

NONCOMPLIANT: REPORTS FROM ALPA PILOTS ON UNSATISFACTORY COVID-19 SAFETY PRECAUTIONS



AIRLINE 1

- Report from 04/15/2020: Each contracted cleaner is using a different disinfectant, not sure of everything that is being used at the moment.
- Report from 04/15/2020: Supplies are hard to come by. While the company is trying to stock every aircraft with cleaning materials, they get raided by employees.
- Report from 04/15/2020: The company is slow to adapt, if something needs to be fixed in the process it could easily take 3 weeks-2 months.

AIRLINE 2

- Report from March 2020: There are reports of Sani Coms still being used on aircraft.
- Report from 03/27/2020: Just tested positive for Covid19 yesterday. On day 8 of symptoms. Caught covid19 from captain I flew with on 27 March who texted me that he had tested positive too. Symptoms started 2 April.
- Report from 03/19/2020: Flight from LAX to XXX. Passenger one empty seat over coughing, sneezing and noticeably sweating. Felt onset of Coronavirus on March 22-EXTREME fatigue, occasional cough and slight fever. Checked with personal physician, ALPA Aeromedical physician and LEC Chairman who all recommended to self-quarantine for 14 days. Missed two trips-24 March and 1 April.

Key: ● Inadequate Cleaning ● Symptoms / Possible Interaction with Sick Person ● Inadequate Supplies ● Missing / Unclear Communication from Company ● Questions / Comments

September 14, 2020



- Report from 03/08/2020: Symptoms started on flight to CDG after layover in NYC. I was seen by a Dr. in my hotel room and called in sick delayed return home. Mild fever, body and heads ache, bad cough. No C19 test available. I returned home when fever broke. When are C19 antibody tests available to see if I had it?
- Report from 04/10/2020: Will wetting a surface with common hydrogen peroxide adequately kill Covid19?
- Report from 04/19/2020: Symptoms on 19 April. Tested on 20 April. Test result positive on 22 April.
- Report from 04/17/2020: There was no Matrix3 wipes onboard the aircraft so we could disinfect the flight deck. Flight Ops published a video saying that all of our aircraft would have them. We did not. We did have two small packets of Purell alcohol wipes for each pilot and gloves for each pilot. That was it.
- Report from 04/18/2020: There were no Matrix 3 wipes onboard the jet. Only Purell wipes (two small packets per pilot) to clean the flight deck. There were gloves as well. According to Flight Ops, there should have been Matrix 3 wipes onboard.
- Report from 04/27/2020: Matrix 3 wipes, the only product to kill the COVID-19 virus was not boarded on the aircraft. Flight Ops weeks ago, in their video, said that every jet will have the Matrix 3 wipes onboard. The response from the company is, "we are out of them, and the supplier is having a hard time keeping up". Also, why isn't the union forcing the government and airlines to require each and every passenger to wear a mask? It doesn't make sense to me. ALPA is not doing enough to protect our lives and our family.
- Report from 04/27/2020: Was picked up by the Hotel Airport van at the XXX airport marked "CREW ONLY". The van was completely full of crews, most crews did not have a mask on. We were shoulder to shoulder. If someone had COVID-19, we all will get it. It's very unsafe to come to work every week. I certainly don't feel safe coming to work.
- Report from 04/28/2020: I was on a hotel van this morning from the XXX Airport hotel and the van was so full with crew members that 3 pilot were standing in the aisle of the small van. There were 18 people onboard the van including the driver. The pilots that were sitting were shoulder to shoulder. Most of the pilots were not wearing a mask. If one crewmember had COVID-19, we all will get it on the 10 min. van ride to the airport. I see this over and over. It's not safe to come to work anymore.
- Report from 05/10/2020: Upon arrival at the plane in XXX, there were no matrix 3 wipes and no flight kit cleaning bag. These were supposed to be a no-go item when the plane left XXX.
- Report from 05/09/2020: My observation was that about 50% of the LAS TSA agents were wearing a mask. I know it's not required yet by the TSA agents, but just an observation. It's no wonder that well over 500 TSA agents have COVID-19, because they don't care about their own health or others.
- Report from 05/10/2020: Upon exiting the secure area of the airport, I noticed several TSA workers at the passenger checkpoint were not wearing masks. I realize it's not required yet for TSA to wear masks. I think it's foolish that they are not wearing masks now. I guess they don't care about the passenger or crew's health.
- Report from 05/10/2020: I observed that 100% of the TSA agents were wearing masks including at KCM. The KCM agent said they are required to wear masks at LAX. It's still not required at LAS or DTW, as I observed yesterday and today.



