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**ALLIED PILOTS ASSOCIATION EMPHASIZES SUPPORT FOR AGE 60
RETIREMENT**

Fort Worth, Texas (July 18, 2006)—The Allied Pilots Association (APA), representing the 13,000 pilots of American Airlines (NYSE: AMR), reaffirmed its support for maintaining mandatory retirement at age 60 for the nation’s commercial pilots.

Congress is considering legislation that would raise the age, and pilots on both sides of the issue are making their respective cases in person this week on Capitol Hill.

"Since the Federal Aviation Administration’s establishment of age 60 pilot retirement in 1959, not one single airline accident has been attributed to the effects of aging—either sudden or subtle—on a pilot’s health and skills," said Captain Ralph Hunter, APA president. "It’s hard to imagine why Congress would even consider experimenting with such a successful policy, particularly given the implications for public safety."

Hunter noted that age discrimination and economic considerations are the justifications most often cited by those supporting an increase in the retirement age.

"The U.S. Court of Appeals ruled in 1997 that age is a ‘bona fide occupational qualification’ for commercial pilots because of the safety-sensitive nature of our work, and the U.S. Supreme Court affirmed that ruling last year," Hunter said. "As for modifying the policy for economic reasons—in essence, to be able to work more years—public safety must always take precedence over financial considerations. It’s telling that the FAA itself does not advocate changing pilot retirement age."

While APA and the Air Line Pilots Association (ALPA)—the latter representing some 61,000 pilots at 39 airlines in the U.S. and Canada—support maintaining retirement age at 60, the Southwest Airlines Pilots Association (SWAPA) has been pressing for

change. Hunter pointed out that Southwest has hired some 1,000 pilots since last surveying its pilots on the issue, so SWAPA's position could shift if its members were to be surveyed again.

“Despite tremendous advances in medical technology, there is still no definitive way to determine which pilots would be safe to fly past age 60,” Hunter said. “Why take the risk?”

Founded in 1963, the Allied Pilots Association—the largest independent pilot union in the U.S.—is headquartered in Fort Worth, Texas. APA represents the 13,000 pilots of American Airline—the world's largest passenger carrier—including 2,890 pilots on furlough. The furloughs began shortly after the September 11, 2001 attacks. Also, several hundred American Airlines pilots are on full-time military leave of absence serving in the armed forces. The union's Web site address is www.alliedpilots.org American Airlines is the nation's largest passenger carrier.

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