



September 18th, 2026

DSL Review Report to the United Master Executive Council
Central Schedule Committee

October is a *thirty-one* (31) day (B) month: Tuesday, September 29, 2026, through Thursday, October 29, 2026.

Paid Holidays: None

Notable Holidays and Events: None

DSL Review Information

The monthly System Schedule (DSL) meeting to review the October 2026 *International* flying assigned at each Base was held at Willis Tower at 10 am on Thursday September 3rd, 2026. Attending for the company in person were Phil Middleton, Tim Wilson, Jason Silber, Scott Anderson and Robert Ginn while Shannon Pisciotto, Mary-Fran Oates, Krina Patel, Robert Poleski, Kaella Nowoc, Edith Sanfilip, Claudia Vegas, Sean Kincad, Lucille Bangura-Doxey, Grace Caplen, and Warren Rys attended virtually. In attendance in person for the Association were Chairperson Greg Jacobs, Vice Chairperson James Thrombley, Members Ryan Winkelman and Kaitlin White, while Jil Rualo and Karen Sullivan attended virtually. Guests of AFA in attendance were Shant Palouliau from Council 6, as well as LSC Chairperson Michael Simpson from Council 21.

The monthly System Schedule (DSL) meeting to review the October 2026 *Domestic* flying assigned at each Base was held virtually at 10:00 am on Friday September 4th 2026. Attending for the company were Jason Silber, Shannon Pisciotto, Scott Anderson, Mary-Fran Oates, Krina Patel, Robert Poleski, Kaella Nowoc, Lucille Bangura-Doxey, Grace Caplen and Warren Rys. In attendance for the Association were Chairperson Greg Jacobs, Vice Chairperson James Thrombley, as well as Members Jil Rualo, Kaitlin White, Karen Sullivan, and Ryan Winkelman. Guests of AFA in attendance were Shant Palouliau from Council 6 as well as LSC Chairperson Michael Simpson from Council 21.

DSL Report Structure

- ❖ [Resource Planning](#)

- [System Utilization](#)
 - [International Line Averages](#)
 - [Domestic Line Averages](#)
- [New Hires](#)
- [Special COLAs](#)
- [Transfers](#)
- [Fleet Update: 787 “L”](#)
- [Flight Attendant Staffing Concerns](#)
- [Understaffing](#)
- [Drafting](#)
- [Moved Flying](#)
- [Variable Staffing](#)
- [Augmentation](#)
- [Key Pages: Missing Transportation Vendors](#)
- [Key Pages: Missing Hotel Information](#)
- ❖ [International Flying](#)
 - [Update on Atlantic Flying](#)
 - [Atlantic Seasonal Resumption of Service Changes](#)
 - [Update on Pacific Flying](#)
 - [Pacific Seasonal Market Changes](#)
 - [Update on Latin America Flying](#)
 - [Latin America Market Changes](#)
 - [International Pairing Concerns: Unbookable Flights](#)
 - [International Pairing Concerns: Night into Day Flying](#)
 - [International Pairing Concerns: Unnecessary Double Deadhead](#)
 - [International Pairing Concerns: Return of Stand-up Overnights](#)
 - [International Purser Flying](#)
 - [International Purser Activations](#)
 - [Inaugural Special Purpose Flights](#)
 - [Annual Special Purpose Flights](#)
 - [CSC Monthly Quota Change Request](#)
 - [International Flying Summary](#)
 - [Destinations Flown as Weekly or Daily Frequencies](#)
 - [Monthly Widebody Equipment Changes](#)
 - [International Destinations by Base](#)
- ❖ [Language Qualified Flying](#)
 - [LQ Flying Concerns: Arabic](#)
 - [LQ Flying Concerns: French](#)
 - [LQ Flying Concerns: Dutch](#)
 - [LQ Flying Concerns: Spanish](#)
 - [Language Exceptions](#)
 - [Destinations by Language Position: October 2026](#)
- ❖ [Domestic Flying](#)
 - [Split Pairing Requests: October 2026](#)

- [Deadhead Change Requests: October 2026](#)
- [Additional Pairing Concerns:](#)
- [Connection Buffers](#)
- [Domestic Pairing Concerns: Increase in 4 Segment Duty Days](#)
- [Domestic Pairing Concerns: Operational Reliability in Chicago](#)
- [Domestic Pairing Concerns: Unnecessary Mixing of Night/Day Flying](#)
- [Domestic Pairing Concerns: Dedicated Crew Transportation on Minimum Overnights](#)
- [Domestic Pairing Concerns: Reliability of Minimum Layovers](#)
- [Domestic Flying Concerns: Co-Terminal Growth](#)
- ❖ [Reserve](#)
 - [Extra Day Off Reserve Lines](#)
 - [Insufficient Planned IP Reserves](#)
 - [Longest Blocks Allowed: October 2026](#)
 - [Reserve Utilization: August 2026](#)
 - [Reserves Worked Into Days Off: August 2026](#)
 - [Reserve Recommendations: Limitations for October 2026](#)
 - [Longest Blocks Allowed: October 2026](#)
 - Reserve Lines Available To Bid
 - [Language Qualified Reserve Lines Available to Bid](#)
 - [International Purser \(FSL\) Reserve Lines Available to Bid](#)
 - [Regular Reserve Lines Available to Bid](#)
 - [Regular Reserve Lines Available to Bid \(Satellites\)](#)
 - [Additional Reserve Lines to Provide Coverage](#)
 - [Reserve Lines Quota Change Request](#)
- ❖ [Open Time Process](#)
 - [Contractual Governance](#)
 - [Monthly Open Time Allocation Review Discussions](#)
 - [Breakdown of Hours set aside for Open Time](#)
- ❖ [CSC Administrative Information](#)
 - [Line Award Follow-up: Award Error Acknowledged](#)
 - [Company Personnel Changes: Departmental Liaison](#)
 - [Timeline for Building the October 2026 Schedule](#)
 - [DSL Guest Schedule](#)
 - [Central Schedule Committee](#)

Resource Planning

System Utilization

Flight Attendant block hours are up approximately 0.8% month over month, which is mostly due to continued United Express upgauging. Systemwide overall utilization is expected to be up around 82:00 due to increased vacation liability, which almost doubled from September.

International Line Averages: October 2026						
Base	DEN	EWR	GUM	HNL	IAD	September Totals
Lineholders	311	2183	211	16	1133	9504
Average	84:00	84:00	83:45	80:37	84:26	83:40
Base	IAH	LAX	LHR	ORD	SFO	October Totals
Lineholders	762	668	312	960	2563	9119
Average	84:00	83:00	86:30	85:00	85:15	84:04

Domestic Line Averages: October 2026						
HUB/LINE	BOS	CLE	DEN	EWR	HNL	September Totals
Lineholders	295	242	1049	2242	198	11054
Average	83:00	83:15	83:15	83:00	85:27	77:54
IAD	IAH	LAS	LAX	ORD	SFO	October Totals
898	1423	247	687	2220	1486	10987
83:04	81:45	83:00	83:30	74:30	83:45	82:30

Satellite Bases:	AUS	FLL	MCO	PHX	SAN	TPA	SEP Totals	OCT Totals
L/H	288	189	252	201	263	203	1447	1396
Avg	84:30	84:45	83:30	83:15	84:00	80:45	77.33	83:28

New Hires

Class sizes are slated to double mid-September to eighty-four (84) candidates, starting with 2633 and are scheduled to report to San Francisco, Chicago, and Boston. Starting in November Chicago will no longer be offered, but Los Angeles and Washington DC will. Orientation occurs every Thursday, with new hires available to fly starting on Saturdays.

Special COLAS

The company has returned to awarding one-month Special Colas, with over five-hundred (+500) anticipated to be granted for October on a systemwide basis. Awards are expected to occur on or around September 15th.

Transfers

There were two-hundred and ninety-two (292) transfers awarded and accepted for October to the following locations: Boston, Newark (LQ-only), Washington DC, Chicago, and San Francisco.

The company does not anticipate transfers to Chicago, at this time, as a result of sending new hires to the Base all summer. They also informed us that due to insufficient Purser activations they will be unable to support additional growth in the London Base at this time.

Fleet Update: 787 “L”

Starting at the end of October, the company intends to have this subfleet fly out of Houston on the following markets: NRT, GRU, SYD. Given that this aircraft has a different service flow and work positions, and that it is new to the Base, CSC inquired if a communication had been sent out regarding the change. Management responded that this would be the responsibility of the Policy and Procedures Department, but that they would reach out to the Base Director to ensure local support is available.