- Report from 03/25/2020: I am reporting now because I and my family were tested for the antibody via a blood test on May 12 and just found out today May 14 that I was positive for the antibody. My family members were negative. I was never tested for the virus. Before it was revealed that loss of taste and smell was a symptom, I did lose my sense of taste and smell on the day of our return flight from XXX to XXX. I realized it when I got my crew meal in the cockpit, with no other real symptoms. In fact I had my temperature taken at the airport in XXX upon arrival and had no fever. I flew one more trip after that to XXX and back to XXX on April 1-2., thinking I was fine. Still with no other symptoms. I started to hear shortly after that trip that loss of taste and smell was an official symptom. I lost sense of taste for approx 12 days (starting March 25) and lost sense of smell for approx 3 1/2 to 4 weeks. I have been completely back to normal since approx April 22. I did self quarantine at home after returning from XXX for about 3 weeks around my family just to be safe, even though I had no other symptoms. The next time I went to work was May 14 for recurrent training, so I have not had any exposure to COMPANY personnel. I'm not sure if this is important to report at this time because it has been so long, but thought the data may be relevant.
- Report from 05/15/2020: How is it that we are not regularly tested for Covid since we are considered essential front line employees and are potentially exposed to the virus every day at work?
- Report from 06/03/2020: I went into the XXX pilot lounge at 4pm. I was the only person in the place with a mask. I even saw a Chief pilot talking by the computers with no mask. The pilots are careless!
- Report from 07/15/2020: Why don't they install a plasma filtration system and use the anti viral properties of the ozone scrubbers to lower virus in the air?
- Report from 07/27/2020: My Navy Reserve squadron had a COVID outbreak and the Commanding Officer directed everyone to self isolate for two weeks. I am trying to find the process to notify the company of this falls under the government quarantine part of the LOA. My issue is that I am supposed to go to CQ tomorrow, so need an answer quickly. Thank you.
- Report from 07/31/2020: I would like to make mention for the association to possibly gather more details or if others have expressed concern or issue. In the month of July I have flown a normal schedule. Approximately 75 hours of flying. I have concern that chemicals and disinfectants being used in the aircraft cleaning process are causing an irritation issue for me. During flight operations I am noticing a throat irritation that causes dryness, allergy type draining of the nostril and back of throat. I ensure that I am not on board the aircraft during sanitation process itself.
- Report from 08/12/2020: I was very sick in February before COVID testing was readily available. I have since had two antibody tests and both came back positive. Recently I have developed a cough that is similar to my COVID cough. But I am not sick and I've been tested for active COVID and it was negative. So I'm wondering if this cough is an after effect of having COVID. Are there any post-COVID effects noted anywhere? At what point should I go back to a doctor? I've had this lingering cough for a couple of weeks. Also does ALPA have any resources for donating plasma for antibody help?

AIRLINE 3

- Report from March 2020: There is poor communication regarding the cleaning of aircraft. There was a potential case on a JFK to XXX flight but since the case was never confirmed positive we are unsure if the aircraft was ever cleaned.



