



June 8, 2025

Fellow Pilots,

If you needed a sign that this movement is working, look no further than Friday's message from the IBT trustee.

The more unified we become in seeking real representation, the more desperate their tone becomes. That message wasn't strength—it was a reaction. Another attempt to confuse, distract, and divide. But the pattern is familiar: drama over facts, fear over truth. And it's only happening because pilots are stepping forward and taking control of their future.

We won't respond with noise. We'll respond with facts, with focus, and with purpose.

They promised strength. We got a spectacle.

When the IBT imposed emergency trusteeship, pilots were told we'd finally—after nine years—see the “full might” of 1.3 million Teamsters. Instead, we've seen more delay, more dysfunction, and more division. While contract negotiation sits idle, the trustee has focused more on defending his authority than advancing our interests—more concerned with preserving control than delivering progress.

Now, he claims this movement is somehow aligned with management. That's not just false—it's dishonest. The truth is, we're not giving management an opening—the IBT's ineffectiveness already did. Their failure to lead, internal instability, and refusal to evolve have created a power vacuum that management is more than happy to exploit. This movement is a direct response to that failure.

Even the trustee's own words make the case. In quoting Allegiant's former CEO, he highlighted:

“The lack of experience, lack of basic business knowledge was readily apparent. At the bargaining table for the past three years, none of the 2118 representatives (including their legal counsel) had any previous experience at airline labor negotiations.”

Two of those same negotiators were removed—only to be reappointed and promoted under trusteeship. His current team of “experts” draw largely from experience with mechanics, dispatchers, and IBT pilot groups at airlines such as Atlas, Northern Air Cargo, Cape Air, and Silver Air. These may be aviation employers, but they are not representative of the unique complexities and leverage involved in negotiating for a mainline Part 121 pilot group. This isn't reform. It's the same failed approach, dressed up in new titles.

By contrast, ALPA's legal and economic teams specialize exclusively in pilot contracts across nearly every major U.S. Part 121 carrier. Their track record includes negotiated wins at carriers like Delta, United, Spirit, and JetBlue. They understand the scale, strategy, and legal nuance required to deliver real gains for mainline pilots—and they've done it time and again.

G4P4A
101 S Main ST
P.O. Box 13
Crittenden, KY 41030

The fear tactics are unraveling.

They told you the retention bonus would disappear. False. It's protected under a signed agreement and remains status quo under the Railway Labor Act.

They told you health insurance would be lost. False again. Allegiant has confirmed in writing: if TeamCare walks away, pilots will see no lapse in coverage, no premium increases, and equivalent benefits in place immediately. That's not a favor—it's a contractual and legal obligation.

They even tried to convince pilots that decertification would require electing a "strawman"—a process the National Mediation Board formally eliminated in 2019. That claim was made during a trustee update in 2024—despite having no legal basis since 2019. It was never about informing pilots—it was about misleading them into staying quiet.

ALPA is what the IBT could never be.

We're not truckers. We're not warehouse workers. We are airline pilots—professionals trained to operate complex aircraft, make split-second decisions, and carry hundreds of lives in our hands every time we fly. Our work is held to the highest standards in the industry. Our representation should be too.

ALPA exists for one reason: to serve airline pilots. With nearly 80,000 members, it brings unmatched leverage, respected legal and economic expertise, and a deep bench of professionals who understand our profession because it's all they do. This isn't a side project—it's the mission.

The so-called "Super Squad" isn't some outside group. It's Allegiant pilots who got tired of watching our future delayed, diluted, and dismissed. They stepped forward—not because it was easy, but because no one else was going to fix it. That's what ALPA fosters: pilots leading pilots, backed by proven experts who know how to deliver results where it matters most.

That contrast defines what's at stake: real progress, or more of the same.

The dysfunction ends here.

After nine years of IBT letdowns, Allegiant pilots deserve better. If you've already signed a card, don't stop there. Talk to your fellow pilots. Share the facts. Ask the questions others won't. Help three pilots sign a card today. The future of our profession at Allegiant is being decided now—by those willing to step up and lead.

If you're still undecided, this movement is still fighting for you. We want a future where Allegiant pilots lead Allegiant pilots—where our decisions aren't made behind closed doors by an unelected trustee, but by the people who fly the line every day. So, dig deeper. Visit our website. Read the facts. Ask the hard questions. When you're ready, take action. Because the only way this changes is if we make it happen—together.

In unity,
The G4P4A Organizing Committee