

AmericanAirlines®

May 18, 2006

Mr. John M. Conley
American Airlines System Coordinator
International Representative
Transport Workers Union, AFL-CIO
1791 Hurstview Drive
Hurst, TX 76054

Filling of vacancies – June 2006 RIF

Dear John,

As you know, there is a planned reduction in force (RIF) within Line Maintenance to be effective June 9, 2006. This reduction is expected to impact AMTs and Stock Clerks, primarily at the Class II Line Maintenance stations. In preparation for a reduction in force, it has been the practice and understanding of the parties that a freeze on filling vacancies within the classifications affected is imposed prior to the effective date of the RIF and continues throughout the entire RIF process.

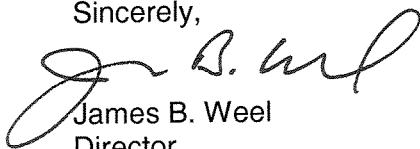
The purpose and intent of the freeze is to afford those surplus employees the opportunity to elect the vacancies and compete for the vacancies as part of the RIF process. However, there is also an ancillary issue that results from the freeze and that is for locations that have not declared a surplus and have vacancies, the need to fill those in a more timely fashion than the RIF process affords.

We have that situation today at AFW due to the need to expedite the filling of vacancies within the classification of Parts Washers, Aircraft Cleaners, Stock Clerk Tech Crew Chief and AMTs in Type 1 through 7.

In order to expedite the filling of these vacancies, the Company will declare an equivalent number of vacancies on the option sheet in order to provide the same opportunity to the surplus employees as the transferees. The Company recognizes that this may result in filling more vacancies than originally declared.

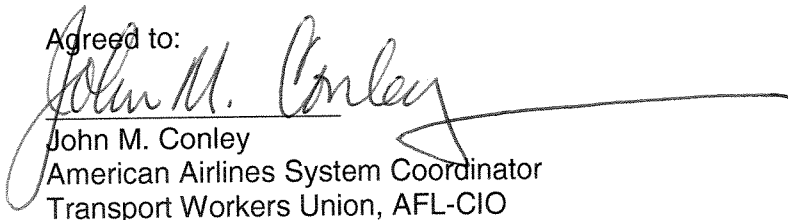
If the above accurately reflects your understanding, please indicate by signing below.

Sincerely,



James B. Weel
Director
Employee Relations

Agreed to:



John M. Conley
American Airlines System Coordinator
Transport Workers Union, AFL-CIO