AIRLINE 4

- Report from 04/15/2020: Airline 4 is unable to answer any questions regarding the cleaning process or materials provided to crews. We are unsure if there is communication problems with the company or if they are still working on a plan of action.
- Report from 04/17/2020: I was tested for Covid-19 on Friday, April 3rd and confirmed positive on Tuesday April 7th. Feel free to call me any time.
- Report from 03/19/2020: As requested by recent email, I am submitting this DART relating to SAFO 20009. I contacted the company scheduling department in the evening of March 19 by telephone that I was ill & headed to the ER and would not be available for work the next day. The ER diagnoses me as having COVID-19 (later proven correct when a POSITIVE result occurred on my test kit from the ER). I called scheduling again in the early morning of March 20th and advised them that the hospital as well as the local Health Department had advised me the entire crew should be considered infected. Scheduling did not remove the rest of my crew from their flights and they continued the rest of the 4-day trip. The company did not advise anyone I had flown with of my diagnosis and their probable infection. I was forced to try and reach out through friends of friends and other non-standard sources to contact the multiple pilots and flightcrew members I had flown with to advise them of my confirmed positive infection. The company refused to remove these pilots from work, and most of them continued to be scheduled for work by the company. I believe one or two utilized their sick time and own expense to not go to work. I tried to have the company advise my crew members by asking for it over telephone and by email several times. This never occurred. Attached is one of my emails I sent to the company advising them the health department had contacted me asking those crew members to be quarantined or at least advised of their possible infection.
- Report from 04/23/2020: No sanitizing wipes of any kind were available prior to our flight today. I have been off and away from airports since 3/25 so I don't know if this is a recurring problem. The flight attendant implied they almost never can acquire the wipes. My first officer mentioned that she had not seen any coming from the company but had gotten some from her previous captain, who had brought his own from home. This is why we need the FAA to enforce having the necessary cleaning supplies and/or cleaning the cockpit between crews. Without enforcement we will be unlikely to get the supplies we desire.
- Report from 05/01/2020: Flew Flight XXXX into Buffalo and deadheaded out on the a/c as it returned to ORD. No specialized cleaning was done in the cabin nor was there any cleaning of the flight deck. Crew PPE has improved. Each segment is provided with four masks, rubber gloves, and four alcohol wipes.
- Report from 05/03/2020: Company did not enact enhanced cleaning procedures promised during an aircraft turn from airport XXX to airport YYY. Observed as a deadheading passenger and the inbound operating captain. Company is supposed to be providing PPE per segment (masks, sanitizer wipes, sanitizer gel), but it was not provided on this flight segment and appears to be provided inconsistently. Company adherence to enhanced cleaning procedures is in need of improvement.
- Report from 05/09/2020: At the out station the cleaning crew came on and "wiped" down the plane before the customers boarded. It seemed to be Clorox or at least in a Clorox bottle which seems like a good start. The problem was the only part of the passenger seats that was wiped down was the seat itself. Not the area that passengers touch constantly, such as seatbelts, window shades, arm rest etc. Also the entire plane was supposedly wiped down in less than 10 minutes which I find impossible since it takes me over 10 minutes to wipe down the things I touch in the flightdeck.



- Report from 05/09/2020: The company only continues to provide limited sanicoms to wipe down the cockpit and headsets for each day. With multiple aircraft changes the ability to disinfect the flight deck after another crew. My crew also went to the CPO to refill a company given bottle of hand sanitizer and we were told it is only for XXX crew members only. I find this incredulous since our flying brought us into XXX through out the day multiple times. Where we are based should have no effect on being about to obtain cleaning products for our health when our trip locates is in a different base for work.
- Report from 05/15/2020: In base the aircraft between passengers was not disinfected despite having over 70% capacity on the previous flight.
- Report from 05/15/2020: Today flying from an out station into base we ended up having a tight turn which lead to not enough time to obtain wipes. The company is still only distributing sanicoms and Ops has no supposed access to any of these wipes. So on this tight connection we had no option of walking to another terminal and obtaining wipes from the chief pilot. Therefore leaving no opportunity to have wipes to sanitize the headsets and flight deck.
- Report from 05/14/2020: Enhanced cleaning procedure not performed prior to boarding. Cleaning crew sent only one cleaner who wiped each seat with the same rag, did not clean tray tables, and did not clean flight deck.
- Report from 05/17/2020: Enhanced cleaning procedure was not initially performed. Requested cleaning procedure be performed in cabin and flight deck directly with cleaners on board who made a call from the jet bridge phone to their supervisor, then performed the procedure.
- Report from 07/05/2020: On the last leg of my trip, I started to notice symptoms of COVID-19 which included lack of smell/taste. Tested positive the following day.

AIRLINE 5

- Report from 04/13/2020: SaniComs are still being provided to pilots. SaniComs not on the approved list.
- Report from 04/15/2020: The training center does not have a good process set up for instructors and there is a need for detailed cleaning guidance that matches the products being provided.



- Report from 04/20/2020: I flew the same airplane for two days. We arrived back from XXX around 1500L in YYY. After the passengers de-planed, two cleaners came on the plane wearing gloves only and had nothing else with them. They were on and about to get off the plane in less than 5 minutes. I asked the FA to ask if they were there to clean and she said yes. I asked the cleaners if they were going to disinfect the aircraft. They both looked at me with wide eyes and said they didn't do that and they thought someone else would. I asked the ramp agent if he knew who would come out to clean the plane. He said he wasn't sure and would follow up for us. I went back to the gate around 1830 to go to the plane. I was curious of the new procedures and wanted to make sure we had enough time to make sure the plane was properly cleaned for our passengers and other crew members. I asked the gate agent and they told me they didn't know if it was cleaned and I went downstairs to try and get on the plane early. I waited at the boarding door until 1920 for the gate agent to show up. I finally found someone to let me on the plane. After talking to Ops they told me the plane was cleaned at 1515, so it was the two cleaners who came out earlier with their gloves only and no cleaning material. I asked if they could verify if the plane had been cleaned and disinfected according to the new protocol, no one knew. The flight attendant found trash in the seat backs so we decided that it would be best to have the plane cleaned again to be safe. At one point Ops called us back while we were waiting and asked if the FA told the cleaners to leave because the plane was fine. We did not see any cleaners to tell them, they showed up around 1950. After talking with one of the supervisors, I was informed that the two agents that came out to the plane did not know the cleaning protocol so the plane was NOT cleaned or disinfected. We were told that they are only supposed to wipe down the tray tables on turn cleans. They told us the other cleaning machines were too big to fit on the plane so they never bring them on the aircraft. The cleaners wiped down the aircraft and followed the information that was provided to us via the company in my messages. They left us a virus kit. We boarded the aircraft and left for ZZZ 12 minutes late.

