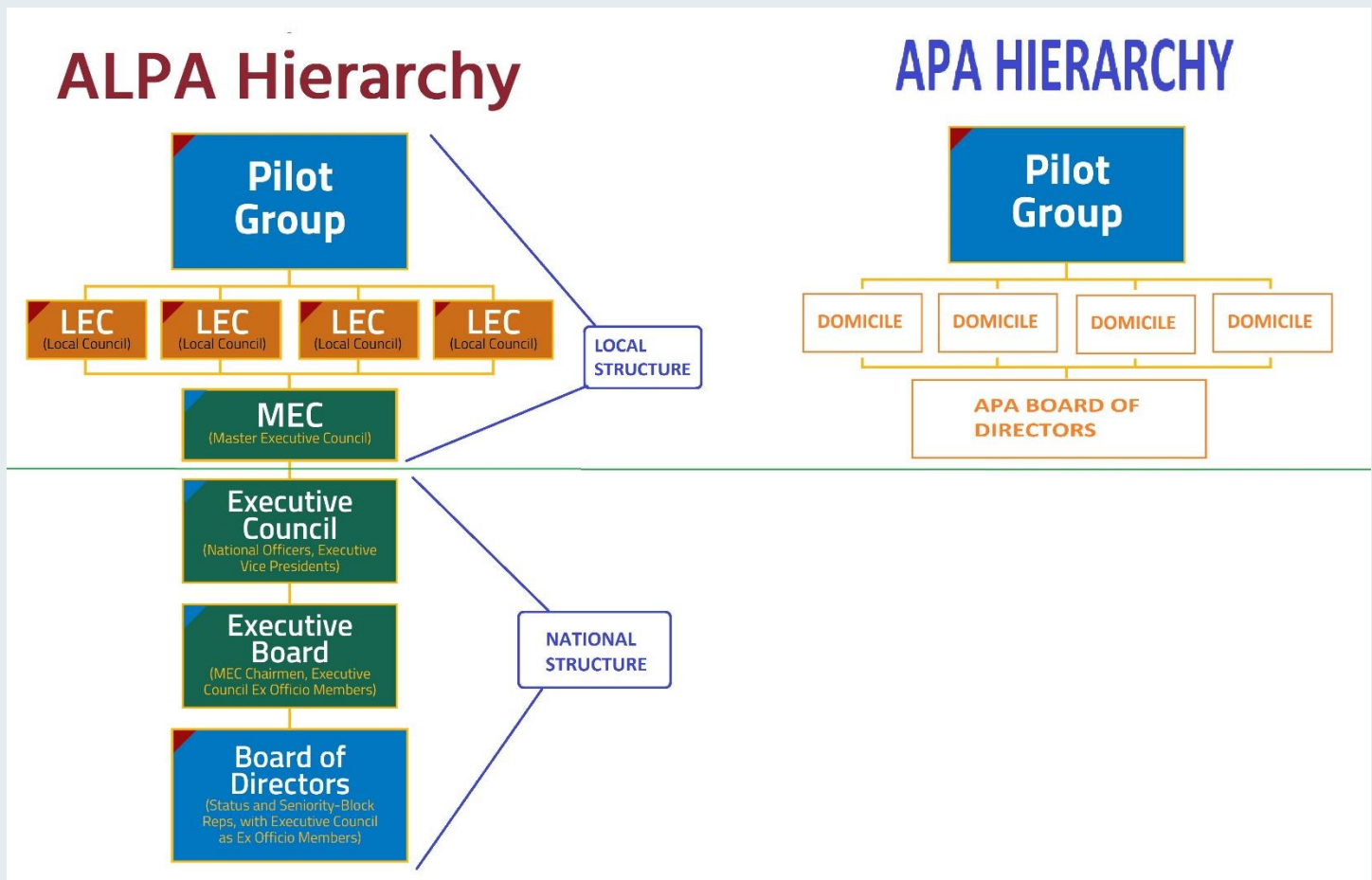


# AA PILOTS FOR ALPA

## The ALPA Structure Part V – National Governing Bodies

How AA pilots would be represented at the ALPA national level.