Flight Attendant Staffing Concerns

Due to continued deliveries of the premium dense 787-9 “L” as well as increased aircraft substitutions in the operation, the Committee inquired as to when the company will standardize staffing across the 787 fleet. We also raised concerns about staffing levels on the 767 “Q”, believing that the variable staffing trigger doesn’t accurately measure workload on the aircraft: with only two (2) assigned Flight Attendants to the Polaris cabin, even when the overall flight is not full, the Polaris Cabin tends to fill up with upgrades and non-revs.

Acknowledging our concerns, management stated that these decisions are made by the Policy and Procedures Department and suggested that we bring it up to them directly. We plan on consulting with the MEC Officers on the best path forward to ensure these issues are addressed for our Membership.

Understaffing

Our evaluation of the most recent understaffing reports covered July 2026 and despite significant growth in the Base, many flights to and from that London remain understaffed. While additional staffing for LHR flights does not come solely from London, we expected to see a decrease in understaffing with the addition of so many Flight Attendants to this location. Additionally LHR related flights should benefit from operating hub-to-hub where correct staffing is concerned as there is an additional opportunity for management to staff flights. Unfortunately we have not seen a resolution to this just yet.

Flights from San Francisco to Taipei also experienced understaffing in July. For this reason, CSC specifically requested that flights #871/872 were fully staffed for the primary build in October as the original planned staffing was only for eleven (11) on the 77X. In our request, CSC acknowledged that while passenger counts are rather low at this point in time, the previous understaffing report indicates that loads materialize enough to warrant full staffing at the time of departure. While management denied our request we pressed them further, inquiring why the company wasn’t at least using standbys to accommodate last minute increases in loads. They didn’t readily have an answer but committed to follow-up with the Crew Desk.

Drafting

Management confirmed irregular operations for Summer 2026, saying it was “worse” or more impactful than 2025 and the drafting numbers confirm that. In August alone, 592 Flight Attendants were drafted compared to 390 for August 2025.

We saw the continued highest percentage of drafting in Phoenix and San Diego. For PHX specifically there ended up being **no** Reserve coverage in August, with most drafting occurring for early morning departures. The PHX-SFO route saw the most drafted Flight Attendants for that location. When asked how they plan to address this, management stated they are planning on awarding two (2) to three (3) Reserves for October: we continue to believe this is inadequate.

CSC has repeatedly touched on drafting in Phoenix and other Satellite Base locations with a corresponding lack of Reserve coverage. While other hubs end up providing coverage for the Satellites, we ask as to why that same model could not apply should they decide to staff more Reserves at the Satellite Bases. In other words could a PHX based Reserve not be used to cover Denver flying when they are short? Management explained that while it certainly was possible, they believed that the Crew Desk would likely decide instead of simply keeping the Reserves in place in case they are needed, as the overall Reserve numbers would still most likely be smaller in nature. As an alternative, we also advocated for a slight reduction in the line average which would allow Flight Attendants based at these locations the ability to pick-up additional time. Management stated that they would take that into consideration for forward looking months.

While the Contract does allow the ability to draft, we reminded management that it is our expectation that they don't resort to using drafting as a standard operating procedure. While acknowledging that irregular operations do happen, we stated that our Membership expects to fly their schedule as built; management has other tools and resources available to use before resorting to drafting, which we pressed them to do.

Moved Flying

In last month's report we highlighted a moved pairing out of Tampa which resulted in a large amount of additional block time and several additional hotel nights. In this month's meeting we provided 2 additional examples of moved flying out of TPA. Three (3)-day pairing T0774 worth 20:32 was moved out and broken into 3 separate pairings, resulting in a total payout of 53:20 credited hours. Two (2)-day Pairing T0707 worth 14:42 was split and broken into four (4) additional pairings with a total payout of 47:30 credit hours. *Looking at the totality of moving just these two pairings, not only were an additional six (6) hotel nights generated, but the originally scheduled 35 hours increased to nearly 100 hours.*

Management reminded us that once pairings reach the operation, the Crew Desk will do what is necessary to facilitate their completion. They also sought more details on these moved pairing events while also explaining that they were unable to comment at the moment without knowing additional context from those specific days and IRROPS occurring in the system at those times.

CSC requested that management look at this holistically, questioning why they are not assigning more Reserves to the Satellites to cover this flying, especially given the large costs associated with moving it out. Management stated that they are instead focused on ensuring that the Reserve under-guarantee remains low in the Satellites and thus are hesitant to assign more Reserves.

The most notable amount of moved flying for August occurred out of San Diego with 5.3%, or one (1) in twenty (20) pairings being moved out for the month.

Variable Staffing: October 2026			
DEN-LHR (262/263)	Not Granted	LAX-LHR (923/935)	Not Granted
IAD-AMS (946/947)	Not Granted	SFO-CDG (990/984)	Granted
IAD-GVA (748/749)	Not Granted	SFO-TPE (871/872)	Not Granted
IAD-LHR (924/925)	Granted		

Key Pages: Missing Hotel Information

The following cities did not have hotels populated in the Key Pages at the time of our review:

Hotels Not Reflected in the Preliminary DSL: October 2026			
Airport Code	City	Airport Code	City
ACV	Eureka, CA	MRY	Monterrey, CA
LGA	New York City, NY	SBN	South Bend, IN
LHR*	London, UK		

There is also a missing hotel in London affecting 3 pairings; E5121, E7094, and E7284 all operating on October 23, 2026. Management informed us that the Key Pages are not reflecting a hotel because all layovers in London are typically scheduled for more than 20:00 hours, generating the need for a downtown hotel. CSC has made our MEC Hotel & Transportation Committee aware of the situation.

Key Pages: Missing Transportation Vendors

The following cities did not have transportation vendors assigned and populated in the Key Pages at the time of our Review:

Transportation Vendors Not Reflected in the Preliminary DSL: October 2026			
Airport Code	City	Airport Code	City
BFL	Bakersfield, CA	LGA	New York, NY
MSP	Minneapolis, Minnesota	FSD	Sioux Falls, South Dakota
MDT	Harrisburg, Pennsylvania	PMW	Portland, Maine
ICN	Souel, South Korea	MDE	Medellin, Columbia
SJO	San Jose, Costa Rica	SAL	San Salvado
TPE	Taipei, Taiwan	SGN	Ho Chi Minh City, Vietnam

The list was rather long this month, and research indicates that some of the transportation appears to be provided by the hotel but is not appearing in the transportation field in the Key Pages such as: MSP, FSD, and PMW while others are not such as SJO and MDT. CSC will follow-up with our MEC Hotel and Transportation Committee to see how this can best be addressed.

Augmentation

Management has requested a standalone meeting to discuss our concerns surrounding a reliable schedule and the need to augment due to continued duty days exceeding 14:00 on the IAH-POS all night turn and 18:00 hour duty days on SFO-MEL.

CSC will work with the MEC Officers to coordinate this.

International Flying

Update on Atlantic Flying

Seasonal service to European markets will continue to operate through the dates listed below, while service to the Middle East and Africa is slated to resume on:

Atlantic Seasonal Market Changes: October 2026			
Route (Flights)	Effective Date	Route (Flights)	Effective Date
EWR/RAK	Resumes 10/24	IAD/CDG (330/331)	Ends 10/23
IAD/TLV	Resumes 10/25	IAD/DUB	Ends 10/23
ORD/TLV	Resumes 10/24	IAD/EDI	Ends 10/23
DEN/LHR (262/263)	Ends 10/24	IAD/FCO	Ends 10/23
EWR/DBV	Ends 10/23	IAD/VCE	Ends 10/22
EWR/GLA	Ends 10/23	ORD/ATH	Ends 10/23
EWR/LHR (146/941)	Ends 10/23	ORD/EDI	Ends 10/23
EWR/NAP	Ends 10/23	SFO/AMS	Ends 10/23
EWR/NCE	Ends 10/23	SFO/BCN	Ends 10/22
EWR/PMI	Ends 10/22	SFO/FCO	Ends 10/23
EWR/SNN	Ends 10/23	SFO/LHR (948/939)	Ends 10/23
EWR/VCE	Ends 10/23	SFO/ ZRH	Ends 10/23

Update on Pacific Flying

Pacific Seasonal Market Changes: October 2026			
Route (Flights)	Effective Date	Route (Flights)	Effective Date
ORD/NRT	Starts 10/24	NRT/UBN	Ends 10/11

Update on Latin America Flying

Latin America Market Changes: October 2026

Route (Flights)	Effective Date	Route (Flights)	Effective Date
IAH/SCL	Resumes 10/24	IAH/EZE (818/819)	Ends 10/23
IAH/SYD	Resumes 10/24	IAH/UIO (1004/1005)	Ends 10/24

Houston to Buenos Aires will be temporarily suspended due to runway construction. We have been informed that the route is scheduled to resume on November 11th.