AIRLINE 6

- Report from 03/31/2020: Cockpit cleaning is nonstandard and the contractor has been witnessed not cleaning the cockpit but reporting otherwise. There are multiple accounts of visibly dirty cockpits being reported as "cleaned."
- Report from 03/27/2020: Adequate hand sanitizer is not available on aircraft despite no sink or soap onboard. When there is hand sanitizer, it is not an alcohol based solution.
- Report from 04/12/2020: The government in China is using invasive procedures on crews when entering the country. They are being bussed to the passenger terminal to wait in crowds to be tested and on some bases they are being sprayed with unspecified chemical mixtures to ensure they are disinfected. Some of the chemicals used are eye irritants and the percentage of chemical used in these sprays is unknown. Crew members who are currently being isolated in hotels are being pressured to join the government's isolation camps. This directly contradicts the guidance provided by Airline 6 management and crews are left "on their own" while trying to navigate the process. Airline 6 security was not accessible during this process for some flight crews despite their commitment to oversee the health clearings.
- Report from 04/09/2020: Social distancing in the flight deck is not possible. Should it be mandated to wear cloth or mask protection to prevent the escape of particles from the mouth. Asymptomatic crew members may unknowingly spread the virus. I recently purchased the enclosed items to wear next time I work, a suggestion made to me by my two daughters who are medical professionals. Website buffusa.com, known as multifunctional headwear. This headwear can easily be slipped down to the neck in case the O2 mask needs to be immediately used.



AIRLINE 7

- Report from April 2020: SaniHands are still being used to clean the cockpit and are not on EPA list N of approved items.
- Report from May 2020: Our training department resumed CQ ground school and the instructor attempted to lead the group in donning emergency equipment while we have an exemption to use alternate means to satisfy the requirement during the pandemic. The instructor was unaware of the exemption, and this is after the pilots were informed via email that alternate means would be in place for our safety. The MEC has addressed the company directly. Additionally, the company will provide face coverings for crew, but the hour at which [a pilot] was dispatched, there were no masks readily available, nor was anyone available to assist him. We will now be able to procure masks from Inflight supervisors, but communication on this has not been published yet. We are currently awaiting a response from the company on a myriad of safety concerns regarding their COVID-19 preparedness plans and policies, and we have grave concerns that our pilots will not be adequately protected or educated on how to protect themselves, based on the company's communications to date.
- Report from May 2020: Another point of concern is tracing and tracking crews with exposure to COVID-19 and ensuring CDC guidelines are interpreted to handle the way airline crews are scheduled and replaced. Two days ago, a Captain was replaced mid-pairing after he was identified as having exposure to a Flight Attendant who tested positive for COVID-19. Scheduling did not remove and replace the whole crew, just the Captain. The replacement Captain was not made aware of the reason why he was being called in, further placing the burden of his protection from the virus on him.
- Report from July 2020: I'm not sure whether to file this under Health or Training, so feel free to forward as necessary. I am one of the many B717 pilots and instructors scheduled to attend CQ in [CITY] in August. The state of [STATE] is reporting an average of 3,000 COVID cases per day according to the Department of Health. In addition, the [County of training center] County Epidemiology Report indicates that of the 3,953 new diagnoses made between June 25 and July 08, the central portion of the county (city- metro area) accounted for 50% while the northern and southern parts accounted for 20% and 19% respectively. The report is attached to this DART. In addition, the Governor of [State] "...extended the state's COVID-19 restrictions, which strongly encourage the wearing of masks, but stopped short of requiring them in public, calling such a measure 'a bridge too far.' His order explicitly rescinds mask orders in such key cities as [Three cities] and, along with more than a dozen other local jurisdictions where similar directives have been issued. Given the rising number of cases and the lack of governmental mandate for preventative measures, what steps are being taken to ensure the safety and well-being of all pilots and instructors who are scheduled to attend training in [City]? Thank you for any insights you can provide.
- Report from July 2020: I have a quick question concerning the XX JUN 2020 crewmember exemption letter regarding the Governor's 14 Day Self Quarantine. I recently booked a hotel reservation XXX so my family and I can take advantage of the XXX Employee discount. I have since been scheduled to fly a 2 day trip to XXX prior to our scheduled reservation date. Can I please get clarification on my exemption as the exemption letter states, "Persons traveling from the State to perform critical infrastructure functions... Upon return to their [State] residence, such persons will NOT be subject to the self-quarantine so long as they wear appropriate protective gear and follow the social distancing requirements identified in Section III.D of this Proclamation." I fully intend to comply with the requirement to wear protective gear and will continue to practice social distancing, but I want to make sure I've properly interpreted the letter as it pertains to; (A) any refined crewmember/essential worker exemptions and/or restrictions and (B) the quarantine restrictions having been lifted for travel. Thank you.



