20260827

"The Ten"
AA and APA Clarifications

1. Deadhead to Live Leg

Clarification: For Full Sequence Cancellations, the RFW Processor will incorporate changes to identify if the first duty period is a deadhead only duty period. Recovery Flying for the first duty period in these instances will be limited to a deadhead only duty period, unless the pilot is given prospective notice and provided legal rest prior to the assigned flight duty period. Compliance will be a manual process until programming is completed. Nothing herein changes the terms and provisions of the Deadhead to Live Leg Settlement Agreement.

Example: A 3D sequence with a deadhead only duty period on Day 1 is removed with a Full Sequence Cancellation. When assigning Recovery Flying for Day 1, the Recovery Flying for Day 1 will also be a deadhead only duty period (unless prospective notice and legal rest can be provided).

2. Original Sequence Footprint

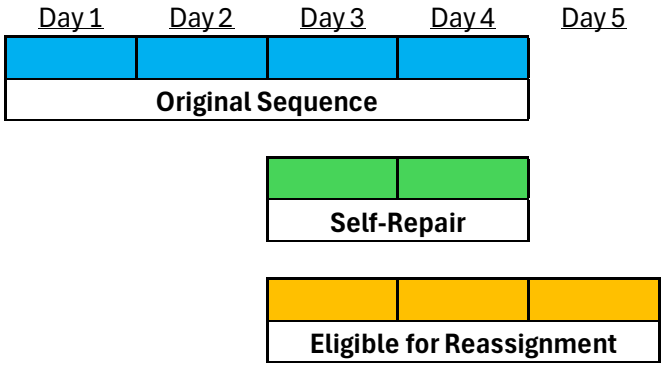
a. Self-Repair

Clarification: The original Sequence Footprint is the Sequence Footprint at the time of award or assignment, prior to any disruption (MIC) or Reassignment. When a sequence experiences a MIC and is subsequently processed as a Full Sequence Cancellation, making it eligible for Self-Repair, the Section 15.N.1 one Calendar Day restriction remains based on the original Sequence Footprint at the time of the award or assignment and is not modified by the Sequence Footprint of any Self-Repair sequence. Nothing in this clarification changes Q&A 4-49 and the RFW for the Self-Repair sequence in the event of a MIC on the Self-Repair sequence.

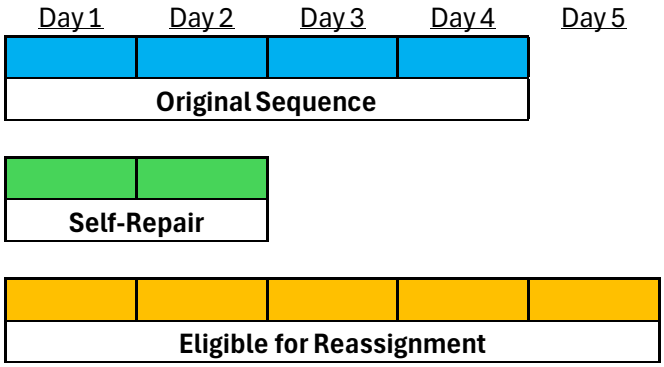
For a Self-Repair that satisfies multiple Full Sequence Cancellation RFWs, the original Sequence Footprint for the Section 15.N.1 one Calendar Day restriction is based on the latest original Sequence Footprint satisfied by the Self-Repair. See Example 3.

If the Self-Repair sequence has concluded (i.e., the pilot has been released), the pilot is no longer eligible for a Reassignment based on the Self-Repair sequence or its original sequence.

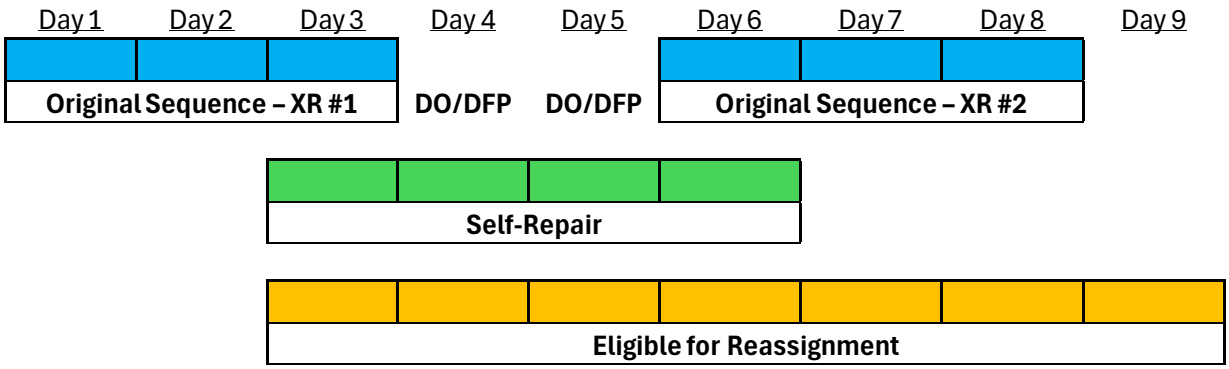
Example 1: A 4D sequence is Self-Repaired with a 2D starting on Day 3 of the original Sequence Footprint. Reassignments are limited to no later than Day 5 of the original 4D sequence.



