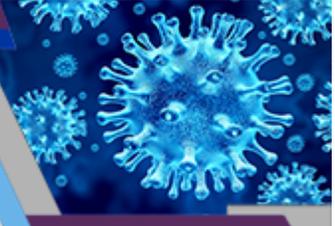


EXPRESSJET ALPA



COVID-19 JOINT TASK FORCE



Update 8 - The View from the Line

06 May 2020

This week's update focuses on what our line pilots have shared by reaching out to the XJT ALPA COVID-19 Joint Task Force via XJTVirusHelp@alpa.org.

Facial Coverings

The company's [May 1 COVID-19 Update](#) on the XJT.com homepage outlined the new United Airlines requirements for facial coverings. Whether you believe in this process or not, we must still try to function as a team when we determine what is best for the safety of flight.

When on the flight deck, the wearing of facial coverings is at the captain's discretion. If you are deadheading in the cabin, the use of facial coverings is required by United. Flight Attendants are required to wear a facial covering.

By now you understand the virus, how it spreads, and the CDC guidance that supports the use of masks.

In this unprecedented time, we cannot build and publish hard processes for all of the events that you witness. But what does a flight crew do if a passenger is not complying with airline policy? This scenario is most likely to occur when a Flight Attendant informs you that a passenger is not complying with the mask requirement. You are responsible for the safe operation of the flight, not policing facial coverings. Utilize all available resources. Call Operations and let United's Ground Security Coordinator make the final decision. If in flight, fly the airplane and don't get distracted. If it escalates, follow your guidance and training received from Common Strategy #2 followed by an ASAP or IOR of the event.

ASAP

There is some confusion as to why and how a pilot should utilize ASAP. A long time ago, a pilot would only use the ASAP for its "get out of jail, free" benefit. Although that benefit still exists, ASAP has evolved to a national system of data collection and has helped create the

safest and most trusted National Airspace System (NAS) in the world. ASAP is the pilot's voice for hazard identification.

ASAP IS TOO CONFUSING?

There are only six required fields in our ASAP form, which can be found by following the "[My Safety Reporting](#)" links on XJT.com > Safety > My Safety Reporting.

- Review your personal information
- Date of the event
- Tail Number (just pick one if it's not aircraft specific)
- Do you want to submit your report to NASA ASRS? (Yes or No)
- Please provide a detailed sequence of events. When referring to other crew members in your description, please identify them by seat position, NOT by name.
- Please provide an explanation of any threats, errors, or undesired aircraft states that occurred in the event.

For COVID-19 hazards found on the line or in the Training Center, it is much appreciated if you take a couple minutes to provide a detailed narrative including any threats, errors or undesired aircraft states you encountered.

If you were involved in a pilot deviation you would, without a doubt, provide a more thorough explanation utilizing the dropdown menu that best describes the event.

Continued Education and Promotion

What's next for the Task Force is the continual monitoring of our strategic plan to make sure it includes the most current information for exposure mitigation and that line pilots and flight instructors have all the information to make good decisions to ensure their health and well-being.

REACH OUT! We're all in this together!

It will take time to see what the industry will look like in the next month let alone the next year. There are multiple scenarios and all ALPA pilots will be affected in some form or another. YOU ARE NOT ALONE! XJT ALPA [Pilot Assistance](#) can help. If you are feeling ineffective, need personal assistance or just need someone to talk to, REACH OUT! We are all in this together!

XJTVirusHelp@alpa.org

XJT MEC Office (281) 987-3636, Monday - Friday 8:30-16:30 Central
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