- Report from July 2020: In the event that a household member has COVID-19 symptoms and is awaiting COVID-19 test results, am I required to quarantine and am I pay protected even if the test comes back negative? I am asymptomatic.
- Report from July 2020: I have a question about the state quarantine. I'm a resident of XXX and have off from work until August 10th, so I travelled to YYY to visit a friend for a while. When I return to XXX, I just want to confirm that I'll be subject to the 14-day quarantine but can still go to work if called in. Also, when I return to XXX, would I be able to leave again for the YYY during the remainder of my days off for personal travel, or am I required to stay in XXX upon return?
- Report from August 2020: If commuting into XXX for work from the YYY before Sep 1 and I have a negative COVID19 test result, do I need to quarantine?
- Report from August 2020: I am concerned that the company is not being as proactive as needed when someone who tests positive for Covid-19 comes back to work. Maybe it's changed since then, but our ground instructor disclosed to us that they had tested positive for the virus a while back from the flight attendant training cluster, and he was not required to test negative before returning to work, only attesting that he was symptom free for a certain amount of days. I am not really concerned that I would get it now as it has been weeks since they "recovered", but it just seems not in our best interest to be sure they are ok before sending them back in to teach.
- Report from August 2020: I worked a XX flight yesterday coming back from XXX. I used the new web based platform to provide data to the officials at the State of YYY travel desk. They scanned my QR code that was generated from the website and said I was good to go. Last night I received a text saying don't forget to check in daily for 14 days. I think the program thinks I was a regular traveler. What should I do now?
- Report from August 2020: Arrived XXX Monday on flight ##. Completed the state online arrival forms prior to arrival and scanned their given QR code upon arrival. Indicated on the forms and upon arrival I was crew and was told I was still covered by the aircrew exemptions. However since arriving I've received daily texts and emails warning me to complete daily online checkins regarding my health. I have subsequent off [trips] however can't contact the state to remove me from these daily notices and verify if I need to complete them or not? Can you please advise what we're supposed to be doing right now with regards to these daily checkin requirements? Please feel free to call if anyone has advice on this topic. Thanks-
- Report from September 2020: I am scheduled travel to XXX for training at the end of September. I am also being Furloughed on Oct. 1st., a few days after my return. What are the quarantine requirements upon my return to YYY? How do exemptions apply if I no longer hold a Company ID due to Furlough?
- Report from September 2020: Over the last few weeks I've noticed that some flight attendants have been using the ZEP disinfectant designated for cockpit use only in the cabin. In the times that I noticed it the cleaner was used to clean various surfaces such as the passenger seats as well as the various galley surfaces. I chose to not immediately address the issue in the off-chance that there was a policy change. I spoke with the duty officer after the instance in question yesterday and I was told there was no change in policy however, the flight attendant managers disagreed that the bottle is to be shared. As of today, the same duty officer notified me that another flight attendant manager found the section indicating that the bottle was to be exclusively used for cockpit use. It seems that it might be necessary for e-mail notification to be sent out regarding the improper use of the disinfectant since it is solely intended for pilot use.



AIRLINE 8

- Report from 04/14/2020: Flight Decks are being cleaned on RONS however there are complaints of visibly dirty cockpits after cleaning. There is no way to verify that this cleaning is happening or that it is effectively done.
- Report from 04/14/2020: There are no 70% alcohol wipes available and the higher concentration wipes are being delivered in very small rounds.
- Report from 04/14/2020: The Sani-Cide EX3 that is also being used directs that there is a 10 minute wait time prior to wiping the chemical off, however, Airline 8 task cards do not instruct to do this.
- Report from 03/25/2020: Flight attendant didn't call in sick out of fear of retaliation from the company. Ended up testing positive for COVID 19 days later.

