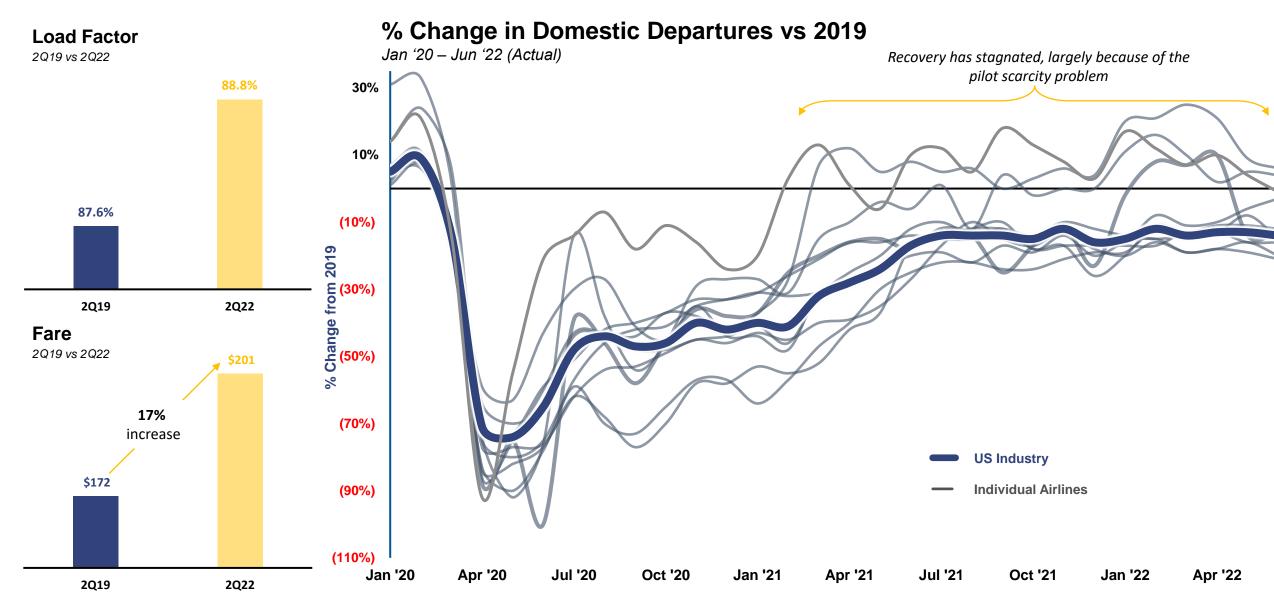




The domestic recovery has stalled



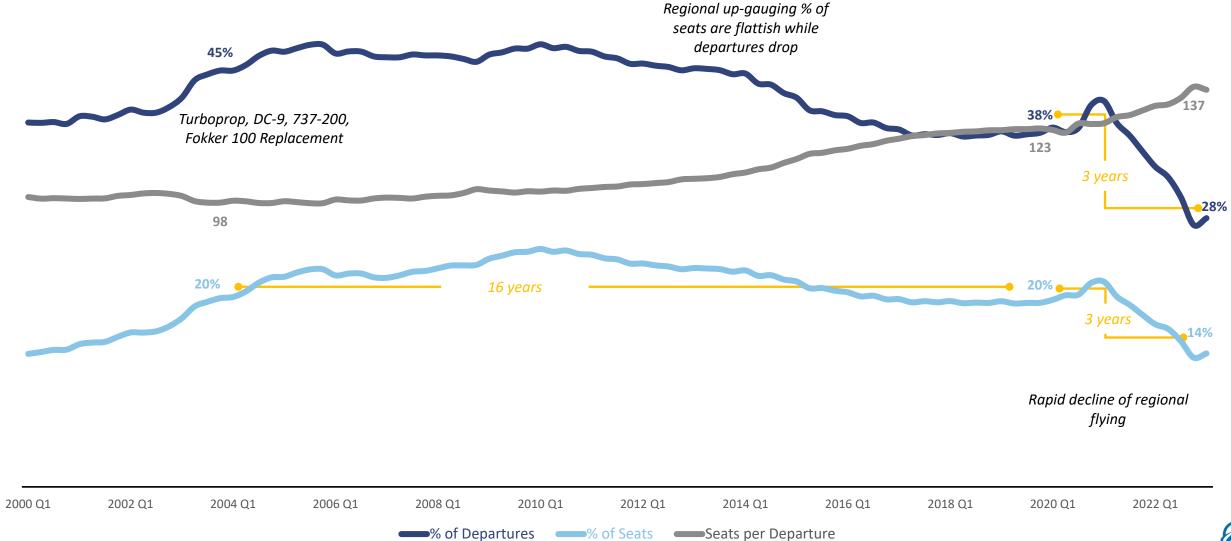


Dramatical altering the regional departure / seat balance

Regional % of domestic seats & departures

2003 Q4 vs 2019 Q4 vs 2022 Q4(estimated)

Source: Airline schedules filed with Cirium

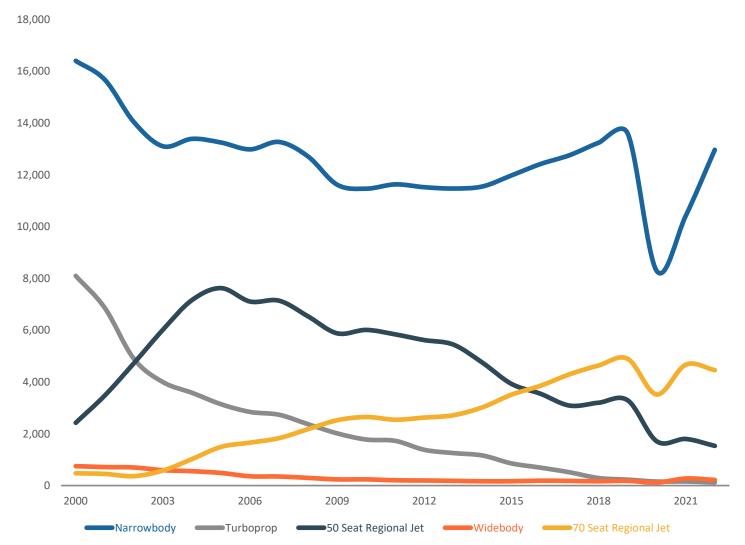




