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February 10, 2006

Tommie L. Hutto-Blake, President
Association of Professional
Flight Attendants
1004 West Euless Blvd.
Euless, Texas 76040

Re: Additional Deadhead Flexibility

Dear Tommie:

As a result of our ongoing discussions, the Company will implement further enhancements to the existing deadhead flexibility provided in Article 7, Letter I of the AA/APFA Agreement and the July 8, 2004 Additional Deadhead Flexibility Letter of Agreement. It is agreed that this letter will replace and enhance the July 8, 2004 Additional Deadhead Flexibility Letter of Agreement and all provisions contained in Article 7, Letter I will continue to apply, unless specifically modified herein:

A. Waiver of Deadhead on Origination

1. A commuter scheduled to fly a Domestic trip sequence which originates with a deadhead may, with Crew Schedule's approval, commence flying after the deadhead portion, provided the following:
 - a. If the actual flying portion of the trip sequence begins in the Commuter's Designated City (as indicated in SABRE), the commuter must call Crew Schedule as early as possible, but no later than two (2) hours in advance of sign-in time to obtain approval to begin flying at the Commuter's Designated City. Such approval will not be unreasonably withheld. If granted, the flight attendant will be required to check in at the Commuter's Designated City airport no later than the time the flight attendant would have been required to sign-in for the deadhead portion at the Commuter's domicile.
 - b. If the actual flying portion of the trip sequence begins at a station other than the Commuter's Designated City, the Commuter must request permission from Crew Schedule prior to departing the Commuter's Designated City, but no later than two (2) hours prior to the originally scheduled sign-in time at the domicile. Such permission will not be unreasonably withheld. The deadhead will occur under the same travel pass classification as the originally scheduled deadhead. The commuter is responsible for ensuring he/she is positioned in the downline city no later than one (1) hour prior to departure of the first working leg.

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2. A commuter scheduled to fly an International trip sequence which originates with a deadhead may, with Crew Schedule's approval, commence flying after the deadhead portion provided the following:
 - a. If the actual flying portion of the trip sequence begins in the Commuter's Designated City (as indicated in SABRE), the commuter must call Crew Schedule as early as possible, but no later than two (2) hours in advance of sign-in time to obtain approval to begin flying at the Commuter's Designated City. Such approval will not be unreasonably withheld. However, the Company will not consider a request that will result in less than the required minimum crew deadheading on the original leg. The Commuter is responsible for ensuring he/she is at the airport in the downline city no later than one (1) hour prior to departure of the first working leg.
 - b. If the actual flying portion of the trip sequence begins in SJU, and SJU is listed as the Commuter's Designated City, the Commuter must call Crew Schedule as early as possible, but no later than two (2) hours in advance of sign-in time to obtain approval to begin flying in SJU. Such approval will not be unreasonably withheld. If granted, the Flight Attendant will be required to check in at SJU no later than the time the Flight Attendant would have been required to sign-in for the deadhead portion at the Commuter's domicile.
3. The provisions contained in paragraphs 1.a and b, and 2.a and b above will not apply to probationary Flight Attendants, reserve Flight Attendants, or Flight Attendants working a military charter.

B. Waiver of Deadhead on Termination

1. A commuter who is scheduled to deadhead to base on the last leg of a trip sequence may, in accordance with Article 7, Letter I, B., request permission from Crew Scheduling/Crew Tracking to be released for purposes of deadheading to the Commuter's Designated City, provided the Commuter's Designated City is located within the contiguous 48 states.
2. Article 7, Letter I B.2. will be modified to provide the flight attendant an A-12 business travel classification on AA/AE to the Commuter's Designated City. Such permission will not be unreasonably withheld. For Domestic Flight Attendants, A-12 travel will be limited to one (1) leg within the contiguous 48 states, unless the sequence includes more than one (1) deadhead leg on termination. In no case will the A-12 deadhead legs exceed the number of deadhead legs returning to base. For International Flight Attendants, A-12 travel will be limited to one (1) leg back to the contiguous 48 states.
3. In accordance with Article 7, Letter I, B.4., the provisions of this paragraph B will apply to reserve flight attendants when the deadhead is immediately prior to a scheduled DFP on the reserve flight attendant's schedule.

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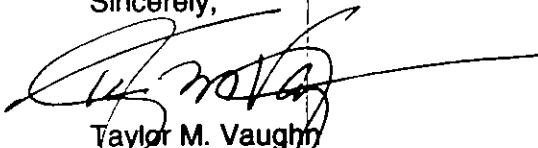
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C. Miscellaneous

All provisions of Article 7, Letter I and the enhancements listed above will be applicable to Flight Attendants working a VMC trip sequence, with the exception of probationary or reserve Flight Attendants.

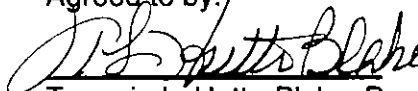
In accordance with Article 7, Letter I C., the parties will meet to discuss the effectiveness of these changes and to suggest refinements to improve the success and administration of the procedures. After consultation with APFA, the company will have the ability to discontinue some or all of these changes if the procedures are not successful (e.g., if the number of missed-trips substantially increases due to these new procedures).

Sincerely,



Taylor M. Vaughn
Managing Director
Employee Relations

Agreed to by:



Date 2/10/06
Tommie L. Hutto-Blake, President
Association of Professional Flight Attendants

cc: Lauri Curtis
Roy Everett
Brett Durkin
Brent Peterson
Vince Heyer