



22 April 2020

The FAA released a [Safety Alert for Operators \(SAFO\) on April 17, 2020](#);

COVID-19: Updated Interim Occupational Health and Safety Guidance for Air Carriers and Crews.

### SAFO 20009

This update will explain the SAFO and share with you highlights of the work that has been done by the Task Force using the CDC guidance addressed in the SAFO.

The SAFO-added guidelines to minimize crewmember exposure include:

1. Providing sufficient quantities of alcohol-based hand sanitizer containing at least 60% alcohol to crewmembers for their personal use.

Procuring supplies of hand sanitizer has been difficult. The Task Force has been diligently asking crewmembers to help each other out by bringing to work any hand sanitizer you can find. The company is still looking for suppliers of hand sanitizer. The Sani-Com wipes that are provided in the flight deck contain more than 60% alcohol and can be used as a hand sanitizer. This does meet the intent of the SAFO. Hand sanitizer bottles are in short supply and ExpressJet is working with UAL to add supplies as they become available.

2. Providing sufficient quantities of cleaning and disinfectant products (e.g., disinfectant wipes) that are effective against COVID-19 and crewmembers may use on aircraft surfaces they touch frequently in the galley, in the passenger cabin, and

on the flight deck.

The Association and the company have been searching suppliers to provide appropriate product for each crewmember. This week, the company is receiving small, but effective alcohol wipes for use with Honeywell products. We have also issued guidance for the use of Clorox wipes.

3. Increasing the frequency of routine cleaning of the aircraft to focus on the most frequently touched surfaces per CDC's Interim Guidance for Airline and Aircrew.

The Association and the company developed task cards and processes that work with United Express for RON Cleans. Cleaning crews are being trained to use handheld electromagnetic cleaners that crewmembers should see on line in the near future.

4. Cleaning and disinfecting frequently touched surfaces in the flight deck, such as yoke, throttles, auto pilots, radios, etc., after each cockpit crew change. Use products that are effective against COVID-19, compatible with aircraft, and approved by the air carrier for use on board the aircraft.

This week we will be pushing to your EFBs a task card, flow and pictorial description, on how to disinfect the cockpit on the E-145. This process will also be used for simulators and FTDs.

5. Increasing the frequency of routine cleaning of flight simulators and training devices, training aids, and other training equipment that crews are likely to use or touch during training.

The Training Center was closed for deep cleaning over the weekend through Tuesday at 5 P.M. Central. The Association and company are collaborating to ensure that the Training Center meets or exceeds the CDC disinfection recommendations.

6. Providing sufficient personal protective equipment (PPE) onboard for crewmember use when interacting with an ill traveler and ensuring availability of face masks to place on symptomatic travelers.

United is providing all XJT flights with Virus Kits to be used for sanitation and if a passenger becomes ill in flight.

7. The SAFO also addresses facial coverings, which some of your carriers may have already approved. Facial coverings are allowed, but only if permitted by your air carrier. The FAA states that "air carriers should complete a safety risk assessment and provide guidance to their crewmembers on procedures for the use of face coverings as they may affect the donning of oxygen masks." I am specifically asking for feedback regarding whether air carriers are allowing flight crews to use facial coverings.

The company has completed the Safety Risk Assessment and has shared with crewmembers the option of wearing facemasks. The Association has asked all crewmembers to bring their own facemask until the company-ordered facemasks

arrive, which should be this week. We will send out notification when the facemask have been received and are available for crewmembers.

8. The SAFO asks air carriers to have response plans to house and evacuate infected or exposed crewmembers, which can include private charter or medical transport flights.

This provision is outlined in LOA 4.

It is now going on three weeks since the XJT ALPA COVID-19 Joint Task Force began and we have already accomplished so much more than our brothers and sisters at other airlines. This is thanks in part to the willingness of our XJT management team to be proactive with the CDC guidance and begin building the processes that we could never have imagined we would need to ensure the safety of all our employees and the traveling public.

Be patient. Additional supplies are on the way and we will continue to provide details on how to adjust to new processes. We are all in this together. Let us know what is working and what needs improvement through your ASAP or the IOR process.

[XJTVirusHelp@alpa.org](mailto:XJTVirusHelp@alpa.org)

XJT MEC Office (281) 987-3636, Monday - Friday 8:30-16:30 Central  
[expressjet.alpa.org](http://expressjet.alpa.org)

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