International Pairing Concerns: Unbookable Flights

H5022	RPT -->19:00	FM=01/FA=04
1 77U	819 IAH EZE 2015 0800 M 9:45	9:45 11:30 19:48
HILTON	541148910149	F
DEL MAR TRANSPORT	541149185166	
RPT -->03:03		
3 DHCM 328*EZE PTY 0348 0910	7:22 :50	
3 37X DH1031 PTY IAH 1000 1422 M	4:22	:00 13:34
		MO TU WE TH FR SA SU
TOTAL CR: 21:29		-- -- -- -- -- -- --
TOTAL BLK: 09:45		-- -- -- -- -- -- --
TOTAL DHD: 11:44	TAFB: 43:37	-- -- -- -- -- -- --
TOTAL RIG: 00:00	PER DIEM: \$ 154.37	-- -- -- -- 23 -- --
T/D= 3		-- -- -- -- -- -- --

Seeing the tight connection in Panama, CSC inquired as to why this route was chosen to reposition crews after the temporary end of service. Management's response was that they chose this routing to enable a single duty day to be scheduled, and believed the connection was sufficient because it was bookable on [United.com](https://www.united.com) for our passengers.

When CSC went to look for alternative flights we found that Flight 328 on Copa Airlines did not in fact exist, so we brought this to their attention. Management confirmed that the flight did indeed not operate but insisted that it did at the time of pairing creation. Regardless, management made the change, booking the return through Lima with an additional overnight thus creating a four (4) day pairing.

International Pairing Concerns: Night into Day Flying

G5240	RPT -->11:00	FM=01/FA=02
1 37P	196 GUM NRT 1215 1510 M 3:55 1:45	
1 37P	143 NRT ROR 1655 2140 M 4:45	8:40 12:10 28:25
COVE RESORT PALAU	680-488-4333	F
RPT -->01:20		
3 37P DH 158*ROR GUM 0205 0510	2:05 2:05	
3 37P	151 GUM KIX 0715 1005 M 3:50 1:00	
3 37P	150 KIX GUM 1105 1545 M 3:40	7:30 13:55
		MO TU WE TH FR SA SU
TOTAL CR: 18:15		-- 30 -- -- -- -- --
TOTAL BLK: 16:10		-- -- -- -- -- -- --
TOTAL DHD: 02:05	TAFB: 53:15	-- -- -- -- -- -- --
TOTAL RIG: 00:00	PER DIEM: \$ 188.50	-- -- -- -- -- -- --
T/D= 3		-- -- -- -- -- -- --

Believing that working almost eight-hours of flight time after deadheading through the middle of the night would be extremely challenging for our Membership, we brought pairing G5240 to management's attention, requesting that it be considered for modification. After evaluation management agreed, and the Osaka turn will now be scheduled as a standalone turn.

International Pairing Concerns: Unnecessary Double Deadhead

W5033	RPT -->17:50	FM=01/FA=04
1 75S	310 IAD DUB 1905 0720 M 7:15	7:15 9:00 27:10
	CROKE PARK HOTEL	3531-8714444
	E.C.L. CHAUFFER	3531-8420249
	F	
RPT -->08:30		
3 77U DH	22*DUB EWR 0930 1255 M 7:25	2:13
3 73G DH2755	EWR IAD 1508 1635	1:27
		:00 12:05
		MO TU WE TH FR SA SU
TOTAL CR:	16:07	
TOTAL BLK:	07:15	
TOTAL DHD:	08:52	TAFB: 46:45
TOTAL RIG:	00:00	PER DIEM: \$ 165.49
T/D=	3	

CSC brought pairing W5033 to management's attention, seeking clarification as to why the crew was not booked on United's 2nd daily DUB-IAD flight. Management couldn't explain why their computer scheduled a double deadhead back through another Base, but acknowledged that our solution allowed the crew to arrive earlier, save on credit and per-diem costs, and was also an overall less riskier pairing operationally so they agreed to make the change.

International Pairing Concerns: Return of Stand-up Overnights

F5120	RPT -->12:10	FM=01/FA=04
1 77X	869 SFO HKG 1325 1855 M 14:30	14:30 16:15 25:35
	RENAISSANCE HARBOUR	85228028888
	CHERRY HOLIDAYS COACH	85223694251
	D	
RPT -->19:30		
3 78P	152 HKG SGN 2030 2205	2:35 2:35 4:05 32:55
	LE MERIDIEN SGN	8428-6263668
	D	
RPT -->06:00		
5 78P	153 SGN HKG 0700 1040	2:40 2:40 4:10 25:05
	RENAISSANCE HARBOUR	85228028888
	CHERRY HOLIDAYS COACH	85223694251
	D	
RPT -->10:45		
6 77X	862 HKG SFO 1145 0930 M 12:45	12:45 14:15
		MO TU WE TH FR SA SU
TOTAL CR:	33:40	29 30 1 2 3 4
TOTAL BLK:	32:30	5 6 7 8 9 10 11
TOTAL DHD:	00:00	12 13 14 15 16 17 18
TOTAL RIG:	01:10	19 -- -- -- -- --
T/D=	6	-- -- -- -- --

F5116	RPT -->11:30	FM=01/FA=04
1 77X	869 SFO HKG 1245 1920 M 15:35	15:35 17:20 25:55
	RENAISSANCE HARBOUR	85228028888
	CHERRY HOLIDAYS COACH	85223694251
	D	
RPT -->20:15		
3 78P	152 HKG SGN 2115 2310	2:55 6:50
	HOLIDAY INN SUITES	8428-3948505
	F	
4 78P	153 SGN HKG 0600 0935	2:35 5:30 13:50 25:00
	RENAISSANCE HARBOUR	85228028888
	CHERRY HOLIDAYS COACH	85223694251
	D	
RPT -->09:35		
5 77X	862 HKG SFO 1035 0805 M 12:30	12:30 14:00
		MO TU WE TH FR SA SU
TOTAL CR:	35:00	-- -- -- -- --
TOTAL BLK:	33:35	-- -- -- -- --
TOTAL DHD:	00:00	-- -- -- -- --
TOTAL RIG:	01:25	-- -- -- -- --
T/D=	5	24 25

Due to the bi-annual IATA schedule change, there was a change in departure times for flights to and from Ho Chi Minh City. Because HKG-SGN departs forty-five minutes later (0:45) and SGN-HKG departs an hour earlier (600 am vs 700 am) the company was able to schedule the turn as a continuous all night duty day.

The company is also slated to start flying out of the new Long Thanh International Airport (LTH) by January which is an hour outside the city center, so CSC will continue to monitor the situation.

International Purser Flying

Purser Activations for October 2026	
Base	ORD
Requested	10
Accepted	5

To address unawarded International Purser vacation time in September, the company proactively moved a five (5) person base crew position on an ORD-LHR routing to be flown by Chicago. To cover this flying they also requested ten (10) International Purser activations but unfortunately only received five (5): this has the potential to result in unawarded lines in Chicago as the trip requires at least six (6) IP Lineholders to build.

This sparked a broader conversation regarding the IP program and staffing in general, because the situation is not improving.

Management in Advance Crew Planning continue to remain focused on Reserve under-guarantee, but they also are not ensuring that all the projected flying can be covered. While the Contract does allow them the ability to leave vacation pairings in open time, it doesn't serve the interest of our Membership when a good portion of the open time is not accessible for trading.

Management has also told us that NPS scores are also notably higher on routes staffed with IPs. Our concern is especially acute this month with Chicago being the recipient of poor planning, because the majority of the Reserve pool consists of new hires who will likely receive these assignments.

In fact, the company will once again have to shift the assignment of International flying for November, as Houston sees an increased need for IPs when Sydney and Santiago return to daily operations; this will further increase when Cartagena is expected to launch in December. In an effort to work through these issues the Committee requested a stand alone joint meeting with the Purser Team and Advanced Crew Planning.

