

AA Exhibit 0902

LOA 09-01



July 17, 2009

Captain Lloyd Hill, President
Allied Pilots Association
14600 Trinity Boulevard, Suite 500
Fort Worth, Texas 76155

RE: SLT Displacements

Dear Lloyd:

This letter is to confirm our understanding of displacements into and out of SLT that are not covered by Supplement CC V.B.2.

1. The terms "AA pilot" and "TWA pilot" are as defined in Supplement CC of the Green Book.
2. When an "AA pilot" is displaced from a bid status and has any SLT FO bid status in such pilot's displacement preference:
 - a. If there are sufficient "TWA pilots" bidding for that position, there must be a junior "AA pilot" in that position for an "AA pilot" to be awarded a displacement to SLT. For each "AA pilot" that is awarded a displacement into an SLT FO bid status, an "AA pilot" will be displaced from the same SLT bid status, or
 - b. If there are insufficient "TWA pilots" bidding for that position, then for each "AA pilot" that is awarded a displacement into an SLT FO bid status, it is not necessary to displace an "AA pilot" for each "AA pilot" that is awarded a displacement into the same SLT bid status.
3. When displacements from an SLT FO bid status are required while there are "AA pilots" in such bid status, the "AA pilots" will be displaced from the SLT bid status in reverse seniority order before the displacement of any "TWA pilots".

Example 1: Pilot "A," an "AA pilot," currently holds SLT/S80/FO/D. There are currently 20 "AA pilots" in the SLT/S80/FO/D bid status. Pilot "A" bids and is awarded DFW/767/FO/D. If the Company chooses to replace Pilot "A" in the bid status, that vacancy will be filled in accordance with Supplement CC before displacements into SLT are awarded. If no vacancy is awarded into the SLT/S80/FO/D, the number of "AA pilots" holding SLT/S80/FO/D would now be limited to 19.

Example 2: Pilot "B," an "AA pilot," is displaced from MIA/300/FO/I and has SLT/S80/FO/D as his first displacement preference. There are currently 15 "AA pilots" in the SLT/S80/FO/D bid status before the bid run, at least one of which is junior to Pilot "B." Pilot "B" will be displaced to SLT/S80/FO/D, and if there are sufficient "TWA pilots" bidding for the position, at least one "AA pilot" must be displaced from SLT/S80/FO/D such that there are no more than 15 "AA pilots" in the SLT/S80/FO/D bid status at the end of the bid run.

Sincerely,

Dennis A. Newgren
Managing Director, Employee Relations

Agreed and Accepted:

Lloyd Hill, President
Allied Pilots Association

LOA 09-02

American Airlines®

October 5, 2009

Captain Lloyd Hill, President
Allied Pilots Association
14600 Trinity Boulevard, Suite 500
Fort Worth, Texas 76155

RE: Credit Plan Account (CPA), Vacation and Internal Revenue Code (IRC) 409A

Dear Captain Hill:

As a result of changes to Federal tax law through the enactment of Section 409A of the Internal Revenue Code (IRC), the Credit Plan Account (CPA) as defined in the Agreement between American Airlines, Inc., and The Airline Pilots in the service of American Airlines, Inc., as represented by the Allied Pilots Association, dated May 1, 2003, as may be amended from time to time, (the "Basic Agreement"), may constitute "deferred compensation". Accordingly, the terms of the CPA may not comply with Section 409A requirements for such deferred compensation plans.

To comply with IRC Section 409A and to minimize potential personal tax liability to which pilots could be exposed, the Company and the Allied Pilots Association hereby agree to the following amendments to the Basic Agreement:

1. CPA time shall be credited and debited on a first-in, first-out basis.
2. CPA time earned in 2008 or prior years, and/or 2008 vacation hours converted to CPA, shall be paid out in the November 2009 pay period (balance determined as of October 31, 2009 for both active and inactive pilots).
3. All positive CPA balances as of January 30, 2010 for both active and inactive pilots shall be paid in the February 2010 pay period.
4. All vacation bank balances as of January 30, 2010, shall be paid in the February 2010 pay period (for both active and inactive pilots).
5. Sequences or reserve available days dropped due to vacation in March and April 2010 shall be administered in accordance with Section 9.G.1.D. of the Basic Agreement (unpaid and uncredited).
6. These provisions shall remain in effect through the earlier of December 31, 2010 or the Date of Signing of an amended Collective Bargaining Agreement.