AIRLINE 9

- Report from March 2020: Crewmembers are reporting that management is not being clear when informing that they have come in contact with a positive person. Management is not instructing crew members of the 48 hour self-monitoring period nor are they informing these crew members in a timely manner (within 48 hours of possible contact) or thfie day/time when they might have been in contact with a positive case of COVID19.
- Report from 05/09/2020: We asked for additional hand sanitizer from the agent passing out Safety kits and were told we only get the bottle we got in our first kit. Then we were given Sani-com.

AIRLINE 10

- Report from 04/09/2020: Departing IAD the flight crew requested catering and specifically additional water bottles. 6 Crew on board (all with late shows following day)–Catering responded stating they are no longer supplying water in the larger bottles, only small bottles are to be handed out. Personally drinking about 3 liters of water each day, I feel we still need to have water bottles supplied to each aircraft. Public water in hotels is generally found in the hotel gyms (closed) and if there is public a public water fountain, would that really the best place for us to get water from? Let's do what we can to ensure catering continues to supply our aircraft as needed by both crew and passengers.

AIRLINE 11

- Report from 04/08/2020: Airline 11 has started a marketing campaign regarding their steps to make the airline safer re: covid19. They have a video on their website (see above) where they use fogging technology. I would like to know what the name of the chemicals are that we will be exposed to, including the MSDS if possible. I would like to know what the side effects of these chemicals are regarding prolonged exposure. The company also claims that the Airbus 320 series aircraft completely cleans the cabin air every 3 minutes and I was wondering if the union has any information or proof to verify those claims?
- Report from 05/18/2020: Operated flight XXXX and XXXX on 5/18-19. Was not provided disinfecting wipes. None were available in the crew room and none were on board the aircraft. There were masks and a large bottle of hand sanitizer in the crew room, but nothing to wipe down the cockpit.



- Report from 05/27/2020: I feel like the company is doing a good job providing face masks. The health issue is not with the company but rather flight crew not wearing masks. Masks do not protect the wearer. They mostly protect those around the person wearing the mask. Therefore, if the captain chooses not to wear a mask even though the FO does, the FO is still at risk. I spoke with a fellow FO flying a line in May and he says masks come off as soon as cockpit door/cabin doors close. If I bring Covid home from work, I have members in my household who would be potentially hospitalized or worse by this virus. I am holding a reserve line in June. How am I to protect myself if crewmembers do not choose to wear a mask? I understand that the union's specialty is mediating with the company but what are we to do if the problem is within our own ranks because people don't research/understand how wearing masks is in effective mitigation tool for mitigating this virus?
- Report from 06/15/2020: My airline claims to screen temperature of all crew members. Screening is conducted by gate agents prior to boarding. The captain of my last trip gained his own access to the aircraft prior to the gate agent reporting for the flight, and she never went down to the aircraft to screen his temperature.
- Report from 08/01/2020: My airline says that masks must be worn by everyone, the only exception is children under 2. What about people with ADA exemptions or doctor's note? I don't care to get sued under an alleged ADA Violation.
- Report from 8/15/2020: XXX shuttle from Hilton [location] @ 0730 am Monday 8/9/2020 was overloaded with crew members riding to work. Possibly 12 passengers in a 10-passenger vehicle. Seatbelt issue aside, can't claim to have felt comfortable with the shoulder to shoulder seating, although masks were worn by all. Is this proximity considered an acceptable and expected condition? Also curious about what hotels are doing to ensure shuttle cleanliness? Thanks.

AIRLINE 12

Report from 04/23/2020: RE 1st VP Fox's email:

- Airline 12 encourages the use of masks as described.
- Airline 12 is supplying all items listed. Additional supplies are thermometers available for each crew member and for FAs gowns and safety glasses.
- Airline 12 lavs are well equipped—in the aircraft which have a portable water system. More than half the fleet does not have running water. Those a/c are supplied with hand sanitizer in a pump bottle.
- Here's where they're falling down a bit. It his pretty well left up to the crews (both pilots & FAs) to clean as we see fit. They have said that there will be allowance made for any time required by an individual to clean. My opinion: with the amount of time the aircraft are sitting on the ground at major stations, most are sitting at least 7hrs between flights, there's no acceptable reason that the cleaning crews can't be the ones doing this.
- As for regulator merely recommending these practices—well that's not enough either. As the Government has designated airlines as essential they also need to require certain behaviors be completed with while off duty as well. Such as using protective items when doing necessary chores such as grocery shopping.