Inaugural Special Purpose Flights

There are no special purpose flights for October 2026. The Company has used six (6) of the permissible ten (10) allotments for the year:

Annual Special Purpose Flights

Number	Route	Date
1	Newark - Split	April 30th
2	Split - Newark	May 4th
3	Newark - Bari	May 1st
4	Bari - Newark	May 3rd
5	Newark- Santiago, Spain	May 27th
6	Santiago, Spain - Newark	May 30th

Monthly Quota Changes

CSC Monthly Quota Change Request: October 2026

Case	Initial	Requested	Status
Guam International 3's	42	41	Approved
Washington DC International 5's	133	132	Approved

It is important to note that there were no changes to total Lineholder counts, as management offset these positions in the International 1s.

International Flying Summary

International Mixed Crew Flying: October 2026

Route	Flight #	Equipment	Base Crew	Extra Positions
Denver-London	262/263	78P	DEN	LHR (3)
Houston-London	879/880	77U	IAH	LHR (4)
Hong Kong - Saigon	152/153	78P	SFO	SFO (1 and MAN/CTN LQ) LAX (VTN LQ)

Destinations Flown on Frequencies: October 2026

DEPT	ARRIVE	Frequency	DEPT	ARRIVE	Frequency
EWR	CPT	WE/FR/SU 4x starting Oct 25	NRT	SPN	WE/SA/SU
EWR	DBV	SU/TU/WE/FR	NRT	UBN	TU/TH/SU
EWR	JNB	Daily to 6X Oct 25	HNL	MAJ #1	MO/TH
EWR	LIM	Daily to 4X Oct 25	HNL	MAJ #2	WE/SA
EWR	LHR 14	No Op Oct 25	IAD	ACC	EX: TU/SU
EWR	PMI	MO/TU/TH/SA	IAD	CPT	MO/TH/SA
EWR	PMO	WE/FR/SU	IAD	GVA	3x to 6x Oct 24
GUM	Island Hopper 133/132 A	SA ONLY	IAD	LOS	TU/TH/SA/SU
GUM	Island Hopper 133/132 B	WE ONLY	IAD	VCE	SU/TU/TH/SA
GUM	Island Hopper 155/154	MO/TH	IAH	GEO	MO/TU/TH/SU
GUM	Island Hopper 176	SU ONLY	IAH	UIO (1004/1005)	EX: TU/WE
GUM	KIX	Daily Oct 5-17 then 5x	LAX	MEL	MO/WE/FR
GUM	MNL	6X to daily Oct 24	LAX	PEK	TU/TH/SA
GUM	NGO 137/136	MO/TH/FR	ORD	KEF	SU/WE/FR
GUM	NRT 864/865	TU/SA	SFO	AKL	TU/TH/SA, Daily Oct24
GUM	ROR 157/158	MO/WE/TH/SU	SFO	BCN	MO/TU/TH/SA
GUM	ROR/MNL 193/156	TU/FR	SFO	BNE	MO/WE/FR/SU, 5X Oct24

GUM	TPE	WE/SA	SFO	MNL 809/810	5X to Daily Oct 24
GUM	YAP	TU/SA	SFP	PPT	Daily to 4X Oct 24
NRT	ROR	WE/SA			

Monthly Widebody Equipment Changes: October 2026

Route	Aircraft	Effective	Route	Aircraft	Effective
EWB-AMS	76U to 77u	OCT 24	IAD-LHR (918/919)	77E to 77U	OCT 24
EWB-ATH	78J to 76U	OCT 24	IAD-LHR (924/925)	76Q to 76U	OCT 24
EWB-CDG	76L to 76U	OCT 24	IAD-LIS	77U to 77E	OCT 25
EWB-GRU	77E to 78P	OCT 24	IAD-ZRH	76Q to 76U	OCT 24
EWB-HND	77E to 78P	OCT 24	IAH-GRU	78P to 78L	OCT 24
EWB-LHR (14/147)	77U to 76L	OCT 24	IAH-LIM	75S to 76Q	OCT 24
EWB-MUC	76L to 77U	OCT 24	IAH-NRT	78P to 78L	OCT 24
EWB-MXP	77U to 78J	OCT 24	LHR-EWR (17)	76L to 78P	OCT 25
EWB-PMO	76U to 76L	OCT 24	ORD-DUB	78H to 76L	OCT 24
GUM-HND	73U to 73P	OCT 1	ORD-FRA (907/906)	78H to 78J	OCT 23
GUM-KIX	73U to 73P	OCT 1	SFO-FRA (58/59)	77E to 77U	OCT 24
GUM-MNL	73U to 73P	OCT 1	SFO-FRA (926/927)	78P to 77E	OCT 24
MNL/ROR/GUM	73U to 73P	OCT 2	SFO-ICN (805/806)	78L to 77E	OCT 24
GUM-TPE	73U to 73P	OCT 3	SFO-ICN (893/892)	78P to 77E	OCT 24
IAD-BCN	78H to 76U	OCT 24	SFO-MUC	77U to 77E	OCT 24
IAD-GRU	78P to 76U	OCT 24			

International Destinations Flown by Base: October 2026

DEN	NRT, FRA, FCO, LHR, MUC
EWR	HND, NRT, ATH, NAP (2), MUC, FCO (2), BER, MXP, GVA, AMS, CDG (2), ZRH, BRU, VCE, BCN, DBV, MAD, NCE, LHR (4), DUB (2), EDI, FRA, LIS, SNN, GRU, DEL, JNB, CPT, LIM, BOG (2), OPO, PMI, GLA, ICN, RAK
HNL	MAJ
IAD	HND, FCO (2), ATH, FRA (2), MUC, AMS, BRU, ZRH, CDG (2), BCN, MAD, DUB (2), EDI, LIS, GVA, ACC, GRU, LOS, CPT, VCE, TLV
ORD	HND, FRA (2), FCO, ZRH, ATH, MUC, BRU, AMS, CDG, EDI, DUB, MXP, BCN, GRU, LHR (3), KEF, NRT, TLV
IAH	NRT, AMS, LIM, MUC, FRA, GRU, GIG, EZE, LHR (2), UIO (2), BOG (2), GEO, MDE, SCL, SYD
LAX	NRT, HND, PVG, LHR, SYD, HKG, MEL, PEK, HKG/BKK, HKG/SGN (VTN LQ)
LHR	DEN, EWR, IAD, IAH, ORD
SFO	PEK, ICN (2), HND, NRT, LHR (3), PPT, MNL (2), FRA (2), MUC, ZRH, CDG, AMS, FCO, BCN, SIN (2), PVG, TPE (2), SYD, HKG, BNE, MEL, AKL, HKG/SGN
GUM	KIX, NGO, TPE, SPN, ROR/MNL, MNL, MNL/ROR, HND, PNI/TKK, YAP, ROR/SPN, Island Hopper 1 (TKK/PNI/MAJ and reverse), Island Hopper 2 (TKK/PNI/KWA/MAJ and reverse), Island Hopper 3 (TKK/PNI/KSA/KWA/MAJ and reverse), CEB, KHH, SPN, KHH/NRT, ROR, NRT, NRT/CEB, NRT/UBN/NRT, HNL

Language Qualified Flying

LQ Flying Concerns: Arabic

With the start of Marrakesh (RAK) out of Newark, the Committee inquired as to why there was no LQ flying assigned. Management stated that due to the end of month start, and with no existing Arabic flying in the system, they were unable to build legal lines for the Base. We were told to expect this flying to materialize next month.

LQ Flying Concerns: French

E7094	RPT -->18:30	LS=01 FRE
1	76L 272 EWR NCE 1945 1005 M 8:20	8:20 10:05 28:50
	CROWNE PLAZA GRAND	33628203769 F
	AMP GROUND TRANS	33442123232
RPT -->13:10		
3	DHBA 343 NCE LHR 1355 1505 2:10	:00 3:10 16:55
	TO BE ANNOUNCED	000-000-0000 F
RPT -->07:15		
4	78P DH 123 LHR EWR 0800 1150 M 7:50	:00 8:50
		MO TU WE TH FR SA SU
TOTAL CR:	18:44	-- -- -- -- -- --
TOTAL BLK:	08:20	-- -- -- -- -- --
TOTAL DHD:	10:00	TAFB: 65:35
TOTAL RIG:	00:24	PER DIEM: \$ 232.15
T/D=	4	-- -- -- -- 23 --

E5121	RPT -->18:30	FM=01/FA=04
1	76L 272 EWR NCE 1945 1005 M 8:20	8:20 10:05 22:20
	CROWNE PLAZA GRAND	33628203769 F
	AMP GROUND TRANS	33442123232
RPT -->06:40		
3	DHBA 353 NCE LHR 0725 0845 2:20	:00 3:20 23:15
	TO BE ANNOUNCED	000-000-0000 F
RPT -->07:15		
4	78P DH 123 LHR EWR 0800 1150 M 7:50	:00 8:50
		MO TU WE TH FR SA SU
TOTAL CR:	18:44	-- -- -- -- -- --
TOTAL BLK:	08:20	-- -- -- -- -- --
TOTAL DHD:	10:10	TAFB: 65:35
TOTAL RIG:	00:14	PER DIEM: \$ 232.15
T/D=	4	-- -- -- -- 23 --

When reviewing the French flying in Newark, CSC noticed that the end of service pairings didn't match the base crew. CSC inquired as to why, and were told that this sometimes happens as it is a manual process for management who have to look for and book offline flights.

