

# Alaska Air Group

## 2019 Annual Stockholder Meeting Questions and Answers May 9, 2019

Please note: A name is indicated in response to questions answered by that individual during the meeting.

### **SAFETY**

***Does Alaska fly any 737 MAX planes, how many and how will you ensure that these planes are safe before you return them to service?***

Ben Minicucci: Our first MAX would be delivered in June and not planned for service until July. At this point we have no MAXs; three for the total year. Without question, these planes will not reenter service until the FAA lifts the grounding of the MAXs and we are 100% certain that these aircraft are safe to put back in service.

### **FLEET**

***How many 737 MAX aircraft are on order, and can Alaska cancel some of its 737 MAX orders?***

Brandon Pedersen: We have 34 of the MAX currently on order. As Ben just mentioned, three are scheduled to come this year. We placed that order back in October 2012 and we have no plans to cancel that order at this time.

### **LABOR**

***Are there any plans to integrate Virgin America mechanics and AMFA mechanics?***

Shane Tackett: Yes, we do intend to integrate the legacy Virgin America mechanics with our Alaska mechanics. We'd like that very much. It's important for our maintenance team to become one group and to our operation. Alaska pre-merger mechanics are represented by a union – the Aircraft Mechanics Fraternal Association – and under our contract with AMFA and federal laws that regulate airlines, we can only integrate those workers once AMFA has been recognized as the representative of legacy Virgin America mechanics, and once we are provided with an integrated seniority list. To date, AMFA has not filed to represent the legacy Virgin America mechanics and as such we cannot proceed integrating the work force. We have, however, provided legacy Virgin America mechanics with pay benefits and other work rules comparable to those provided to Alaska mechanics under their contract.