Leading with changes in equipment capacity

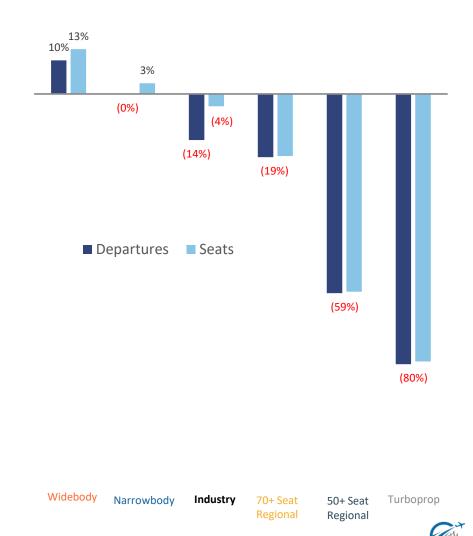
Domestic Departures per Day (Equipment Type)

2019 Q4 vs 2022 Q4(estimated)



Domestic Distribution seats & departures

2019 Q4 vs 2022 Q4(estimated)



Source: Airline schedules filed with Cirium

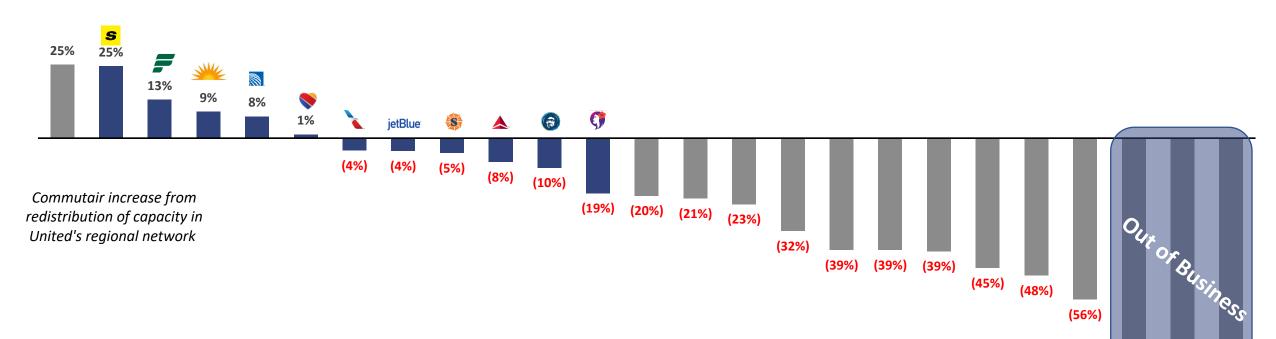
(100%) (100%) (100%)