Understanding our concerns, they changed the LQ pairings (E7094 as shown above as well as its complement E7284) to match the Base (as shown in E5121 above).

LQ Flying Concerns: Dutch

When reviewing the Dutch flying assigned to Houston, CSC noticed that only one (1) position was staffed as Language Qualified. Given that the Base has fourteen (14) active Dutch-Qualified Flight Attendants, the need to potentially build one (1) Vacation Relief line for October, as well as to have one (1) Reserve, we inquired as to if the company could have some days of the week staffed with at least two (2) Dutch. Management stated they were good with staffing only one (1) qualified position this month.

When reviewing the Dutch flying assigned to San Francisco, CSC also noticed an opportunity for management to staff Amsterdam with additional Dutch-Qualified Flight Attendants which they initially only planned for twelve (12) Lineholders. Given that SFO has twenty (20) active Flight Attendants qualified in the language, and with one anticipated Relief line as well as the need for one (1) Reserve, management agreed with our assessment and made an adjustment to increase LQ by one (1) more day a week.

LQ Flying Concerns: Spanish

With no Domestic Spanish assigned to Washington DC for the month, the Committee inquired as to why. Management noted that there were several seasonal suspensions which they believed was driving the optimizer's decision to not staff qualified flying out the Base. After a review they told us that the computer assigned unbalanced flying to Mexico City out of Chicago and Houston, while flying to San Juan and Guatemala was assigned out of Newark and Denver. We were told to likely expect Domestic Spanish to be assigned in November.

Management also did not schedule Spanish qualified positions on IAH-SCL on the 23rd in an effort to save costs on positioning crews with the resumption of service to Santiago. We were told that Advanced Crew Planning was going to send this information over to the Crew Desk with a request to staff above ESG or back fill a position with Spanish should the opportunity to do so arise.

Language Exceptions: October 2026			
Route	Flights	Language	Frequency
EWR/AMS	70/71	NLD	2 Positions 1X weekly and 1 position 6X weekly
EWR/RAK	628/627	ARA	LQ assigned as non-LQ
HKG/SGN	152/153	VTN	LAX flies 1 VTN, SFO flies 1 CTN and 1 MAN position
IAD/ATH	982/983	GRK	2 positions 2X weekly and 1 position 5X weekly
IAD/TLV	72/73	HBR	EWR flies 1 LQ, 2nd assigned as non-LQ
IAH/AMS	20/21	NLD	2 positions 6X weekly and 1 position 1X weekly
IAH/LIM	854/855	SPN	LQ assigned as non-LQ 23 Oct only
ORD/AMS	909/908	NLD	2 positions 3X weekly and 1 position 4X weekly
ORD/ATH	422/423	GRK	1 position 6X weekly, and no-LQ 1X weekly
ORD/TLV	140/141	HBR	EWR flies 1 LQ, 2nd assigned as non-LQ
SFO/AMS	968/969	NLD	2 positions 6X weekly and 1 position 1X weekly

Destinations by Language Position: October 2026			
BASE:	LANGUAGE:	POS:	DESTINATION:
DEN	GER	2	FRA, MUC
	ITA	2	FCO
	JPN	2	NRT
	SPN	1	MEX, GUA, SJO
EWR	FRE	2	BRU(1), CDG, GVA, NCE

	GER	2	BER, FRA, MUC, ZRH
	GRK	2	ATH
	HBR	2	TLV
	HIN	2	DEL
	ITA	2	FCO, MXP, NAP, VCE
	JPN	2	HND, NRT
	NLD	2	AMS, BRU(1)
	POR	2	GRU, LIS
	POR	1	LIS, OPO,
	SKO	2	ICN
	SPN	2	BCN, MAD
	SPN	1	BOG, BQN, GUA, LIM, MEX, POP, PTY, SAL, SAP, SDQ, SJO, SJU, STI
GUM	JPN	1	CEB, HND, KHH, KIX, NGO, NRT, ROR, SPN, UBN
	TAG	1	MNL, ROR
IAD	FRE	2	BRU(1), CDG, GVA
	GER	2	FRA, MUC, ZRH
	GRK	2	ATH
	ITA	2	FCO, VCE
	JPN	2	HND
	NLD	1	AMS, BRU
	POR	2	GRU, LIS
	SPN	2	BCN, MAD
	SPN	1	SAL, SJO, SJU
IAH	GER	2	FRA, MUC
	JPN	2	NRT
	NLD	1	AMS
	POR	2	GIG, GRU
	SPN	2	EZE, LIM, SCL
		1	BOG, GDL, GUA, MDE, MEX, MGA, MID, MTY, PTY, QRO, SAL, SAP, SJO, SJU, UIO, VER
LAX	CTN	1	HKG, BKK/HKG
	JPN	2	HND, NRT
	MAN	2	HKG(1), HKG/BKK(1), PEK, PVG
	SPN	1	GUA, SAL

	THL	1	HKG/BKK
	VTN	1	HKG/SGN
ORD	FRE	2	BRU(1), CDG
	GER	2	FRA, MUC, ZRH
	GRK	1	ATH
	ITA	2	FCO, MXP
	JPN	2	HND, NRT
	NLD	2	AMS, BRU(1)
	POR	2	GRU
	SPN	2	BCN
	SPN	1	GUA, MEX, SAP, SJU
SFO	CTN	1	HKG, HKG/SGN
	FRE	2	CDG, PPT, YUL(1)
	GER	2	FRA, MUC, ZRH
	ITA	2	FCO
	JPN	2	HND, KIX, NRT
	MAN	2	HKG(1), PEK, PVG, SGN, SIN, TPE
	NLD	2	AMS
	SKO	2	ICN
	SPN	2	BCN
	SPN	1	MEX, PTY, SJO
	TAG	2	MNL

Domestic Flying

Split Pairing Requests: October 2026

BASE	PAIRING #	DATE	DAY OF SPLIT	STATUS
GUM	G5240	9/30	3	APPROVED NEW PAIRING G5298
GUM	G5270	10/5, 10/12	5	APPROVED NEW PAIRING G5298
GUM	G5272	10/15, 10/19	5	APPROVED NEW PAIRING G5298
GUM	G5274	10/29	5	APPROVED NEW PAIRING G5298
GUM	G5278	10/8	5	APPROVED NEW PAIRING G5298

Deadhead Change Requests: October 2026

Pairing #	Pairing Date	Segment	Scheduled Ground Time	New Deadhead #	New Ground Time
53087	1-Oct	MCO-IAH	3:06	UA2456	1:46
53087	13-Oct	MCO-IAH	3:06	UA2456	1:46
60699	7-Oct	ORD-IND	3:47	UA1718	2:28
E0933	2-Oct	LGA-ORD	2:51	UA1442	1:48
E3304	17-Oct	LGA-ORD	2:50	UA1442	1:47
F1916	9-Oct	GRR-ORD	3:18	UA2783	1:51
F4326	12-Oct	SFO-LAX	3:18	UA2610	1:51
F4326	19-Oct	SFO-LAX	3:18	UA2610	1:51
H4900	23-Oct	IAH-SFO	3:45	UA1202	2:09
H4950	23-Oct	IAH-SFO	3:45	UA1202	2:09
O1980	14-Oct	ORD-IND	3:06	UA1718	1:47
O3921	7-Oct	ORD-GRR	2:44	UX5567	1:45
O3933	14-Oct	ORD-GRR	2:44	UX5567	1:45
W3398	20-Oct	ORD-GRR	3:34	UX5567	2:35
W5033	23-Oct	DUB-EWR-IAD	2:13	UA229	Nonstop

NOTE: CSC requested changes to deadhead segments on seventy-eight (78) pairings, of which the company approved fifteen (15). The number of approved deadhead changes was unusually low this month due to staffing constraints within management.

Additional Pairing Concerns:

In an effort to streamline our meeting, we sent management the following list of pairings for evaluation which are problematic from a scheduling perspective.

