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**ALLIED PILOTS ASSOCIATION ON PROPOSED NEW FLIGHT AND DUTY  
TIME RULES: 'ANY CHANGE MUST ENHANCE SAFETY'**

Fort Worth, Texas (Sept. 16, 2010)—The Allied Pilots Association (APA), certified collective bargaining agent for the 11,500 pilots of American Airlines (NYSE: AMR), characterized some of the Federal Aviation Administration's proposed new flight and duty time regulations for pilots as "a big step backwards" and urged the FAA to rework certain key provisions.

"We are pleased that the FAA has undertaken the long-overdue process of reviewing and revising flight and duty time rules for commercial airline pilots," said APA President Captain David Bates. "However, we urge the FAA to reexamine the rationale for some of the proposed changes. While some of the FAA's proposed new rules would enhance safety, others would represent a big step backwards.

"In APA's view, any change in the rules must be designed to enhance safety," he said. "For example, the FAA's proposal to reduce total time on duty during back-side-of-the-clock operations clearly meets that standard. Unfortunately, there are some important areas where the proposed new rules fall well short and instead appear to be catering to industry cost-cutting pressures."

The FAA has proposed increasing the maximum allowable time that pilots can spend at the controls to as many as 10 hours. The current limit is eight hours.

"There is no scientific basis or validation for a 25 percent increase in maximum flight time for pilots," Bates said. "Common sense dictates that increasing flight time limits will increase pilot fatigue, in turn degrading the margin of safety."

In addition, Bates cited the proposed new rest requirements for pilots as "insufficient." Under the proposed new rule, all pilots—both domestic and international—would be allotted a minimum of nine hours.

"Nine hours is insufficient—it's not enough to consistently provide pilots with the opportunity for eight hours of sleep, which is the minimum amount dictated by science,"

he said. "Under the proposed new rules, international pilots in particular would experience a dramatic reduction in the minimum amount of rest they would be eligible to receive."

The FAA announced the proposed new flight and duty time rules on Sept. 12. A 60-day comment period that provides a formal process for interested parties to weigh in on the proposed new rules runs until Nov. 13. The FAA's proposed new rules resulted from a lengthy rule-making process that involved a cross section of industry stakeholders, including APA.

"We will be participating in the comment period to make our concerns known to the FAA and other interested parties," Bates said. "While we very much welcome the prospect of updated flight and duty time limits, it's imperative that we use this long-awaited opportunity to enhance the margin of safety for the traveling public. In the unforgiving world of commercial aviation, we cannot permit bottom-line pressures to take precedence. Safety must remain the highest priority—first, last and always."

*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 11,500 pilots of American Airlines, including 1,988 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](http://www.alliedpilots.org). American Airlines is the nation's second-largest passenger carrier and fifth-largest cargo carrier.*

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