In the first of this series of articles comparing the structures of ALPA and APA, we presented the following graphic which details the separate local and national structures under ALPA:

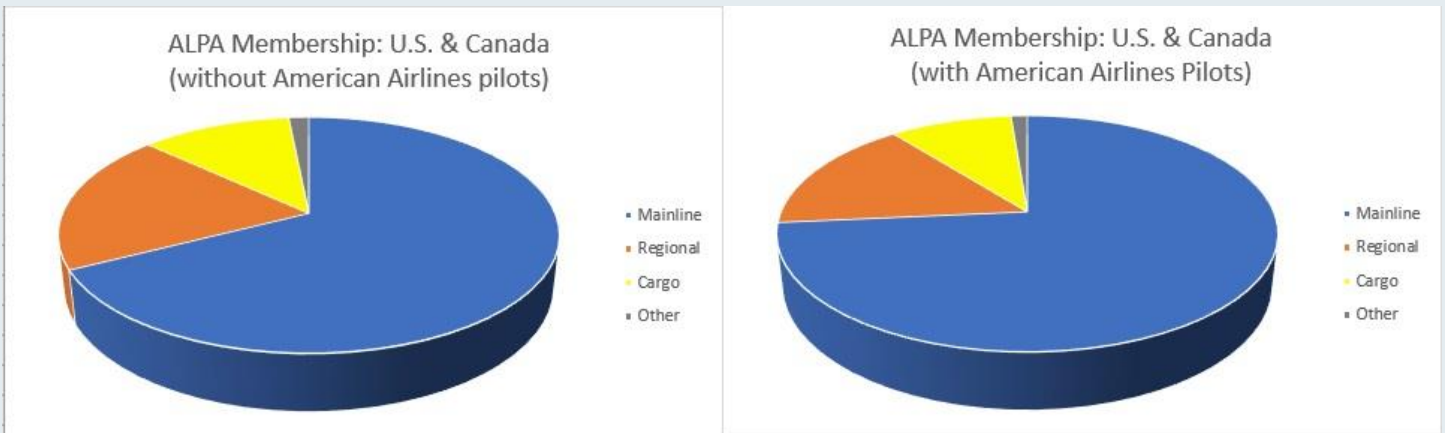


The previous articles in this series all focused on the *local* structure. This article will provide a brief overview of the *national* structure. As detailed in the graphic above, ALPA has three national governing bodies, details of which will be discussed in a future article. However, for purposes of this article, it is important to understand that:

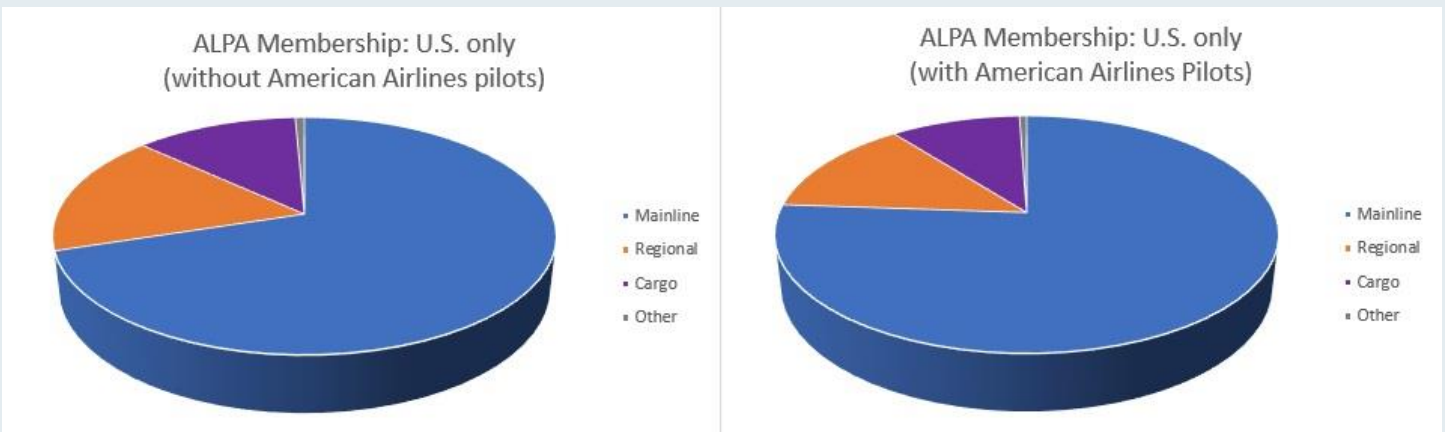
- American Airlines pilots would be one of ALPA’s largest pilot groups.
- American Airlines pilots would bring with us influence over all 3 of those national governing bodies in proportion to our size.
- ALPA’s three national governing bodies are comprised overwhelming by pilots from mainline passenger airlines.