- O7610: An unnecessary combination of flying that contains a 4:00 sit on a max duty day.
- H1835 vs H1913: The prior pairing doesn't provide sufficient layover time to fully prepare for the shift to all-night flying, while the later has ample time to accommodate the switch.
- W1218: Multiple Segments, Long Duty Days, and Minimal Layover Time. Additionally the pairing transits delay prone Chicago, so concerns about arriving to layover on time.
- F3A46: Scheduled to the maximum duty day, followed by a 10:10 layover.
- B3262: More than 12 hours of sit time on 3 duty periods. While management schedules multiple segments with no sit in Chicago, they are scheduling us to sit in IAD and DEN.
- R0744: Almost 4 hours of sitting before working all night.

October Connection Buffers

October 2026	Connection Buffers				Calibration =
Location	Aircraft Type Considerations				50th percentile
	Narrowbody Aircraft		Widebody		Special Considerations
	Minimum Buffer	Time of Day	Minimum Buffer	Time of Day	
DEN	1:40	0000-1059			Min connection reduced by 10 minutes on lowest departure days only Peak AM/PM Bank protection
	1:30	1100-1559			
	2:00	1600-2359			
EWR	1:30	All Day	1:45	All Day	Min connection reduced by 10 minutes on lowest departure days only
IAD	1:10	All Day	1:20	All Day	None
IAH	1:20	AM	1:40	All Day	Min connection reduced by 10 minutes on lowest departure days only
	1:40	1440-2359			
LAX	1:10	All Day	1:20	All Day	None
ORD	2:00	0000-1029	1:20-1:45 (varies)	All Day	Minimum Layover Rest 11:30
	1:50	1030-1659			
	2:10	Arrivals After 7pm			
SFO	2:00	0000-1125	1:20-1:45 (varies)	All Day	Min connection reduced by 10 minutes on lowest departure days only
	1:50	1126-1449			
	2:00	1450 - 2359			
BOS	1:25	All Day			75 Day Runway Construction
Non-Hub Cxn Min	1:10	All Day	1:10	All Day	None
*** Increased or Decreased Min CXNS on Sleet Hub to Hub Routes based on Historical Performance Relative to Other Routes					

Domestic Pairing Concerns: Increase in 4 Segment Duty Days

B3261	RPT -->08:30	FM=00/FA=01
1 37X	2098*BOS IAD 0930 1111	1:41 1:29
1 37K	1587*IAD DEN 1240 1429 M	3:49 1:51
1 73Y	1604 DEN RNO 1620 1742	2:22 7:52 12:27 14:31
WHITNEY PEAK HOTEL		775-398-5400 F
SUNSET LIMO		775-329-5466
RPT -->07:28		
2 73Y	755 RNO SFO 0813 0930	1:17 1:10
2 73Y	611*SFO LAS 1040 1228	1:48 1:10
2 21N	1323*LAS DEN 1338 1645	2:07 2:45
2 73Y	1483 DEN MTJ 1930 2037	1:07 6:19 12:24 17:00
HAMPTON INN		970-252-3300 F
RPT -->12:52		
3 37E	352*MTJ DEN 1337 1448	1:11 3:04
3 21N	1356 DEN BOS 1752 2359	4:07 5:18 9:22
TOTAL CR: 19:29		MO TU WE TH FR SA SU
TOTAL BLK: 19:29		-- 30 -- -- -- -- --
TOTAL DHD: 00:00		-- -- -- -- -- -- --
TOTAL RIG: 00:00		-- -- -- -- -- -- --
T/D= 4		-- -- -- -- -- -- --
TAFB: 63:44		
PER DIEM: \$ 189.27		

In previous DSL/Pairing Review reports, we have mentioned discussions about an increasing number of duty periods across the system containing at least four (4) segments. October was no different with CSC noticing a large amount of four (4) day pairings in the Boston Key Pages with the 3,4,2 segments per day pattern (as displayed above) as well as the 2,4,2 pattern.

Highlighting B3261 (as shown above) we inquired if management had any statistics regarding the volume or percentage of duty periods containing at least four (4) segments. They did not, but committed to getting back to us with this information.

Domestic Pairing Concerns: Operational Reliability in Chicago

W1334	RPT -->08:09					FM=01/FA=02
1	73Y	2749*BWI	ORD	0909	1029	2:20 2:14
1	19F	247	ORD	OMA	1243 1417	1:34 :56
1	19F	739	OMA	ORD	1513 1705	1:52 1:05
1	19F	642	ORD	DTW	1810 2040	1:30 7:16 12:46 13:45
	SHERATON DTW ARPT.					734-729-2600 F
	RPT -->09:40					
2	19F	426	DTW	ORD	1025 1054	1:29 1:01
2	19F	623	ORD	MYR	1155 1510 M	2:15 1:50
2	19F	677	MYR	ORD	1700 1830	2:30 1:22
2	19F	630	ORD	MSN	1952 2100	1:08 7:22 12:35 17:40
	BEST WESTERN PARK					608-327-1134 F
	GALLANT KNIGHT LIMO					608-242-7000
	RPT -->13:55					
3	37K	1184*MSN	DEN	1440	1611	2:31 1:57
3	37E	2843	DEN	BWI	1808 2344 M	3:36 6:07 9:04
	TOTAL CR: 20:45					MO TU WE TH FR SA SU
	TOTAL BLK: 20:45					-- -- -- -- -- 3 --
	TOTAL DHD: 00:00					-- -- -- -- -- -- --
	TOTAL RIG: 00:00					-- -- -- -- -- -- --
	T/D= 3					-- -- -- -- -- -- --
	TAFB: 63:50					
	PER DIEM: \$ 189.57					

In addition to the four (4) segment duty periods, we noted the abundance of flying in and out of Chicago within this pairing (W1334) and the tight connection times scheduled. While there is some planned aircraft consistency, we sought clarification on how management views this pairing construction considering that operations at ORD are continuously delayed.

Management began by explaining that the optimizer favors keeping Flight Attendants on the same aircraft. Elaborating further, when the same aircraft is planned they stated that they will also allow the optimizer to schedule shorter connection times than what the buffers in place at a particular hub may be requiring. Management explained that scheduling crew to flow with the same aircraft reduces operational complexity and improves productivity.

Using pairing W1334 as an example: flight number 426 on the 2nd duty period transitions in ORD to flight number 623 with a scheduled 1:01 ground (connection) time, whereas the buffer program in place in ORD for October actually requires a 1:50 minimum connection time when changing to a different aircraft at this time of day.

Management acknowledged that aircraft changes can occur and that they communicate daily with ops control at our hubs to provide timely information about specific connections to monitor. This information is provided to notify of "short turns", and assist with decisions about aircraft swaps, as well as when changing gates to possibly shorten walking times for our customers and crews to meet connecting.

Believing that Chicago continues to provide challenges, we asked when and by whom is the decision made to adjust block times, given that this is not something that is completed by Advanced Crew Planning. They informed us that they use the schedules (block times) provided to them by the Ops Analysis team and Network Planning, with the ultimate decision made by both those other departments after an analysis of the data.

In anticipation of the new sit rig related Contract language going into effect in January, Advanced Crew Planning speculated that we may see shorter connections times but that those would most likely be the result of a reduction in the minimum connections times (or buffers) set each month for our hubs, and did not attribute future sit time reductions as being the result of new Contractual language.

Domestic Pairing Concerns: Unnecessary Mixing of Night/Day Flying

L3388	RPT -->05:00								FM=00/FA=01
1	73Y	781	LAX SFO	0600 0724	1:24	1:24	2:39	12:25	
	DOUBLETREE	AIRPORT			650-344-5500				F
	RPT -->19:04								
1	37K	2409*	SFO LAX	1949 2126	1:37	2:04			
1	77G	418	LAX IAD	2330 0721	4:51	6:28	9:32	14:52	
	MARRIOTT	IAD AP			703-471-9500				F
	RPT -->21:28								
2	37X	1385	IAD LAX	2213 0045	5:32	5:32	6:32		
						MO	TU	WE	TH
									FR
									SA
									SU
	TOTAL CR:	15:00							
	TOTAL BLK:	13:24							
	TOTAL DHD:	00:00	TAFB:	44:00					
	TOTAL RIG:	01:36	PER DIEM:	\$ 130.68					
	T/D=	3							

CSC brought L3388 to management's attention, asking why the pairing was constructed in this manner: more specifically, why the computer would only schedule the 1st duty period at two and a half hours, given that they have a focus on increasing Flight Attendant block per duty. It is also notable that the LAX-IAD, IAD-LAX portion can be constructed as a stand alone two (2) -day pairing without generating additional cost via any RIGs or duty period minimums.