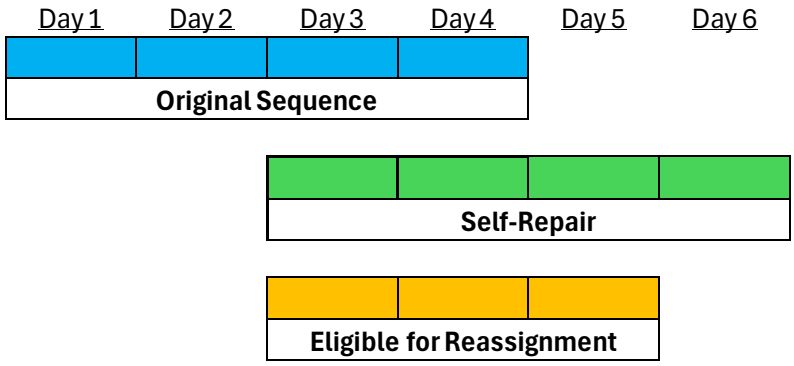
Example 2: A 4D sequence is Self-Repaired with a 2D starting on Day 1 of the original Sequence Footprint. Reassignments are limited to no later than Day 5 of the original 4D sequence.



Example 3: Two 3D sequences are Self-Repaired with a 4D starting on Day 3 of XR #1 and continuing through Day 1 of XR #2 (labeled Day 6 in the example below). Reassignments are limited to no later than Day 4 of the second 3D (XR #2) (labeled Day 9 in the example below).



Example 4: A 4D sequence is Self-Repaired with a 4D starting on Day 3 of the original Sequence Footprint. Reassignments are limited to no later than Day 5 of the original 4D sequence.



b. FTG on RO

Clarification: The original Sequence Footprint is the Sequence Footprint at the time of the award or assignment, prior to any disruption (MIC) or Reassignment. Sections 15.K.5.a.(4) and 15.K.6.c.(2). restrict post-fatigue-rest flying to the original Sequence Footprint at the time of the award or assignment of the sequence. If any segment of the post-

fatigue-rest flying extends beyond the original Sequence Footprint, all post-fatigue-rest assigned segments are a Reassignment and will be paid Reassignment Premium unless the flying is the first available flight(s) to base.

Example 1: The original Sequence Footprint is a 1D (DFW-PHL-DFW). After a MIC, the sequence extends into a 2D. The pilot is removed from the sequence with fatigue. When assigning post-fatigue-rest flying, the flying must be contained within the original Sequence Footprint of the 1D at the time of the award or assignment or be the first available flight(s) to base, otherwise such flying will be eligible for Reassignment Premium.

Example 2: The original Sequence Footprint is a 3D. After a MIC on Day 3, the Company assigns Recovery Flying within the RFW extending the sequence into a 4D. After the Recovery Flying is assigned, the Pilot declares fatigue and is removed from the remaining segments on Days 3 and 4 with fatigue. When assigning post-fatigue-rest flying, the flying must be contained within the original Sequence Footprint of the 3D at the time of the award or assignment or be the first available flight(s) to base. If the post-fatigue rest sequence ends outside the original Sequence Footprint, and is not the first available flight(s) to base, the flying will be eligible for Reassignment Premium.

3. Reserves Rejoining Reserve Duty

a. OG or PR, including Premium Tiers

Clarification: The original Sequence Footprint is the Sequence Footprint at the time of the award or assignment, prior to any disruption (MIC) or Reassignment. In the event of a MIC on an OG/PR sequence, Reserves will rejoin Reserve duty at the end of the original Sequence Footprint or at the end of the Sequence Footprint of the Recovery Flying performed, whichever is later. The resumption of Reserve duty is limited to originally awarded Reserve days prior to the MIC.

Example 1: A pilot is awarded a 2D sequence paid above guarantee (e.g., OG or PR) that signs in on their last DFP and overlaps their first Reserve day. The pilot is removed with a Full Sequence Cancellation and is not assigned Recovery Flying. The pilot will rejoin Reserve duty at the end of the original Sequence Footprint of the 2D OG or PR.