7. The parties shall address an ongoing resolution to this issue during Section 6 negotiations.
8. The Company and the Association shall meet and discuss CPA options within a reasonable period of time following any subsequent change under Section 409A.
9. Except as explicitly stated in this Letter of Agreement, any and all provisions of the Basic Agreement will remain in full force and effect.

Very truly yours,

/signed/
Dennis A. Newgren
Managing Director, Employee Relations

Agreed to this date:
/signed/

Lloyd Hill
President
Allied Pilots Association

LOA 10-01



January 28, 2010

Captain Lloyd Hill, President
Allied Pilots Association
14600 Trinity Boulevard, Suite 500
Fort Worth, Texas 76155

RE: Pilot Furloughs and COBRA Eligibility

Dear Captain Hill:

The Company and the Association agree that pilots furloughed effective March 2, 2010 would be ineligible for the U.S. Government COBRA subsidy that is currently scheduled to expire February 28, 2010. In an effort to address the eligibility issue, the Company will move up the effective furlough date to February 28, 2010. To minimize the operational impact that could result from the earlier effective date, the parties agree to following:

1. Trip Trade With Open Time System – Section 19
 - The parties agree that the Company has complied with the notification requirements of Section 19.A.1.a and that the TTOT system shall be prohibited in part, and only to the extent necessary, for the period February 26, 2010 through March 1, 2010 in 4-part bid statuses negatively impacted by the February 28, 2010 pilot furloughs (SLT S80 FO DOM, MIA 737 FO DOM/INT, LGA S80 FO DOM, DCA 737 FO DOM, BOS 737 FO DOM).
2. Less than a Full Month Temporary Assignments Between Bases – Exception to Section 18
 - The Company and the Association agree to a one-time exception to Section 18.C.4.a-d. and 18.D.1.i.
 - The exception is for the period of February 26, 2010 through March 2, 2010 in 4-part bid statuses negatively impacted by the February 28, 2010 pilot furloughs (SLT S80 FO DOM, MIA 737 FO DOM/INT, LGA S80 FO DOM, DCA 737 FO DOM, BOS 737 FO DOM).
 - The Company must first offer the Make-Up premium flying option IAW 18.G.2.b.(2) prior to proffering/assigning TDY reserves for the period of February 26, 2010 through March 2, 2010 in 4-part bid statuses negatively impacted by the February 28, 2010 pilot furloughs (SLT S80 FO DOM, MIA 737 FO DOM/INT, LGA S80 FO DOM, DCA 737 FO DOM, BOS 737 FO DOM).

- If the sign-up for premium flying does not meet the operational needs of the Company by 25 February 2010, the exception then grants the Company the ability to proffer/assign reserve pilots to the affected bid statuses on a temporary basis.
 - Reserve pilots eligible for TDY assignment must be available for the entire period of assignment.
 - Assignments will be proffered in seniority order by base to all reserve pilots in the selected base(s) with a GTD of less than sixty-five (65) hours.
 - After this proffer is complete in each selected base, the company may then assign reserve pilots, in reverse seniority order
 - The number of reserve assignments shall be limited to the extent necessary to meet the operational requirements of the Company after the Premium Pay option and reserve TDY pilot proffer is complete.
 - A reserve pilot proffered / assigned to such reserve duty shall be paid 3 hours CPA time for each calendar day the pilot is away from his/her home base, excluding the start and/or end day(s) unless such day(s) includes a reserve commitment away from home base. Such time shall be paid over and above any time flown.
 - Deadhead pay will be IAW 18.C.7 whether the pilot is proffered or assigned the TDY assignment.
 - To the maximum extent possible, Crew Schedule will work with commuter pilots to deadhead or originate them from stations other than their home base.
3. Order of Filling of Open Time – Exception to Section 18
- The Company and the Association agree to a one-time exception to Section 18.D.1.
 - The exception granted provides the Company the ability to split trip sequences outside of DOTC.
 - The exception granted is for trip sequences that originate during the period of February 26, 2010 through March 1, 2010 in 4-part bid statuses negatively impacted by the February 28, 2010 pilot furloughs (SLT S80 FO DOM, MIA 737 FO DOM/INT, LGA S80 FO DOM, DCA 737 FO DOM, BOS 737 FO DOM).
 - The exception grants the Company the ability to split such trip sequences at any time during the February contractual month, commencing after the January 21, 2010 SEP run.
 - Split trip sequences may be allocated to any domicile.
 - This exception shall be limited to the extent necessary to meet the operational requirements of the Company.