AIRLINE 13

- Report from 04/08/2020: While passengers were boarding the aircraft, the flight attendant discovered that there were no gloves or hand soap in the lav supply kit bag. I called Ops for a complete kit but there was no response. Are gloves and soap required for passenger flight or is it just on availability?
- Report from 04/09/2020: Just wondering how to clean hotel pillows.
- Report from 05/27/2020: I observed a Discrimination of airline personnel during temperature checks at XXX at terminal X at KCM access. There are airline crews with the option for "voluntary" temperature checks and others which are "required" temperature checks.
- Report from 06/18/2020: From company email. It is not clear if PIC or FO can refuse a passenger who refuses to wear a mask after boarding and before flight. Additional concern is if a passenger cannot wear a mask due to medical condition, then I doubt they are healthy enough to fly. OpSpec says we cannot board persons in need of supplemental O2 and cabin altitude will be lower than on the ground. We are not a medical flight.

AIRLINE 14

- Report from 04/09/2020: I'm a commuter, and the issue is about this recent change that crew members are not allowed to be assigned business/first class seats. My only concern is that this can put me around, and closer to most of the passengers in a given flight, and almost all the time on average. I was on a flight cltcut-off, where all of the seats except one in business were open, yet we (me and a couple other crew members) weren't allow to take seats in the front due to this new change. I'm completely against it, I still don't understand the benefit for this change, and don't understand how putting us essential crew members at higher risk by being around and closer to more people is something that is implemented for our travel.
- Report from 04/17/2020: XXX base is not staffed to receive masks all day and at XXX we do not pass through the base during a trip as we start and end there. I started my last trip 725 show time on a Thursday and no one was there. We either need to staff early to receive masks, be able to pick up in a different base or be able to receive masks at the end of a trip for our next trip.
- Report from 05/03/2020: Suggest that the company issue one extra Max at the end of a trip so that aircrew will have one to travel through the airport and pick up their allotted masks for their next trip/ reserve period.
- Report from 05/17/2020: My wife has been sick and after a trip to the ER, her along with the rest of the family have been directed to self quarantine for 14 days.



- Report from 07/03/2020: We had a XXX jumpseater out of YYY to ZZZ on flight XXXX on 7/3. Right at push time before closing the door the FA said there was a seat in the back so the XXX jumpseater took it. We changed the ACARS to reflect the change so the weight and balance was correct. However, we failed to realize that the open seat in the back was supposed to be blocked for social distancing. We acknowledged we were wrong for not verifying the seat was acceptable to be occupied and filed an ASAP on the mistake. After we departed the XXX jumpseater in the back refused to wear his mask. The FAs said they told him multiple times he had to wear it. Other passengers around the XXX guy that was not wearing the mask began to complain to the FAs saying they were going to file a complaint to PARENT AIRLINE if she couldn't make him wear the mask. I found out about the XXX jumpseater not wearing the mask after we arrived in ZZZ. Everyone including the XXX guy had deplaned and left by the time the FAs told me about this. If possible we need to address the XXX jumpseaters that they have to comply with our policies if they want a ride. It makes us as a whole look bad to have a pilot in uniform in the back refusing to wear his mask after being told multiple times. Thank you for all you do for us.
- Report from 07/16/2020: Good evening. My Mother lives with me and she just tested positive for COVID-19. I called the chief pilot and they marked me as sick until I get tested. I don't have any symptoms but the chief pilot told me that I can't Non rev back home. I live in in Fort Myers FL. I don't know what to do. I need to talk to someone please.
- Report from 07/18/2020: I attempted to receive face masks and a thermometer from the crew room/ company offices in XXX at 9am prior to my show time today. The office door was locked and the front desk unattended. The posted hours say the office is closed today and the front desk has a sign up saying they are also closed. I was unable to complete the intellex COVID reporting app due to not being able to obtain a thermometer. This is the second time I've not been able to obtain a mask during normal business hours. See previous report.
- Report from 07/25/2020: Still can't get access to company issued face mask or thermometer so I'm still unable to complete the intellex report with accurate data. Last week [Chief Pilot] told me to "do my best to self monitor." Which is what I will continue to do until I am on duty while the office is open.

