

EXPRESSJET ALPA



COVID-19 JOINT TASK FORCE



XJT ALPA COVID-19 Joint Task Force Update 3

15 April 2020

The XJT ALPA COVID-19 Task Force is entering its second week of work. All pertinent information can be found on XJT.com, expressjet.alpa.org and in our email. Our strategic plan contains a list of tasks we need to accomplish, and we will update the pilot group on results and new findings as the weeks progress. Please read all updates and review the provided links and discuss the information with your fellow crewmembers. The links we provide in these updates contain vital information published by ALPA National, the CDC and other sources that will educate each of you on how the COVID-19 virus spreads and how you can protect yourself at work and at home.

TASK: COVID-19 Education of Pilots and Flight Instructors

Staying informed with current information is imperative during this pandemic. ALPA National resources are continuously updated to provide our pilots with the resources they need to make decisions at home and on the flight deck.

COVID-19 related questions can always be submitted via email at XJTVirusHelp@alpa.org. ALPA National is also launching their DART initiative to assist in information dissemination. ALPA's Data Action Report (DART) system is now available for all members who need rapid answers to pandemic-related questions. A DART report can be filed here:

<http://www.alpa.org/resources/coronavirus>

ALPA National also published a checklist for all its members: When a Pandemic Hits Home - 10 preemptive steps to protect yourself and your family. This valuable information can be found here:

<https://www.alpa.org/en/resources/coronavirus/resources-flight-crews/pandemic-action-checklist>

TASK: Develop a list of approved disinfectants (CHEMLIST)

The following is company guidance on flight deck cleaning - new Embraer & Honeywell guidance, per Scott Hall 04/15/2020

Today we received a communication from Embraer and Honeywell with regard to flight deck cleaning that states all brands of Clorox wipes cannot be used on Honeywell equipment (i.e. FMS, avionics, FGCP, etc.) after they did additional testing.

Ensure Clorox wipes are not used on any Honeywell equipment.

When you do come to work, you should know that the XJT ALPA COVID-19 Joint Task Force is working to uncover the most effective and efficient disinfection processes and products. We know that Sani-coms are not a disinfectant, but they are available. We have also asked you to bring your own approved Clorox wipes and follow the company directions until we can find a better product that is readily available. Work on finding readily available approved disinfectant product is ongoing. United and other carriers are slowly adding new disinfectant wipes to their Chemlists. The Association and the company will continue to monitor this situation closely and work together to develop a permanent solution as soon as we can.

TASK: Develop and ensure compliance with aircraft disinfection practices

This week the company published their aircraft cleaning guidance on [XJT.com](https://www.xjt.com):

- Turn Cleans are now done on every flight in the hubs and line stations. The scope of work includes removing trash from the flight deck upon request. The cleaning staff are to wipe down all tray tables with approved disinfectant and remove trash in the cabin. They also remove trash from the lavatory and perform a disinfectant cleaning of all surfaces within the lavatory.
- A RON Clean is completed at the conclusion of the day's flights. This is a much more detailed and extensive cleaning for the aircraft interior that meets the CDC recommendation for cabin disinfection. It includes cleaning counters, storage doors, walls, ceiling and overhead bin doors, the interior and exterior of storage spaces, wiping coffee makers, emptying all ice and water drains, vacuuming and damp mopping

the floor, etc. All Turn Clean procedures are also repeated during the RON Clean as well. The cleaning crew additionally cleans the Flight Attendant call stations and jump seat areas.

- Deep Cleans focus on four specific areas of the aircraft and meet the CDC recommendation for cabin disinfection. Each aircraft in the fleet is tracked for compliance with each of these “deep cleans” performed by specially-trained third-party cleaning staff at Newark (EWR), Houston (IAH), Cleveland (CLE) and Knoxville (TYS). The four deep cleans pertain to Carpets, Deep Interior Cleans, Leather Care (for cabin seats) and Exterior Full Washes. When an aircraft arrives in one of these designated cleaning bases, technicians determine which cleans are due based upon approved scheduled cycle times ranging from every 25 days to every 45 days.

We are working on a flight deck flow chart that pilots and contract cleaners can use to disinfect the flight deck. That process is almost complete and will be shared with our front-line employees when completed.

Should there be a notification of a symptomatic COVID-19 passenger or crewmember on an aircraft, ExpressJet will remove the aircraft from service, and isolate and lock it down until it is adequately cleaned and disinfected. Further, our maintenance team has procured foggers for disinfecting the aircraft interior. We also have spray disinfectant, and the company is writing specific procedures for our personnel to disinfect the aircraft.

