

**Prior Calendar Year Net Aircraft Difference (PCYNAD) Methodology**

The PCYNAD is the difference, if any, between the Baseline and Current Net Aircraft.

**Baseline:** The “as of” number in the last column available (prior to the “to be delivered/(retired)” columns) in the “Subtotal-Trunk Aircraft” row in the “Federal Express Segment Aircraft Fleet Statistics” published in the final “Stat Book” of the previous calendar year (FedEx Corporation (e.g., Q2 2025) Fiscal Statistics, Financial and Operating Statistics) less trunk aircraft not available for revenue service, subject to the parties’ audit.

**Current Net Aircraft:** The “as of” number in the last column available (prior to the “to be delivered/(retired)” columns) in the “Subtotal-Trunk Aircraft” row in the “Federal Express Segment Aircraft Fleet Statistics” published in the final “Stat Book” for the current calendar year (FedEx Corporation QX Fiscal Statistics, Financial and Operating Statistics) less trunk aircraft not available for revenue service, subject to the parties’ audit.

Example: for wet leases occurring in 2027, whether the Negative or Non-Negative column is applicable will be determined by the difference, if any, between:

- the 390 number [the “as of” number in the last column available (prior to the “to be delivered/(retired)” columns), in the “Subtotal-Trunk Aircraft” row as stated in “Federal Express Segment Aircraft Fleet Statistics” of 2025 Q2 SEC filing “Stat Book” (FedEx Corporation Q2 Fiscal Statistics, Financial and Operating Statistics) dated December 18, 2025] less trunk aircraft not available for revenue service, subject to the parties’ audit, and
- the “as of” number in the last column available (prior to the “to be delivered/(retired)” columns), in the “Subtotal-Trunk Aircraft” row as stated in “Federal Express Segment Aircraft Fleet Statistics” in the final “Stat Book” for the 2026 calendar year less trunk aircraft not available for revenue service, subject to the parties’ audit.

If the parties are unable to agree on the actual number in the parties’ audit regarding either the Baseline or Current Net Aircraft number within 60 days of publishing of the final calendar year 2026 Stat Book (for determining whether the Negative or Non-Negative column is applicable for wet leasing occurring in 2027), the dispute shall be subject to Section 1.E. The parties agree that neither party shall have the burden of proof.

For subsequent audits, if the parties are unable to agree on the actual number in the parties’ audit for the Baseline or Current Net Aircraft number within 60 days from the publishing of the applicable Stat Book, the dispute shall be subject to Section 1.E. The parties agree that neither party shall have the burden of proof.