Example 2: A pilot is awarded a 2D sequence paid above guarantee (e.g., OG or PR) that is wholly contained on two DFPs. The pilot is removed with a Full Sequence Cancellation and is not assigned Recovery Flying. The pilot will rejoin Reserve duty on their next scheduled Reserve day.

b. Lineholder to Reserve Fly-Through

Clarification: The original Sequence Footprint is the Sequence Footprint at the time of the award or assignment, prior to any disruption (MIC) or Reassignment. In the event of a MIC on a fly-through sequence (Lineholder to Reserve), the pilot will rejoin Reserve duty at the end of the original Sequence Footprint of the fly-through sequence or at the end of the Sequence Footprint of the Recovery Flying performed, whichever is later. The resumption of Reserve duty is limited to originally awarded Reserve days prior to the MIC.

Example: A pilot is awarded a 4D fly-through sequence, with 2 days of flying in their Lineholder month and 2 days of flying in their Reserve month. After a MIC, the sequence concludes on the last day of the Contractual Month (Lineholder), and no flying extends into the Reserve month. The pilot will rejoin Reserve duty at the end of the original Sequence Footprint of the fly-through sequence.

4. Leading Deadhead NSHW Sequence MICs

Clarification: When a pilot NSHWs the leading DH of a sequence and that sequence experiences a MIC in Daily RO, the NSHW will be treated as the sign-in of the original sequence; any Recovery or Catch-up Flying assignments will be

processed as a mid-sequence MIC (Partial Sequence Cancellation), with the Recovery or Catch-up Flying assigned commencing no earlier than the original live segment and at the departure station of the original live segment.

For Future RO events, the Section 4.C.4 provisions apply. At Company option, the sequence will be repaired during the Repair Window, or a Full Sequence Cancellation may be exercised. The Company and APA will continue to evaluate these instances on a case-by-case basis, where a pilot may be unable to report for the RO assigned based on the sequence's header (departure station).

Example: A pilot is awarded a CLT sequence with a leading deadhead from CLT to FLL. The pilot no-shows the leading deadhead. During Daily RO, a cancellation of the first live segment occurs after the pilot has NSHW'd the leading deadhead. The mid-sequence repair will account for the pilot being in position at FLL, as originally scheduled, for the now cancelled live segment.

5. RO Versus AF Process and 50/100

Clarification: The first impacted duty period of a Reassignment is the duty period in which the pilot is no longer operating their original sequence due to the Reassignment whether or not segments are replaced, added, or removed. The first impacted duty period could be due to a Cancellation (MIC) where Recovery Flying or Reschedule are not assigned, but the pilot is instead reassigned. In the case of a MIC, the Company may elect to reassign a pilot in lieu of Recovery Obligation. Any such Reassignment satisfies the pilot's Recovery Obligation. In the event the Company elects to reassign the pilot in lieu of Recovery Obligation, any reassigned flying following the election, including all subsequent duty periods, until the sequence concludes or the pilot is returned to their original segment(s), are eligible for Reassignment Premium.

Example 1: A pilot is operating a 3D sequence. After the Day 1 duty period concludes as scheduled, the pilot is reassigned for Days 2 and 3. Because the Reassignment was based on the pilot's original report time for Day 2 and is the first impacted duty period, Day 2 is eligible for the 50% Reassignment Premium and Day 3 is eligible for the 100% Reassignment Premium. NOTE: This example is consistent with Q&A 15-73 and its examples, and is provided as foundation prior to reviewing the subsequent examples below.

Example 2: A pilot is operating a 1D sequence (ORD-CUN-ORD). Enroute back to ORD, the pilot is reassigned to ORD-DEN-ORD on Day 2. Although no segments were added or removed in the Day 1 duty period, the pilot's sequence no longer concludes due to the Reassignment. Day 1 is eligible for the 50% Reassignment Premium (although no reassigned segments were performed), and Day 2 is eligible for the 100% Reassignment Premium.

Example 3: A pilot is operating a 3D sequence (DFW-LHR-DFW). The last segment cancels prior to report time on Day 3. There is a segment on Day 3 that will return the pilot within the RFW. The Company reassigns the pilot to fly (deadhead or operate) to base on Day 4 – to a segment(s) that generates a release outside of the RFW and is also not the first available flight(s) to base – after an ODL in LHR on Day 3. Day 3 is the first duty period impacted by the MIC and because the Company elected to Reassign the pilot to Day 4 in lieu of Recovery Flying, Day 3 is the first impacted duty period that triggers Reassignment Premium. Accordingly, the segment(s) to conclude the sequence on Day 4 will be paid 100% Reassignment Premium.