TASK: Develop and ensure crewroom/weather room disinfection

No changes from Update 2. Properties & Facilities has engaged all of our Janitorial Service providers to ensure regular cleaning and disinfection of touch points. Additional disinfection supplies are available for times between cleaning for employees to disinfect as needed. Please let your Chief Pilot know if supplies are not available, file an IOR or email XJTVirusHelp@alpa.org.

TASK: Develop and ensure Training Center disinfection

The training center is tentatively closing this weekend for a three-day disinfecting. The tentative schedule is:

Saturday 4/18: Fogging - [Facility closed to all employees]

Sunday 4/19: Deep clean/entire facility wipe down - [Facility closed to all employees]

Monday 4/20: [Facility closed to all employees]

Tuesday 4/21: Facility re-opens

We are still working with the company to find new products and to properly use the products we have. Our goal is that Training Center devices and our flying aircraft have the same level of disinfection before and after every use.

TASK: Preventive measures for pilots

The company issued the following information on Virus Kits, masks and temperature checks:

New Virus Kits are being provisioned with Sani-Com and Purell wipes, which flight crews can use to wipe down the flight deck or other high touch areas. As part of the Deep Interior Clean at our cleaning bases, trained personnel wipe down high touch areas in the flight deck with approved disinfectants and cleaning agents.

Guidance was recently issued that pilots could use their own discretion regarding wearing masks while at work. If you decide to wear your mask on the flight deck or in the simulator, it must not interfere with communication between flight crew members. Ensure that your communication is clear and understood. Also, masks cannot interfere with the usage of a boom mic. Cloth masks must not interfere with the oxygen mask requirements of 121.333. Oxygen mask should be placed on the face from its ready position, properly secured, sealed, and supply oxygen upon demand, with one hand and within five seconds. Protective masks must be removed prior to putting on the oxygen mask to ensure a proper seal. Lastly, if you need to make your own mask, we ask that it be black, white or neutral in color.

United began mandatory temperature testing for its employees arriving to work at IAH and ORD on April 9. ExpressJet employees are exempt from this temperature check, but can participate voluntarily if they choose. We encourage our pilots to continue to self-monitor for COVID-19 symptoms, including checking your own temperature prior to reporting for work.

The Task Force is currently monitoring the temperature checks at United and other carriers. At present there is no data that suggests temperature checks should be required. Self-monitoring

your health and well-being is most important and now is NOT the time to fly if you cannot meet the IMSAFE standards.

We added a short video on expressjet.alpa.org that explains what the virus is, how it works and how it gets transmitted. The virus is believed to be able to travel up to six feet by air after a cough or sneeze by an infected person. Hence, social distancing. Eventually gravity will prevail as it falls and lands on surfaces. Be aware of your surroundings. Wash/sanitize your hands, wear a mask and don't touch your face. It's hard to do, but it's worth the effort to be self-aware.

TASK: Protocols for notifications after a pilot has been diagnosed

Update 2 provided a look at company protocol. CDC notification guidance is specific and if you have any questions regarding possible exposure, we urge you to contact your chief pilot or the XJT ALPA Aeromedical volunteers at XJTAeromedical@alpa.org.

Just because you have had contact with a person who tests positive, does not necessarily mean that you will test positive.

The CDC has published a Care Booklet that will guide you through the steps of possible exposure and how to self-monitor. That booklet can be found here:

https://www.cdc.gov/coronavirus/2019-ncov/downloads/COVID-19_CAREKit_ENG.pdf

If you do test positive you will need two negative tests in order to return to work. If pilots are experiencing difficulties in obtaining two tests following their diagnosis, they should explain that they are an aviation employee and their company is requiring two negative tests in order to return to work. If the pilot is still having difficulty after explaining this, the pilot should contact his or her chief pilot, who will put you in touch with Human Resources for additional assistance.

Your mental health is as important as your physical health. If you have been contacted by the company and need additional information, we urge you to use the resources of your XJT ALPA Pilot Assistance, CIRP, and Aeromedical volunteers. We are here to help.

TASK: Promotion

Company promotion is through the XJT.com website, chief pilot communications and MyMessages. Association promotion includes an update following every Task Force meeting, sending email to XJTVirusHelp@alpa.org and on the expressjet.alpa.org website. Please stay up to date on this ever-changing environment and share with us any feedback you have.

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