One myth worth dispelling up front is that the “National” structure will never have pilots from another airline affect the way ALPA manages our internal affairs with our pilots and our airline. **Truth is, we will have every bit as much autonomy to engage our airline under ALPA as we do now.** The National governing bodies deal with other issues, but for those issues, we would have substantial influence as described in the graphics below. At the moment, we have none.

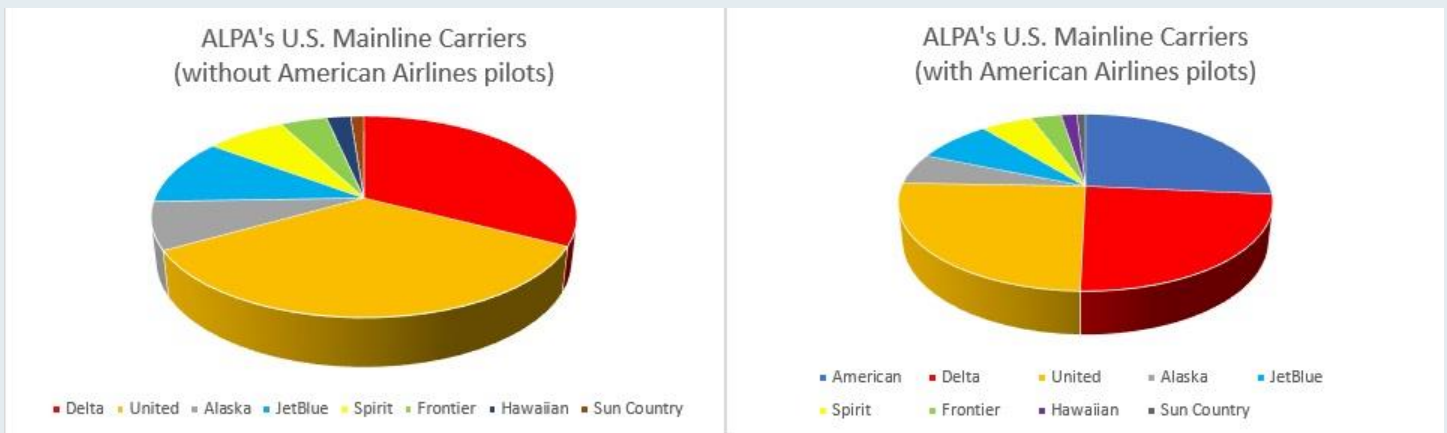
This first chart demonstrates the types of airlines that ALPA’s members fly for. ALPA represents pilots from a variety of carriers, from very small regional carriers in Alaska and Canada to mainline US legacy carriers such as United and Delta – and everything in between. However, as the graphic demonstrates, pilots for mainline passenger airlines comprise the overwhelming majority of ALPA members. Currently 67% (two-thirds) of ALPA members (in both the US and Canada) fly for a mainline passenger airline. If American Airlines pilots join ALPA, that number would jump to approximately 74% (nearly three-quarters).



This next chart demonstrates that ALPA’s passenger mainline majority is even stronger within the U.S. carriers: currently at 70% - but jumping to 76% with American Airlines pilots in ALPA. Regional carriers, on the other hand, comprise only 17% of ALPA’s members, and that number would fall to 13% with American Airlines pilots in ALPA. In fact, American Airlines alone has nearly 50% more pilots than all ALPA’s regional pilots combined.



This third graphic shows the breakdown of ALPA’s U.S. mainline pilots by airline. Currently United and Delta comprise 67% (two-thirds) of ALPA’s passenger mainline pilots. If AA’s 14,000+ pilots were to join ALPA, the Big Three carriers would comprise 76% (three quarters) of ALPA’s mainline pilots.



This fourth graphic shows the breakdown of ALPA’s largest legacy carriers as a percentage of ALPA’s total membership. Presently, the Big Two (Delta and United) comprise 43% of ALPA’s total membership. If the American Airlines pilots were to join ALPA, the Big Three (Delta, United, and American) would comprise 53% (just over half) of ALPA’s total membership.

#### Key takeaways:

- ALPA’s separate “National” structure would not take away our autonomy as to how we choose to represent our pilots and engage our airline.
- American Airlines pilots would become one of ALPA’s largest pilot groups with substantial influence over ALPA’s governing bodies.
- Two-thirds of ALPA’s members fly for mainline passenger carriers.
- If American Airlines pilots were to join ALPA, the Big Three carriers would comprise more than half of ALPA.