AIRLINE 15

- Report from 04/10/2020: I've contacted my MEC Vice Chair on April 7th 2020, and Base Chief Pilot on April 8th regarding the quantity and distribution of Airline 15 Pilots and Flight Attendants who've tested positive for C19. I've not received an explanation from either of these first points of contact. Nor have I seen any corporate communications detailing the extent to which C19 is affecting both groups. At this point I feel as though the pilot group is deliberately being left in the dark. The first, most obvious question is WHY? Is there a disproportionately high number of employees affected by the virus which management wish to conceal? Some might dismiss me as paranoid but I'm not the only member of this labor group asking the same questions. Therefore, I tend to think it's a fairly reasonable question given the circumstances. I know for a fact that this information is being collected and monitored closely. I think we deserve to know the truth about the extent of the virus's effect on our unique work environment, and co-workers health, so we can make informed decisions moving forward.



- Report from 06/17/2020: This is just a general question, not particular to any single flight. FYI, I emailed the XXX Chief Pilot this suggestion back in March and while I think he forwarded it up the chain but I do not know of any further action, XX did not change any SOPs. COVID is spread through the air, and in an airliner cabin you have a lot of people in a confined space. For my airline, there has been no change in SOP regarding PACKS/airflow. I know that a lot of aircraft are equipped with HEPA filters, but from a risk standpoint, what is lowest risk: 1. Continue with current SOP regarding PACKS/airflow 2. Always have PACK flow set to high in your aircraft regardless of occupancy to have max airflow circulating 3. Have PACK flow set to high and keep cabin recirculation fans off, so that cabin air isn't recycled at all, rather all air is new air coming in from the outside. If ALPA did an analysis and came up with a recommendation here, it would be beneficial to helping stymie the virus spread.

AIRLINE 16

- Report from 04/09/2020: Hotel desk is refusing to move me or other crewmembers to a hotel location that isn't downtown in one of the hardest hit covid cities right now. I don't find it safe to have our crewmembers downtown.
- Report from 04/03/2020: Was exposed to another crew member in Shanghai that tested positive. Have been relieved from flight status for 14 days. No follow up from company or any medical personnel.
- Report from 04/08/2020: What is the FAA stance on pilot crewmembers wearing a facemask (such as N95) while at a duty station? Airline 16 is now providing masks at some domiciles. Are the pilots authorized to fly in seat while wearing the mask? Thank you.
- Report from 04/09/2020: A recent company communication indicated that some of our bases (with others soon to follow) are conducting temperature screening for COVID 19 upon arrival at the airport. If we are pulled off a trip for having a high temperature what will happen. Will be required to quarantine in place and if so who pays for our accommodations for the 14 days? Are we paid for the time away? Sick listed? Please provide dome clarifications.
- Report from 04/10/2020: What are practical guidelines for pilots returning home after flying to and staying at Covid epicenters such as Newark? In other words, what should we do to protect our families?
- Report from 04/14/2020: Being that we are regularly in a position to be exposed to COVID-19, and with Airline 16 system and crews large amount of China flying, is there any plan by the company to do antibody testing of aircraft crews as soon as these tests become available? It would seem to me that Airline 16 crews in particular, second only to medical personnel, have very likely already been exposed to/sickened by COVID-19. I and many others believe we have probably already had this. Will the union be pushing for this testing?
- Report from 04/14/2020: Worked flight AAA, XXX-YYY today. Upon boarding, my new routine consists of wiping down all cockpit touch areas with the company provided disinfectant wipes. There were none in the cockpit, I searched the locations provided by Airline 16, none could be found. I asked the FM if there was another location, he didn't seem to be interested in helping. I then called station operations and requested more wipes. There was a plastic bag of Purell hand wipes and some small alcohol wipes, both not suited to disinfect surfaces due to small size. I would have used them all. A follow up call to station operations for the Lysol wipes was met with what I would call disinterest. We were unable to secure additional company provided disinfectant wipes prior to departure. My CA and I used our personal supply, which are nearly impossible to replenish. No one seemed to think this was a problem.
- Report from 04/22/2020: Crew was not provided protection kit for cockpit flight AAA. Had to request it.



- Report from 04/24/2020: I was not a member of this crew but I wanted to make sure you are aware of this incident. Thanks.

AIRLINE 17

- Report from 04/30/2020: A pilot who had recently been in the simulators had tested positive for COVID 19. Pilot in question was asymptomatic and tested positive after leaving the sims. Company indicated they have notified the appropriate personnel and have instructed them to self monitor. They claim that full CDC cleaning protocols were followed between sim periods and there is no risk to additional crews. ALPA is seeking formal clarity and challenging if the situation was dealt with adequately.