ALASKA AIRLINES FLIGHT PLAN TO NET ZERO BY 2040

2040

OPERATIONAL EFFICIENCY

We are exploring every opportunity to reduce fuel burn and carbon emissions within our operation, from gate to gate. We have long prioritized operational efficiency for safety, reliability and sustainability, and are laser focused on improvements. On-the-ground opportunities include preconditioned air use and single-engine taxi (where possible). In the air, we're using new technology to improve routes and save fuel.

FLEET RENEWAL

In 2021, Alaska took delivery of 11 Boeing 737-9 Max Aircraft. By 2026 we plan to have up to 145 MAX aircraft in our fleet. The new aircraft are 25% more fuel efficient than the aircraft they replace and we'll continue to work with Boeing on ways to improve efficiency over time.

SUSTAINABLE AVIATION FUEL (SAF)*

SAF is the aviation industry's most significant opportunity to significantly reduce carbon emissions. It is a safe, certified drop-in fuel that meets all jet fuel standards to reduce carbon emissions by as much as 80% on a lifecycle basis. In 2021, Alaska worked with partners like skyNRG to collaborate on future SAF production. We continue to work with corporate partners and government officials to push for ways to scale and mature the market for SAF. Today, there is not enough SAF at a volume and price that supports our operational needs.

**This is the most variable contribution to the pathway. It could contribute more or less carbon emissions reduction, based on how much we can advance the supply and commercial viability of the SAF market in the next 10 to 15 years.*

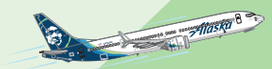
NEW PROPULSION TECHNOLOGY

Electric and hybrid-electric aircraft, including those using hydrogen, may be available for regional aircraft within the next two decades. In 2021, we launched a partnership with ZeroAvia to support development of hybrid hydrogen-electric powertrain technology for regional aircraft.

CARBON OFFSETS

Carbon offsets should always be the last resort of any effort to get to net zero. Air travel is one of the hardest sectors to decarbonize, and we need to evaluate every option until SAF and new propulsion technologies are viable and available at scale. For any carbon offsets we do use, we will work with third-party experts to source high-quality offsets with net offset value and a preference for carbon-removal and sequestration approaches which are durable, verified in carbon accounting, do no harm and do not displace emissions to another project.

CARBON OFFSETTING TECHNOLOGY



NOVEL PROPULSION

SUSTAINABLE AVIATION FUEL (SAF)*

FLEET RENEWAL

OPERATIONAL EFFICIENCY