Example 4: A pilot is operating a 3D sequence (DFW-LHR-DFW). The last segment cancels prior to report time on Day 3. There are no available segments departing on Day 3 that the pilot is QLA to be assigned, which requires an additional ODL on Day 3. After the unavoidable ODL in LHR on Day 3, the Company reassigns the pilot to fly (deadhead or operate) to base on Day 4 to a segment(s) that ends beyond the RFW and is also not the first available flight(s) to base. Because the Company elected to reassign the pilot on Day 4 in lieu of Recovery Obligation, Day 4 is the first impacted duty period that triggers Reassignment Premium. Accordingly, the segment(s) to conclude the sequence on Day 4 will be paid 50% Reassignment Premium.

Example 5: A pilot is operating a 4D sequence. On Day 1, all three Day 3 segments cancel. No Recovery Flying is assigned during the CAP and no Catch-up Flying is assigned prior to the originally scheduled report time of the next duty period on Day 2. The pilot must be returned to Base no later than the scheduled IN time of the disrupted segment.

Example 5(a). The Company schedules a DH to return the pilot to Base at the end of Day 2 and the pilot continues to fly all segments on Day 2 up to the point of disruption. While the pilot is still on duty and prior to the point of disruption, the Company elects to reassign the pilot for Days 3 and 4 in lieu of releasing the pilot and returning the pilot to base in accordance with Section 4.C.5.(c). Day 2 is the first impacted duty period because the Company elected to reassign the pilot instead of deadheading the pilot back to Base on Day 2. The 50% Reassignment Premium would apply to all reassigned segments on Day 2 (in this case, there are no reassigned segments on Day 2), and the 100% Reassignment Premium would apply to all reassigned segments on Days 3 and 4.

Example 5(b): On Day 2, while the pilot is on duty, the Company schedules a DH to return the pilot to Base on Day 3. After the deadhead assignment is made, and while the pilot is still on duty, the Company elects to reassign the pilot for Days 3 and 4 in lieu of releasing the pilot and returning the pilot to base in accordance with Section 4.C.5.(c). Day 3 is the first impacted duty period because the Company elected to reassign the pilot instead of deadheading the pilot back to Base on Day 3. The 50% Reassignment Premium would apply to all reassigned segments on Day 3, and the 100% Reassignment Premium would apply to all reassigned segments on Day 4.

Example 5(c): On Day 2, while the pilot is still on duty, the Company does not schedule a DH to return the pilot to base in accordance with Section 4.C.5.(c). and instead elects to reassign the pilot to segments on Days 3 and 4. Day 2 is the first impacted duty period because the Company elected to reassign the pilot in lieu of Recovery Obligation. The 50% Reassignment Premium would apply to all reassigned segments on Day 2 (in this case, there are no reassigned segments on Day 2), and the 100% Reassignment Premium would apply to all reassigned segments on Days 3 and 4.

Example 6: A pilot is operating a 4D sequence. On Day 1 after completing the first segment, all remaining segments for Days 1 through 4 cancel. In lieu of assigning Recovery Flying, the Company elects to reassign the pilot to new segments beginning on Day 2 and extending beyond the RFW. Day 1 is the first impacted duty period because the Company elected to reassign the pilot instead of assigning Recovery Flying, although no Reassignment segments were added or removed on Day 1. Days 2 through 4 are eligible for the 100% Reassignment Premium.

6. AF Inside RFW

Clarification: Following a MIC, flying assigned to a pilot which takes the pilot outside the RFW, if not the first available flight(s) to base, is a Reassignment and eligible for Reassignment Premium. This includes any segment(s) that may be within the RFW if part of the assigned flying the pilot is given which brings the pilot outside the RFW.

Example 1: A pilot is awarded a 1D sequence (PHX-ORD-PHX). Prior to sign-in, the PHX-ORD segment is cancelled. The Company elects to Reassign the pilot in lieu of Recovery Obligation and reassigns the pilot PHX-DCA on Day 1 and DCA-PHX on Day 2. Since there was no intent to return the pilots within the RFW, both segments are a Reassignment; Day 1 is paid 50% Reassignment Premium, and Day 2 is paid 100% Reassignment Premium.

Example 2: A pilot is operating a 3D sequence (PHL-DUB-PHL). While in DUB, the return segment (DUB-PHL) cancels. The Company elects to reassign the pilot in lieu of Recovery Obligation and reassigns the pilot to operate or DH DUB-JFK (inside the RFW) and JFK-PHL (outside the RFW) and the pairing is not the first available flight(s) to base. Even though DUB-JFK is contained within the RFW, because this routing is not the first available flight to base and is part of the assigned flying that is outside the RFW, both segments (DUB-JFK) and (JFK-PHL) are a Reassignment and will be paid Reassignment Premium.