And changes in airline capacity

Capacity Change Distribution

2019 Q4 vs 2022 Q4 Scheduled



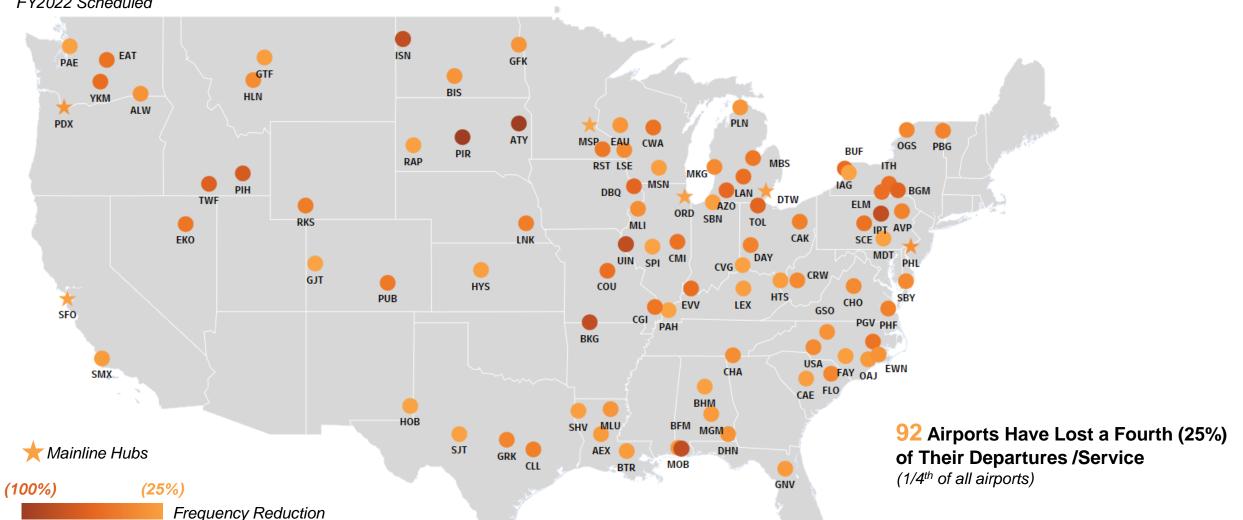




Resulting in real loss of air service

Airports with lost service from brand airline

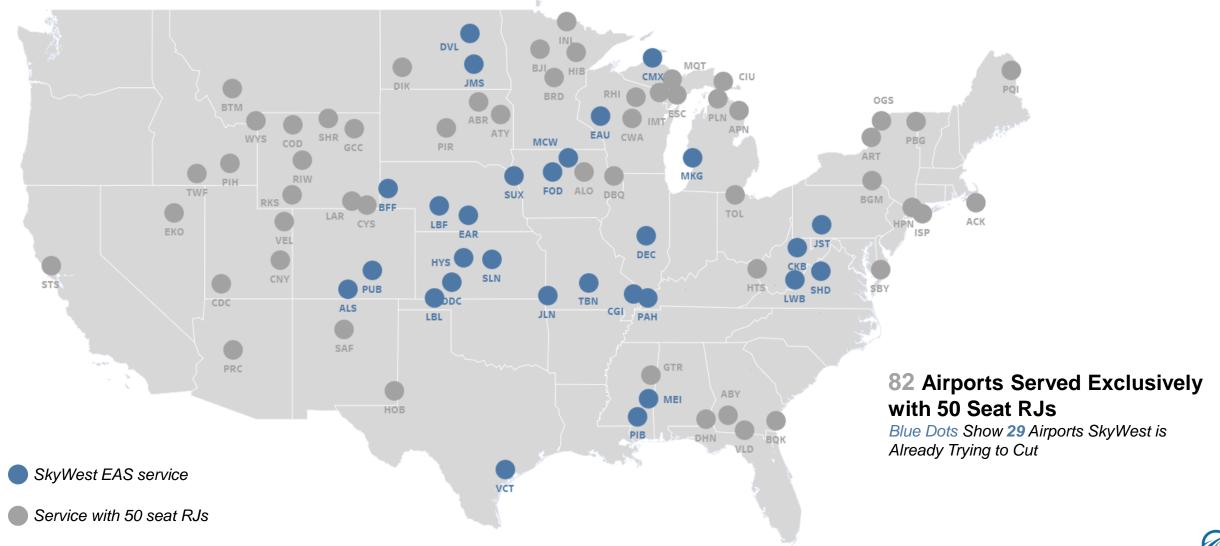
FY2022 Scheduled



And significant risk of additional air service loss

Airports Served Exclusively with 50 Seat RJs by Network Carrier

FY2022 Scheduled

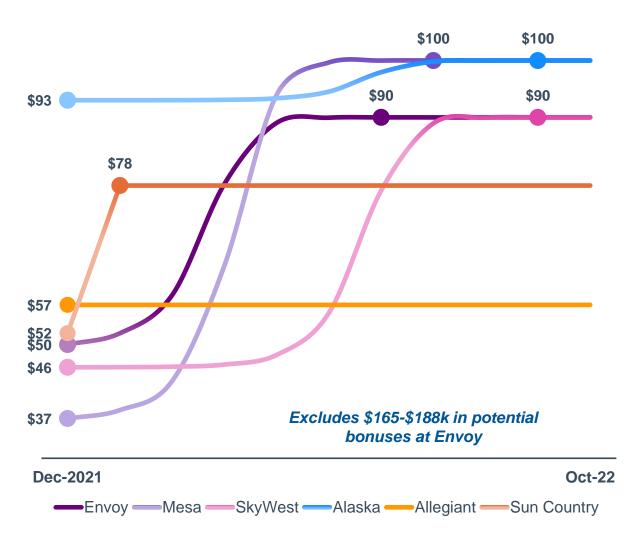




First year pay changes – first officer (FO)

