



June 20, 2025

Fellow Pilots,

Yesterday, we reaffirmed a simple truth: under the *Railway Labor Act (RLA)*—not “Railroad”—Allegiant pilots have the right to choose their representation. We also warned that fear-based tactics would follow, and within hours, the unelected trustee proved us right.

Once again, his latest message wasn’t leadership. It was a defensive outburst. It only underscored why Allegiant pilots are organizing—quietly, confidently, and by the hundreds.

This is the same tired rhetoric we’ve heard for the last 16 months. It’s exhausting to be told what’s best for us by someone who’s never flown a single hour at Allegiant—especially someone still defending a record filled with missed opportunities, lost ground, and empty noise.

Each time you hear the trustee complain of the “atrocities” of the past 16 months, remember this: every one of those events happened under his leadership. This is smoke and mirrors—an attempt to shift your attention away from a rapidly growing ALPA drive by blaming circumstances he’s directly responsible for. Don’t fall for the misdirection.

When most leaders are challenged, they point to results. But the trustee can’t. Instead, we’re handed recycled narratives, vague threats, and more delay—without a single plan to move forward.

That leaves us with a real question: do Allegiant pilots want to be represented by a union that has successfully negotiated and represented pilots at Delta, United, Alaska, Hawaiian, Spirit, and JetBlue among others? Or are we content being led by a group whose track record comes from representing pilots at Northern Air Cargo, Aloha Air Cargo, Cape Air, Horizon, ABX, Silver, and Atlas?

Expecting the IBT to deliver a contract on par with our major airline peers is like expecting a Cessna to fly a transcon route with a full cabin. It’s not built for that kind of mission—neither is the IBT.

This isn’t just about negotiations—it’s about contract enforcement, arbitration, education, lobbying, planning, and communication. Across the board, the IBT continues to fall short.

The trustee’s latest message dismisses the concerns pilots have been voicing for months. But this isn’t about just the proffer of arbitration—it’s about everything that came before it, everything that followed, and everything that still hasn’t happened. The LAX base closure. Weeks of silence. No strategy. No vision. Now, vague suggestions of “redoubling the fight” if the NMB denies their request—despite the legal risks tied to encouraging unauthorized work actions.

Let’s be clear: we don’t believe in appeasing management. Not in bargaining. Not on GOM changes. Not ever. This movement has never consulted with management—nor would we. Their involvement would not only be unwelcome, it would be illegal. This is a pilot-led effort, driven by a shared demand for change.

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We also reject the idea that strong representation is about vulgar outbursts or emotional rhetoric as seen in recent webinars and written “updates.” We don’t want theatrics. We don’t want forklift drivers on a picket line or a semi horn blasting for effect. What we want is to be joined by our fellow airline pilots—peers from across the industry—standing with us in solidarity, because we are respected as equals, united under ALPA.

While others resort to noise, this movement grows in quiet resolve. Pilot by pilot. Base by base. Confident in purpose and organized by the hundreds.

This isn’t emotional. It’s overdue.

In Unity,  
G4P4A Organizing Committee