438]

### Certain Photovoltaic Trunk Bus Cable Assemblies and Components Thereof; Notice of Final Determination Finding a Violation of Section 337; Issuance of a Limited Exclusion Order; Termination of Investigation

**AGENCY:** U.S. International Trade Commission.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given that the U.S. International Trade Commission has determined that respondents Voltage, LLC of Chapel Hill, North Carolina and Ningbo Voltage Smart Production Co. of Ningbo, China (collectively, “Voltage”) have violated section 337, by importing, selling for importation, or selling within the United States after importation certain photovoltaic trunk bus cable assemblies and components thereof that infringe one or more of claims 1, 8, 12, and 20 of U.S. Patent No. 12,015,375 (“the ’375 patent”) and claims 1, 10, and 12 of U.S. Patent No. 12,015,376 (“the ’376 patent”). The Commission has determined that the appropriate remedy is a limited exclusion order (“LEO”) against Voltage’s infringing products. The Commission has also determined to impose a one hundred percent (100%) bond for importations of the excluded articles during the period of Presidential review. This investigation is hereby terminated.

### FOR FURTHER INFORMATION CONTACT:

Richard P. Hadorn, Esq., Office of the General Counsel, U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436, telephone (202) 205–3179. Copies of non-confidential documents filed in connection with this investigation may be viewed on the Commission’s electronic docket (EDIS) at <https://edis.usitc.gov>. For help accessing EDIS, please email [EDIS3Help@usitc.gov](mailto:EDIS3Help@usitc.gov). General information concerning the Commission may also be obtained by accessing its internet server at <https://www.usitc.gov>. Hearing-impaired persons are advised that information on this matter can be obtained by contacting the Commission’s TDD terminal, telephone (202) 205–1810.

### SUPPLEMENTARY INFORMATION:

The Commission instituted this investigation on February 18, 2025, based on a complaint filed by Shoals Technologies Group, LLC (“Shoals”) of Portland, Tennessee. 90 FR 9730–31 (Feb. 18, 2025). The complaint, as supplemented, alleges violations of section 337 of the Tariff Act of 1930, as amended, 19 U.S.C. 1337 (“section 337”), based on the importation into the United States, the sale for importation, and the sale within the United States after importation of certain photovoltaic trunk bus cable assemblies and components thereof by reason of the infringement of certain claims of the ’375 and ’376 patents (collectively, the “Asserted Patents”). *Id.* at 9731. The complaint further alleges that a domestic industry (“DI”) exists. *Id.* The notice of investigation names the two Voltage entities as respondents. *Id.* The Office of Unfair Import Investigations is not named as a party. *Id.*

On August 19, 2025, the Commission affirmed an initial determination granting summary determination that Voltage has failed to show that the Asserted Patents are unenforceable based on inequitable conduct under a theory of but-for materiality. Order No. 19 (July 21, 2025), *unreviewed by Comm’n Notice* (Aug. 19, 2025). In that same order, the ALJ denied summary determination on Voltage’s other unenforceability allegations based on inequitable conduct (under a theory of egregious misconduct) and based on unclear hands, finding that genuine issues of material fact exist as to those allegations. *Id.*

On September 18, 2025, the Commission terminated the investigation as to the following asserted claims based on withdrawal of the complaint: (i) claims 2–4, 6, 7, 9, 11, 15–19, and 21–24 of the ’375 patent and

<sup>7</sup> Department of Homeland Security Appropriations Act, 2006, Public Law 109–90, sec. 540, 119 Stat. 2064, 2088–89 (2005) (codified at 49 U.S.C. 114 note).

<sup>8</sup> *Id.*

<sup>9</sup> *Id.*

<sup>10</sup> See Registered Traveler Interoperability Pilot Program, 73 FR 44275, 44276 (July 20, 2008). See also TSA PreCheck Application Program, 78 FR 72922 (Dec. 4, 2013); TSA Modernized Alternative Identity Verification User Fee 90 FR 52427 (Nov. 20, 2025); TSA Confirm.ID User Fee, 90 FR 55754 (Dec. 3, 2025).

<sup>11</sup> See Office of Management and Budget Circular A–25.

<sup>12</sup> Detailed cost, population and fee calculation information is provided in the TSA Crewmember Access Point Program Fee Development Report at [www.tsa.gov/ADDRESS](http://www.tsa.gov/ADDRESS).