

THE PILOT SHORTAGE IS RESULTING IN AN AIR SERVICE COLLAPSE

400

aircraft are parked and remaining aircraft are under utilized.¹

43/50

states have **less** air service than pre-pandemic.²

317 (74%)

airports in the continuous United States have less service than pre pandemic and the average loss is 25% of their flights. 12 airports have lost all service and 37 airports have lost at least 50% of their service.

Carriers have exited 119 markets.²

2022 U.S. AIR SERVICE NETWORK



U.S. AIR SERVICE NETWORK WITHOUT REGIONAL AIRLINES



¹ <https://www.flightglobal.com/strategy/pilot-shortage-very-real-for-us-regional-carriers-struggling-to-keep-aircraft-flying/155254.article?adredir=1>
² OAG published schedules January 2020 vs. January 2024

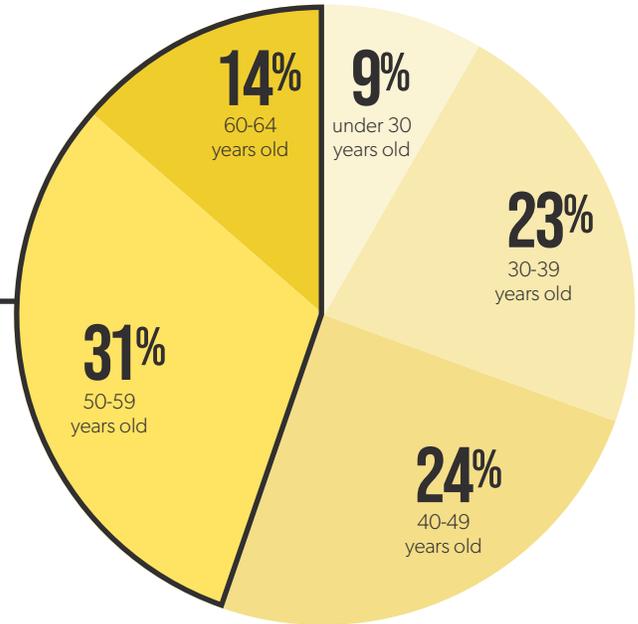
DEMAND FOR PILOTS EXCEEDS PRODUCTION

The pilot shortage is real and supported by clear data. Claims to the contrary are provably false.

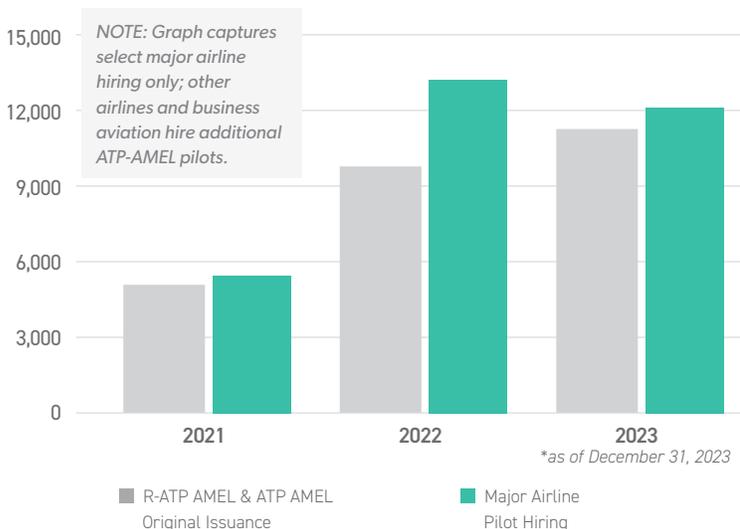
Since 2021, twelve major carriers alone have hired more pilots than were qualified with ATP AMELs. These pilots were hired primarily from regional airlines, exacerbating an existing pilot shortage. The shortage is being fueled by a coming tsunami of pilot retirements. Over the next 15 years, 50 percent of commercial airline pilots will be forced to retire at the age of 65.



Nearly
HALF
of today's Part 121 qualified pilot workforce face federally-mandated Age 65 retirement within fifteen years.



MAJOR CARRIER HIRING EXCEEDS PRODUCTION OF PILOTS³




16,204
Airmen MUST retire within 5 years.
This equates to
13.5%
of the total eligible pilot workforce.

³ Pilot Hiring history courtesy of FAPA.aero/Pilot Hiring History 2021 – 2023; Pilot production courtesy of Registry Services and Information Management Branch, AFB-730, FAA.