Management was unable to explain other than to point out that the LAX-SFO, SFO-LAX portion would in fact generate additional cost via RIGs through duty day minimums if we were to split it off. They failed however to disclose or discuss as to why this portion had to be paired with the LAX-IAD and IAD-LAX flying and not added to completely different flying. CSC's position on this particular pairing is that the early morning report time of the originating LAX-SFO short segment followed by a day layover combined with the all-night flying of the LAX-IAD segment on day two (2) is not ideal for our Membership, especially those assigned pairings with this type of footprint on Reserve closer to the report time or if getting this assignment from being on Standby. We explained to management that IAD-LAX, LAX-IAD flying would be more desired when isolated and asked them to do so when possible.

Domestic Pairing Concerns: Dedicated Crew Transportation on Minimum Overnights

W3155	RPT -->05:10								FM=00/FA=01
1	37K	1359*	IAD EWR	0610 0728	1:18	1:32			
1	78J	2692	EWR LAX	0900 1205 M	6:05	7:23	10:10	11:12	
	SONESTA	LAX AP			310-642-7500				F
	RPT -->22:32								
1	37X	418	LAX IAD	2317 0712	4:55	4:55	5:55		
						MO	TU	WE	TH
									FR
									SA
									SU
	TOTAL CR:	12:18							
	TOTAL BLK:	12:18							
	TOTAL DHD:	00:00	TAFB:	26:17					
	TOTAL RIG:	00:00	PER DIEM:	\$ 78.05					
	T/D=	2							

W3152	RPT -->05:10		FM=00/FA=01
1 37X	1359*IAD EWR 0610 0728	1:18 1:32	
1 78J	2692 EWR LAX 0900 1205 M	6:05	7:23 10:10 11:12
SONESTA LAX AP		310-642-7500	F
RPT -->22:32			
1 37X	418 LAX IAD 2317 0712	4:55	4:55 5:55
			MO TU WE TH FR SA SU
TOTAL CR: 12:18			-- -- -- -- -- -- --
TOTAL BLK: 12:18			-- -- -- -- -- -- --
TOTAL DHD: 00:00		TAFB: 26:17	-- -- -- -- -- -- --
TOTAL RIG: 00:00		PER DIEM: \$ 78.05	-- -- -- -- -- 25
T/D= 2			-- 27 -- --

The MEC Hotel & Transportation Committee notified CSC that a dedicated crew van has been set up by the Sonesta Hotel to pick-up crews in LAX from the airport in the late evening when traffic on the upper deck can be particularly heavy. Referencing pairings W3152 and W3155, we asked management to follow-up with their Procurement Department to ensure that a dedicated crew van would also be available to *take* crews to the airport as well.

While Advanced Crew Planning is aware of continued challenges surrounding minimum layovers in Los Angeles as well as the traffic, they had no knowledge that Procurement took action on previously discussed pairings to ensure that the hotel was within the fifteen (0:15) minutes in order to avoid rescheduling layovers at 11:00 or more. They thanked us for this information and agreed to follow up with CSC surrounding their discussions.

Domestic Pairing Concerns: Reliability of Minimum Layovers

F1797	RPT -->07:30		FM=01/FA=02
1 19F	1107*SFO AUS 0830 1417 M	3:47 :56	
1 19F	2447 AUS DEN 1513 1636	2:23 1:09	
1 19F	1470 DEN LIT 1745 2052	2:07	8:17 11:37 36:08
MARRIOTT LITTLE ROCK		501-906-4000	F
RPT -->08:15			
3 19F	1910*LIT DEN 0900 1030	2:30 2:00	
3 75S	1283*DEN EWR 1230 1823	3:53 1:50	
3 37X	2398 EWR CLE 2013 2159	1:46	8:09 12:59 11:01
ALOFT CLE AIRPORT		440-772-4300	F
RPT -->08:15			
4 73Y	1250 CLE SFO 0900 1117	5:17	5:17 6:17
			MO TU WE TH FR SA SU
TOTAL CR: 21:43			-- -- -- -- 2 -- --
TOTAL BLK: 21:43			-- -- -- -- -- -- --
TOTAL DHD: 00:00		TAFB: 76:02	-- -- 14 -- -- --
TOTAL RIG: 00:00		PER DIEM: \$ 225.80	-- -- -- -- -- -- --
T/D= 4			-- -- -- -- --

This pairing with a minimum overnight in Cleveland drove a larger discussion that touched on adding buffers for these types of short layovers due to a large percentage of minimum layovers not operating as scheduled, as trips are being recreated for outbound segments after the layover.

The Committee provided research done by our Local Volunteers which showed that in August, twenty-six percent (26%) of layovers scheduled at 10:20 or less in CLE were recreated. In addition we brought up data for July where almost all layovers in Chicago based pairings scheduled for an up to 10:15 minimum layover had to be recreated. Advanced Crew planning

pointed out that unlike ground time between segments, should a crew end up needing to be rescheduled due to a minimum layover legality, they believe there is ample time for the Crew Desk to prepare and arrange the recrew of that outbound flight.

Given the data CSC asked *“would it not be better to buffer the minimum layover, reduce the instances of Flight Attendants going illegal, and thus operate with fewer Reserves?”*

Management stated that they would look into the frequency of minimum layovers going illegal on a sustained basis before committing to adding additional buffers that would alter the scheduling of nearly minimum overnights being scheduled in the first place.

Domestic Flying Concerns: Co-Terminal Growth

The Committee inquired about the assignment of flying at the co-terminals in Washington Dulles, seeking statistics on their growth in comparison to the hubs. While the total volume of Lineholder positions seemed to remain fairly stable for Washington National on a month to month basis, we have seen fluctuations as it pertains to Baltimore.

Due to staffing constraints within the department, management was unable to provide the data at the time of our meeting, but have committed to following up on this matter.

Reserve

Extra Day Off Reserve Lines

Management is planning to offer sixteen (16) Day Off Reserve Lines in the International Purser sub-Bases of Denver and Los Angeles. They will also be offering sixteen (16) day off Reserve Lines for the general population in Chicago.

The Committee inquired as to why there were so few Bases this month when it seemed to be working; extra day off lines reduce the Reserve under guarantee and our Membership has more flexibility. Management stated that they had to cover increased Vacation liability month over month, so this wasn't an option for October. When asked why Chicago was an outlier, the company stated that they still projected a temporary overage of Flight Attendants in that location after consistently sending new hires to the Base over the summer. Elaborating further we were told that the overage exists even after a robust projection of Special Cola demand - we were told they don't expect to see transfers or new hires into the Base until late winter or early spring. Given this information, CSC asked management to consider other time off options for Chicago, such as job-shares and partnership which they said they would take into consideration.

Insufficient IP Reserves

Management's initial plan for October called for only a single IP Reserve each in London, Chicago, Washington DC, and Guam. Believing that this is insufficient to provide coverage, CSC asked why the company has not moved to activate more IPs. In the case of Guam, London, and

Chicago, management reminded us that they have asked for activations but individuals are simply choosing not to do so. As for Washington DC, they stated that they do not want to do so as many seasonal flights are scheduled to end at the end of October. Given this information the Committee recommended the following quota changes, which were approved by management.

Purser Quota Changes: October 2026			
Base	Initial Quota	Revised Quota	IP Reserves
Washington DC	133	132	1 to 2
Guam	42	41	1 to 2

Reserve Utilization

After reviewing data obtained from the Reserve Utilization report, CSC pressed management to offer sixteen (16) day off lines for Cleveland. More specifically, in August Cleveland had an average of more than ten hours of under guarantee paid out.

Management acknowledged the data, but stated they would prefer to reduce the Reserve pool to meet that metric rather than give all the existing Reserves extra days off. In their view it is more desirable to have the existing Reserves work more efficiently while granting more single month leaves. For October Cleveland will see its Reserve pool shrink from 23% to roughly 20%. We will continue to advocate for flexibility for our Reserves and monitor the situation.

Reserves Worked Into Days Off

The Committee did not receive the August 2026 report in time to review the data before our meeting this month. We plan on addressing both the July and August reports at the next DSL/Pairing Review Meeting.

Reserve Recommendations: Limitations for October 2026

Longest Blocks Allowed: October 2026									
AUS	BOS	CLE	DEN	EWB	FLL	GUM	HNL	IAD	IAH
4	4	4	5	5	4	6	6	6	5
LAS	LAX	LHR	MCO	ORD	PHX	SAN	SFO	TPA	
4	6	4	4	5	4	4	6	4	

Limitations on the number of days off after a Reserve duty block.