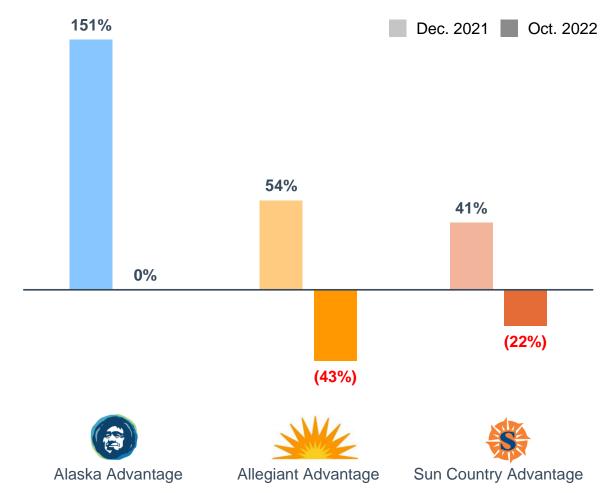
Pay Distribution 2021 vs 2022

First Officer first year (1)



Mainline vs. Regional Pay Advantage/Disadvantage

First Officer first year (1)

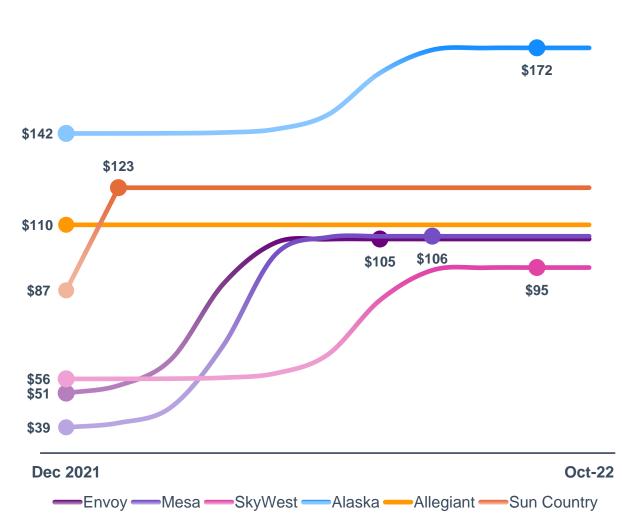




Third year pay changes – first officer (FO)

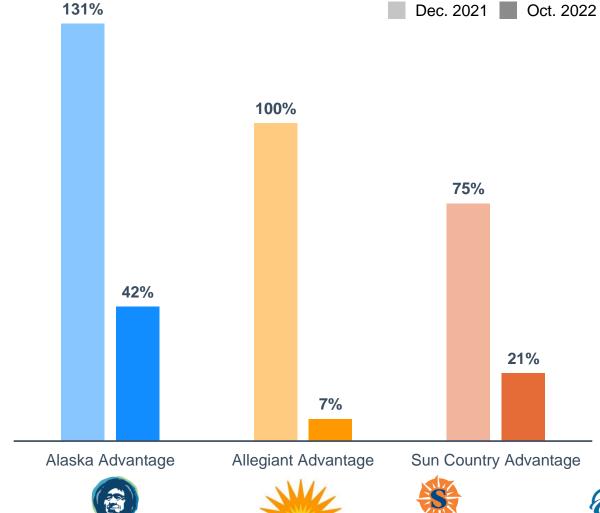
Pay Distribution 2021 vs 2022

First Officer three year (3)



Mainline vs. Regional Pay Advantage/Disadvantage

First Officer three year (3)



First year pay changes – captain (CA)

