

Pro Statement IN FAVOR
of the
Pandemic Recovery LOA Tentative Agreement

When the year 2020 began, United pilots were in the midst of one of the greatest surges in prosperity in our history. We were adding pilots at a rate of nearly 1,000 per year, upgrades were available to any flavor of flying you preferred, and we were minting 20 new Captains a week. It was truly the best of times.

As winter turned to spring, and in spite of United's plan for another record summer, the global pandemic took hold and upended all our lives. None of us expected a downturn that could so quickly decimate passenger demand around the world, yet here we are. We are under assault, with massive displacements and catastrophic furlough plans that have only been avoided thanks to government intervention. The CARES Act lifeline ends October 1, with no extension in sight, and United will address its daily cash burn by furloughing tens of thousands of our fellow employees.

That is our reality as summer turns to fall. If we do not act, 2,850 pilots and their families who have already received furlough notices will be pushed out onto the street this winter. Another 1,000 or more will be furloughed next year. These 3,900 junior pilots need our help now. They are not just seniority numbers. Each pilot represents a family of ours facing the dual threat of the worst job market of the century and a global pandemic. The question before us is are we going to let the furloughs happen to a new generation of pilots while our airline shrinks drastically, or will we challenge the thinking of the past and find a better way to protect all of our careers?

The signers of this letter have debated and considered the details of the Pandemic Recovery Tentative Agreement and believe we have met that challenge. By now you should be aware of the TA's technical details and truly significant gains we have achieved, especially in light of the fact we are in a downturn. These include pay rate increase triggers, reserve improvements, an LTD increase and more. Additionally, as we slowly recover, we will do so with strengthened scope protections. Thousands of displacements will be unwound, enabling pilots to go back to seats they

held with pay rate protections used to disincentivize the company from displacing in the future. Those gains are there as acknowledgment for the load and sacrifice our pilots are shouldering. Ultimately, however, the main achievement in this agreement is saving our fellow United pilot brothers and sisters from the calamity brought about by furlough.

Nothing is inevitable and history doesn't just happen; It takes leadership and action to set a course and change your future. This airline was built on the shoulders of the United pilots who sacrificed over the years to preserve this career. In the 1980s, senior pilots, some with only months left until retirement, risked their pensions and jobs honoring picket lines to make life better for junior pilots and pilots not yet on the property. Our pilots held on and slogged it out through the darkest days of the Lost Decade after 9-11 and bankruptcy, and thousands of single or double furlougees kept the faith during the last great recession. None of us would be here without the work done by all those who risked everything to preserve our careers and keep building our airline.

Our predecessors sacrificed and worked to improve the profession on behalf of those below them, even for pilots who were yet to join our ranks. We now have the chance to change the old ways of doing business, reinforce what unity means, and take care of the pilots that are currently here. We ask the next generation to volunteer for ALPA, stay engaged, stay unified, fly the contract, learn our history, support ALPA, and wear the pin. We tell them it means we've got each other's backs. Now we can do more than just tell our junior pilots that they are part of a family - we can show them. Let's not turn our backs on them now when they need us the most. We can show that unity is more than just wearing your pin and defending the status quo.

Instead of looking at individual gains and losses, we must consider the increased value added to our entire pilot group. This will power our collective unity into the future. When it comes to protecting our careers, and protecting our most junior pilots from imminent furloughs, there is strength in numbers. Instead of massive furloughs and bumps, this agreement keeps pilots in their previous seats to be ready to capture opportunities in the market coming out of the pandemic. It also permanently improves the United Pilot Agreement going forward.

Now, what happens next is in your hands. By a 16-3 margin, your elected representatives on the MEC endorse this agreement and we urge you to cast your membership ratification ballot IN FAVOR of the Pandemic Recovery Tentative Agreement.

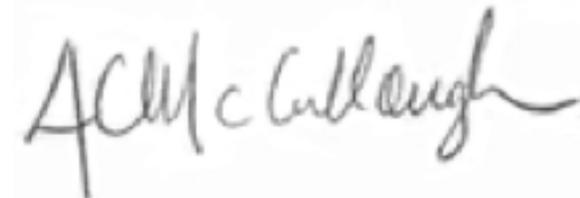
United MEC members IN FAVOR of the TA:



(NYC 5) Chairman Capt. Glenn Johnson



(DCA 11) Vice-Chairman
Capt. George Riley



(NYC 5) Vice-Chairman
First Officer Chris McCullough



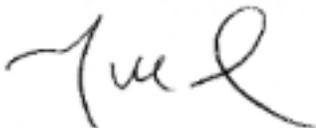
(DEN 33) Chairman Capt. Jeff Cramer



(NYC 5) Secretary-Treasurer
Capt. Phil Wenzel



(DEN 33) Vice-Chairman
First Officer Coleman Hamilton



(SFO 34) Chairman Capt. Noel Ojeda



(DEN 33) Secretary-Treasurer
Capt. Tracey Maddox



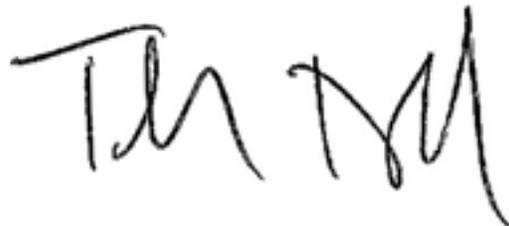
(SFO 34) Vice-Chairman
First Officer Steve Burson



(LAX 57) Chairman Capt. Scott Combest



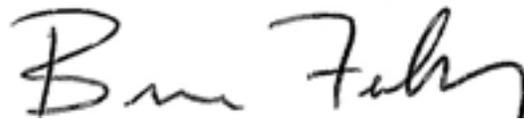
(SFO 34) Secretary-Treasurer
First Officer Amy Jayo



(LAX 57) Vice-Chairman
First Officer Tom Dowdle



(FTC 93) Chairman Capt. Chris Clay



(LAX 57) Secretary-Treasurer
Capt. Brian Finley



(FTC 93) Vice-Chairman
Capt. Mark Rosenhahn



(IAH 171) Chairman Capt. Jeff Quinn



(FTC 93) Secretary-Treasurer
First Officer Shaun Regan



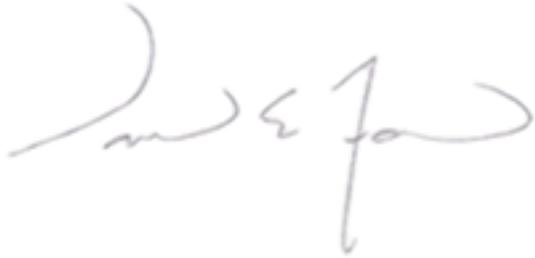
(IAH 171) Vice-Chairman
Capt. Nic Harwood



(CLE 172) Chairman Capt. Josh Kallet



(IAH 171) Secretary-Treasurer
Capt. Jamie Call



(CLE 172) Vice-Chairman
First Officer Dan Fahl



(GUM 173) Secretary-Treasurer First
Officer Darren Mollot



(CLE 172) Secretary-Treasurer
Capt. Steve Cousens



(GUM 173) Vice-Chairman First Officer Ben
Conroy