- Submissions with a single day off after a block of five (5) or six (6) days on will generally not be permitted and monitored.

Recommendations that include IOFF days at the beginning or end of the month.

- The company is restricting the first two (2) days of the month and imposing a no IOFF day restriction on the last two (2) days of the month.

- CSC reminded management that, while the Contract doesn't specify when in the month the Set days may be placed, the LSCs may be required to place them at the beginning or end of the month due to the selected pattern (see Section 8.I.1.b of the JCBA).
- Management stated that they understood and informed us that they would be "watching" it and, if necessary, would ask the LSCs to make changes to the patterns to facilitate different Set days if they deemed it "excessive".

Language Qualified Reserve Lines Available to Bid: October 2026								
Sub-Base	DEN	EWR	GUM	IAD	IAH	LAX	ORD	SFO
Arabic (ARA)		None		-				
Cantonese (CTN)						4		3
French (FRE)		5		3			2	3
German (GER)	3	5		5	3		5	6
Greek (GRK)		1		1				
Hebrew (HBR)		3		-				
Hindi (HIN)		2						
Italian (ITA)	2	7		3			3	1
Japanese (JPN)	2	4	4	2	2	3	2	5
Mandarin (MAN)						5		12
Dutch (NLD)		1		1	1		1	1
Portuguese (POR)		4		2	3		1	
Korean (SKO)		2						3
Spanish (SPN)	1	12		2	12	2	2	3
Tagalog (TAG)			None					3
Thai (THL)						1		
Vietnamese (VTN)						1		

If a box is blank, this indicates that this qualification does not have an active sub-base at this domicile

Boxes containing a "-" indicate that the flying for this sub-base is unavailable for seasonal or operational reasons

*** NOTE: The company will not have Reserve lines in the following Language sub-base when flying exists: **Tag-Guam**

Regular Reserve Lines available to Bid: October 2026						
BOS	CLE	DEN	EWR	GUM	HNL	IAD
15	20	50	60	15	15	35
IAH	LAS	LAX	LHR	ORD	SFO	
50	15	35	12	55	55	
Regular Reserve Lines available to Bid (Satellites): October 2026						
AUS	FLL	MCO	PHX	SAN	TPA	
7	7	10	2	7	10	

International Purser (FSL) Reserve Lines available to Bid: October 2026									
DEN	EWR	GUM	HNL	IAD	IAH	LAX	LHR	ORD	SFO
4	7	2	1	2	4	7	1	1	7

Additional Reserve Lines to Provide Coverage

CSC requested additional Reserve lines to provide coverage on more days per month at several locations, as highlighted in the chart below. It is important to note that CSC did not advocate to *increase* the number of Reserves, but rather for the projected number of reserves to more evenly distribute across the month.

Reserve Line Quota Change Request: October 2026							
Base	Planned	Requested	Status	Base	Planned	Requested	Status
DEN-FSL	4	7	Denied	IAD-FSL	1	2	Approved
EWR-HBR	1	3	Approved	IAD-REG	30	35	Approved
FLL-REG	7	10	Denied	LAS-REG	12	15	Approved
GUM-REG	12	15	Approved	LAX-FSL	7	10	Approved
GUM-FSL	1	2	Approved	MCO-REG	7	10	Approved
HNL-REG	12	15	Denied	SFO-FSL	10	15	Approved 12
IAD-FRE	3	4	Denied*	TPA-REG	7	10	Approved

NOTE: The Committee requested additional French Reserve lines in Washington DC, to account for a lack of variable staffing on the 767"Q" between Nice and Paris. Unfortunately they denied our request.

Open Time Process

Contractual Governance

The Open Time Process is governed by Contract Section 7. C. & 7.G.1.

7. C.

“Trip pairings will be designated for open time and will not be included in the primary line construction, and the number of such pairings after the adjustment process must equal the hours specified in Paragraph G.1. below. These pairings are subject to concurrence between the company and the Local Schedule Committee.”

7.D.

“Vacation relief lines of flying shall be constructed using flying that drops out of the primary line award as a result of vacation conflicts...”

7.G.1.

“All unassigned time, including load/variable staffing, except as defined in Paragraph A.8. of this Section, will be available in each Base. The flying available at the start of the open time trading process must include trip pairings equivalent to approximately three (3) hours per primary line of flying at each Base. All trips that are placed in open time and changes to open time will be made available as soon as possible.”

Monthly Open Time Discussion

Our discussion started with a review of the hours-per-line holder metric for September. While Base-to-Base variations did not swing as wide as they had in August, there were a few outliers that needed to be addressed.

Generally speaking, the time set aside by the Local Schedule Committee tends to *increase* during the summer months, as the total amount of possible fallout from vacation trips significantly decreases. Conversely, the company disproportionately awards copious amounts of vacation in the fall and winter months resulting in a higher likelihood of unbuildable vacation fallout, so the time set aside by the LSC typically *decreases*.

To maintain approximately three hours per primary lineholder (3:00), CSC recommended reductions to the time set aside in Cleveland, Phoenix, Fort Lauderdale, Las Vegas, Los Angeles, and Orlando by fifteen minutes (-0:15). We also recommended an increase in Honolulu by fifteen minutes (+0:15) as that location has come in on the lower end several months in a row. Management agreed with all of these recommendations and there were no changes to the other Bases. Cleveland and Phoenix both came in over four hours (4:00) for a second consecutive month, which prompted us to ask management where this time was coming from and what their proposed remedy was to bring it back in alignment with the Agreement.

Management was unable to give us specifics, but did state that Vacation Relief fallout was minimal. Our review shows that these Bases continue to see higher than average end-of-month (EOM) conflicts. CSC proposed growing the Base with transfers which would help minimize the impact of time falling out, but management continues to oppose this solution. Instead they suggested reducing the time set aside by the LSC even further, at which point we reminded them that doing so would not be in their best interest as it would further undermine pairing distribution, concentrating open time at the beginning of the month, and reducing their ability to self-adjust Flight Attendants. We also pointed out that we have reduced the time two (2) months in a row showing that the solution is not viable. As an alternative we suggested that they look at limiting the assignment of flying at the beginning and end of the month in an effort to prevent minimum rest conflicts as scheduled months come together, a solution used in prior years in Austin to address this specific issue to which they didn't comment. CSC will continue to monitor the situation.

Breakdown of hours set aside for Open Time for October 2026													
Hub/Line Stations	BOS	CLE	DEN	EWR	GUM	HNL	IAD	IAH	LAS	LAX	LHR	ORD	SFO
DOM Set Aside	1:00	:45	1:30	2:15	none	1:15	1:30	2:00	1:30	2:00	none	1:30	2:30
INTL Set Aside	none	none	1:00	1:00	1:15	1:00	1:00	1:00	none	1:00	0:45	1:00	1:00
Monthly Change		-:15			-:15	+:15	-:15		-:15	-:15			
Satellite Bases	AUS	FLL	MCO	PHX	SAN	TPA							
DOM Set Aside	1:15	1:00	1:15	:45	1:00	1:00							
Monthly Change		-:15	-:15	-:15									

CSC Administrative Information

Line Award Follow-up: Award Error Acknowledged

CSC followed up on an unawarded International Purser line in Washington DC for September, line 3143. After looking into it, management acknowledged that they overawarded Vacation Relief only to let a primary line go unawarded, but they also assured us that all of the individuals who were awarded Relief did so that no individual Flight Attendant had a bid award error. Acknowledging that they should have blocked the Relief award at eleven (11) shells and forced someone into the primary to avoid unawarded lines, management stated that they would do so moving forward.

Company Personnel Changes: Departmental Liaison

At the start of the DSL Meeting the company introduced us to Robert Ginn, who has been hired to help address cross departmental concerns. He will report directly to Phil Middleton.

Timeline for Building the October 2026 Schedule

DSL/Reserve for CSC Review	Tuesday September 1st, 2026
International DSL/Pairing Meeting	Thursday September 3rd, 2026
Domestic DSL/Pairing Meeting	Friday September 4th, 2026
Pairings & Reserve Targets Sent to LSC	Friday September 4th, 2026
Recommendations Due	Tuesday September 8th @ 1200 CDT
Build and Review (SWLOF)	Saturday - Wednesday September 5th - 9th, 2026

DSL Guest Schedule

October	November	December
Las Vegas & Guam	San Francisco	Chicago

NOTE: Due to the timing of next month's meetings, Las Vegas will shift to attend in November.