General

4. The parties agree that the Company will notify, in writing, the APA TASC Committee members whenever the exceptions in 2 and/or 3 above are utilized, and that these exceptions will be utilized only to the extent necessary to meet the operational needs of the Company for the period specified herein.
5. The Company will modify scheduled trip sequences of pilots scheduled for furlough operating on February 28, 2010 to ensure such pilot's duty terminates in sufficient time prior to the start of furlough. These pilots shall be pay protected for such flying lost as a result of this agreement through 2359 HBT on the 28th. Reserve pilots scheduled for furlough with a reserve available day scheduled for March 1, 2010 will have their moveable day moved to March 1 to protect guarantee. Such reserves, if unassigned, will be released from their reserve obligation at 1200 HBT February 28.

Furthermore, the parties agree to address any unanticipated staffing impact related to the advancement of the furlough date.

This LOA shall be effective from date of signing through March 2, 2010 and is a one-time, no-cite, no-precedent setting agreement to address the unique circumstances surrounding this event. In the event the federal COBRA subsidy is extended beyond February 28, 2010, the parties agree to meet as soon as practical to discuss appropriate modifications to the provisions contained herein.

Sincerely,

// SIGNED //

Dennis A. Newgren
Managing Director, Employee Relations

Agreed to this date:

// SIGNED //

Lloyd Hill
President
Allied Pilots Association



February 10, 2010

Captain Lloyd Hill, President
Allied Pilots Association
14600 Trinity Boulevard, Suite 500
Fort Worth, Texas 76155

RE: Furlough Mitigation Program

Dear Captain Hill:

In recognition of the announced February 28, 2010 and April 1, 2010 pilot furloughs, this will confirm that the Company and the Association have agreed to establish a one-time Furlough Mitigation Program (FMP) in an effort to mitigate the impact of the furloughs. The FMP provides voluntary options to all active pilots, and includes the following provisions:

- Enhanced Leaves of Absence
- Voluntary Part Time Flying
- Enhanced Furlough Stand-in-Stead

1. Furlough Mitigation Enhanced Leaves of Absence (FMELOA)

- The Company shall provide COBRA medical coverage at active employee rates, D2 flight privileges and service credit for pay and pension (A Plan) purposes.
- Pilots electing the FMELOA will be eligible for up to eighteen (18) months of COBRA medical coverage. The monthly COBRA premium cost to each FMELOA pilot shall be equal to the monthly employee contributions paid by an active pilot enrolled in the same plan option and dependent coverage. Normal Plan deductibles and co-pays apply.
- The Leave of Absence shall be for a minimum of eighteen (18) months and maximum of thirty-six (36) months duration. A minimum of nineteen (19) pilots must participate for this option to take effect. Furloughs will be reduced on a one-for-one basis beginning with the ninth (9th) pilot electing this option.
- If requested, a pilot shall be granted a one-time exception to Section 15.B.5. to pursue other flying opportunities during the FMELOA. Written notification must be submitted to the Flight Department. The Flight Department shall provide a written response acknowledging acceptance.

2. Voluntary Part Time Flying

- Pilots electing this option must commit to a minimum of eighteen (18) months and have flown an average of sixty-five (65) credited hours per month during the previous twelve (12) months. Any reserve months in the 12 month period shall be calculated at seventy-three (73) hours.
- Pilots will be scheduled on a rotating contractual month basis (i.e. one month on, one month off). Fly through time into an inactive month shall be used to fill up the active month to seventy-eight (78) hours. Any remaining fly through time shall be added to the pilot's CPA bank.
- For payroll purposes, a pilot will be deemed to be active but unavailable for each month not flying. Vacation and sick shall only accrue for the available months.
- Furloughs will be reduced by one pilot for each 2 pilots electing this option.

3. Pilots accepting Furlough Stand-in-Stead in accordance with the December 17, 2003 Letter of Agreement (Letter TT) may elect to receive their furlough pay in a lump sum.

In the event participation in Option 1 (FMELOA) is greater than anticipated, the Company may adjust the effective date of an LOA if required to maintain the integrity of the operation.

In the event participation in Option 2 (Voluntary Part Time Flying) exceeds 15% of a bid status, the Company may phase in the start dates of the part time flying if required to maintain the integrity of the operation.

Applications for the Furlough Mitigation Program must be submitted to the pilot's Base Chief Pilot no later than 0800 CT February 19, 2010 to affect the February 28, 2010 furloughs, and no later than 0800 CT March 8, 2010 to affect the April 1, 2010 furloughs. In the event there are insufficient applications by the February 19, 2010 deadline to meet the required threshold to mitigate furloughs, those applications will be included in the March 8, 2010 deadline unless specifically withdrawn by the applicant.

This Letter of Agreement shall become effective as of the Date of Signing.

Sincerely,

Dennis A. Newgren
Director, Employee Relations
Flight

Agreed and Accepted:

Lloyd Hill, President
Allied Pilots Association

LOA 10-04

American Airlines®

December 07, 2010

Captain David Bates, President
Allied Pilots Association
14600 Trinity Boulevard, Suite 500
Fort Worth, Texas 76155

RE: Vacation and Internal Revenue Code (IRC) 409A

Dear Captain Bates:

As a result of changes to Federal tax law through the enactment of Section 409A of the Internal Revenue Code (IRC), the ability for a pilot to convert vacation bank time to such pilot's Credit Plan Account (CPA) may constitute "deferred compensation".

To comply with IRC Section 409A and to minimize potential personal tax liability to which pilots could be exposed, the Company and the Allied Pilots Association hereby agree to a shift in the vacation year to a March through February contractual month cycle. This vacation year shift shall be effective with the 2012 / 2013 vacation year.

To transition to the earlier vacation year, the parties agree to the following provisions:

A. 2010-2011 Vacation Year

1. All vacation bank balances as of January 30, 2011, shall be paid in the February 2011 pay period (for both active and inactive pilots).
2. Sequences or reserve available days dropped due to vacation in March and April 2011 shall be administered in accordance with Section 9.G.1.D. of the Basic Agreement (unpaid and uncredited).

B. 2011-2012 Vacation Year

1. All vacation bank balances as of January 30, 2012, shall be paid in the February 2012 pay period (for both active and inactive pilots).

C. 2012-2013 Vacation Year and Subsequent Years

1. Beginning January 30, 2013, and each subsequent January 30th, all vacation bank balances (for both active and inactive pilots) shall be paid in the following February pay period.
2. The vacation year will shift to a March through February contractual month cycle.
3. Vacation bidding will be completed in a two-step bidding process:
 - a. Round one vacation bids will be open for a minimum of 10 calendar days, and results posted no later than ten business days after bids close. At the time bidding opens, estimated accruals will be used -- actual accrual may not be finalized until late in the allotted bidding period.
 - b. Pilots will then have five calendar days to submit a single ballot for rounds two through six, which will then be handled in one continuous process, with each of the five remaining rounds run sequentially.
 - c. Results for rounds two through six will be posted no later than February 10.
 - d. The Company shall post the schedule for vacation bidding on or before December 1st of the previous year.
4. The parties acknowledge that the transition to a new vacation year cycle will create a one-time vacation overlap period (March and April 2012). Therefore, pilots with vacation scheduled in March and/or April 2012 will be handled as follows:
 - a. All previously awarded vacation periods in March and April 2012 will be retained, and awarded in lieu of a pilot's first round vacation ballot (and subsequent round ballots in the event the pilot elects to keep more than one (1) previously scheduled March 2012 or April 2012 vacation period).
 - b. Pilots shall be given the option to cancel previously awarded vacation periods in March and April 2012. If a pilot elects to remove such a vacation period(s) he/she must do so in conjunction with his/her first round ballot.
 - c. Pilots who retain a previously awarded March or April 2012 vacation period(s) will have such periods deducted from their 2012 (2012/2013 vacation year) accrual. A pilot must have a minimum of 4 days accrual in 2011 to be eligible to retain his/her previously awarded vacation period in these two months. In the event a pilot has insufficient accrual to cover the entire awarded vacation, the vacation period will be reduced. When such vacation period is reduced the period will commence on the first day of the A, B, C or D vacation week, as specified by the pilot. Furthermore, the reduced vacation period must reside within the originally awarded vacation period.
5. Effective with the 2012/2013 vacation year, pilots shall be awarded vacation periods within the bid status which they hold during the contractual month of January preceding the vacation year.

This Letter of Agreement shall apply to all pilots, including Check Airmen and TUL Maintenance and Engineering pilots. Except as explicitly stated in this Letter of Agreement, any and all provisions of the Basic Agreement will remain in full force and effect.

Very truly yours,

Dennis A. Newgren
Managing Director, Employee Relations

Agreed to this date:

David Bates
President
Allied Pilots Association