

PATRICIA YOUNG
AMERICAN AIRLINES FLIGHT ATTENDANT
MAY 18, 1994

LADIES AND GENTLEMEN OF THE COMMITTEE, MY NAME IS PATTY YOUNG, AND I HAVE BEEN A FLIGHT ATTENDANT FOR 28 YEARS. FOR THE LAST 25 OF THOSE YEARS I HAVE BEEN CONSTANTLY WORKING TO HAVE ENVIRONMENTAL TOBACCO SMOKE REMOVED FROM MY WORK ENVIRONMENT.

IT TOOK AN ACT OF CONGRESS TO BAN SMOKING ON MOST DOMESTIC FLIGHTS, AND IT WILL TAKE ANOTHER ACT OF CONGRESS TO BAN SMOKING ON ALL INTERNATIONAL FLIGHTS.

OBVIOUSLY, CONGRESS CAN NOT RELY ON THE AIRLINES TO CREATE A HEALTHY AND SAFE ENVIRONMENT FOR EITHER THE FLIGHT CREWS OR THE PASSENGERS. NOR CAN CONGRESS RELY ON THE FEDERAL ADMINISTRATIVE AGENCIES TO SET PROTECTIVE STANDARDS FOR HEALTH AND SAFETY. THE FEDERAL AGENCIES INVOLVED INCLUDE THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), THE DEPARTMENT OF TRANSPORTATION (DOT), THE OFFICE OF FEDERAL CONTRACT COMPLIANCE PROGRAMS (OFCCP), AND THE FEDERAL AVIATION ADMINISTRATION (FAA). THESE AGENCIES HAVE BEEN NOTHING MORE THAN WHORES FOR BIG BUSINESS.

IT IS A FACT THAT THE AIR LINES ARE MORE INTERESTED IN PROFIT THAN IN THE HEALTH AND SAFETY OF FLIGHT CREWS AND PASSENGERS. PART OF THE PROFIT MOTIVE IS TO SAVE ON THE FUEL COSTS OF MAINTAINING CABIN AIR QUALITY.

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IN ORDER TO MAINTAIN CABIN AIR QUALITY, HOT AIR IS TAKEN FROM THE AIRCRAFT ENGINES AND MIXED WITH COLD OUTSIDE AIR TO MAINTAIN CABIN TEMPERATURE. THE MORE HOT AIR TAKEN FROM THE ENGINES, THE HIGHER THE FUEL COSTS. THEREFORE, THE AIR LINES REDUCE THE AMOUNT OF FRESH AIR BROUGHT INTO THE CABIN.

FIVE YEARS AGO, I SPOKE BEFORE A CONGRESSIONAL COMMITTEE CONSIDERING THE BANNING OF SMOKING ON DOMESTIC FLIGHTS. I SAID TO THAT COMMITTEE: "WE, THE FLIGHT ATTENDANTS, ARE NOT A DISPOSABLE WORK FORCE AND WE DESERVE A HEALTHY AND SAFE WORKING ENVIRONMENT."

OBVIOUSLY, I WAS WRONG: WE ARE DISPOSABLE. THE AIR LINES HAVE MADE NO ATTEMPT TO IMPROVE CABIN AIR QUALITY BY BANNING SMOKING ON ALL FLIGHTS. AS A RESULT, FLIGHT ATTENDANTS ARE SICK, DISEASED, DYING AND DEAD FROM ILLNESSES CAUSED BY TOBACCO SMOKE. WE ARE WALKING TIME BOMBS BECAUSE OF THE RAPE WE HAVE BEEN FORCED TO ENDURE IN OUR WORK ENVIRONMENT. EVEN WHEN WE SECURE A SMOKE FREE ENVIRONMENT, WE WILL STILL BE SUBJECT TO TOBACCO RELATED CANCERS AND OTHER ILLNESSES WHICH CAN TAKE UP TO 20 YEARS TO SHOW UP.

SOME OF THE EFFECTS OF MY TOBACCO RELATED ILLNESSES ARE CHRONIC BRONCHITIS, ASTHMA, CHRONIC LARYNGITIS, CHRONIC SINUS DISEASE WITH POLYPS, AND SEVERE DEBILITATING HEADACHES WITH VOMITING AND DIARRHEA. ALSO WHEN I WAS FORCED TO WORK SMOKING FLIGHTS, AT TIMES MY TEARS AND MUCUS WERE THE COLOR OF COFFEE OR TEA. IF THAT WAS THE VISIBLE EFFECT, OBVIOUSLY, THE TOBACCO SMOKE WAS AFFECTING MY ENTIRE BODY.

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AS A RESULT OF MY SMOKING RELATED INJURIES, I HAVE BEEN DETERMINED TO BE A PERSON WITH A DISABILITY UNDER SECTION 503 OF THE REHABILITATION ACT AND TITLE I OF THE AMERICANS WITH DISABILITIES ACT. THIS DETERMINATION WAS MADE BY THE OFFICE OF FEDERAL CONTRACT COMPLIANCE PROGRAMS, U.S. DEPARTMENT OF LABOR. THEREFORE, I REPRESENT THE CLASS OF PERSONS WITH DISABILITIES THAT ARE EITHER CAUSED OR AGGRAVATED BY TOBACCO SMOKE. THIS CLASS OF PERSONS WITH DISABILITIES IS EITHER DENIED ACCESS ON INTERNATIONAL FLIGHTS OR FORCED TO ACCEPT SERIOUS HEALTH CONSEQUENCES IN ORDER TO FLY ON INTERNATIONAL FLIGHTS.

THE AIRLINES ALSO BELIEVE THAT IN ORDER TO PROTECT THEIR MARKET SHARE, IT IS NECESSARY TO PANDER TO THEIR DRUG ADDICTED SMOKING PASSENGERS AT THE EXPENSE OF THE HEALTH AND SAFETY OF FLIGHT CREWS AND NON-SMOKING PASSENGERS. THIS CAN BE CONFIRMED BY AN EXAMINATION OF THE AMR CORPORATION OFFICIAL NOTICE OF ITS ANNUAL MEETING OF STOCKHOLDERS.

PROPOSAL 5, A STOCKHOLDER RESOLUTION, PROPOSES THE ELIMINATION OF SMOKING ON ALL AMERICAN AIRLINES FLIGHTS BY JANUARY 1, 1995. THE BOARD OF DIRECTORS OF AMR CORPORATION OPPOSES THE "NON-SMOKING PROPOSAL" AND RECOMMENDS THAT IT BE REJECTED BY THE STOCKHOLDERS AT TODAY'S ANNUAL MEETING.

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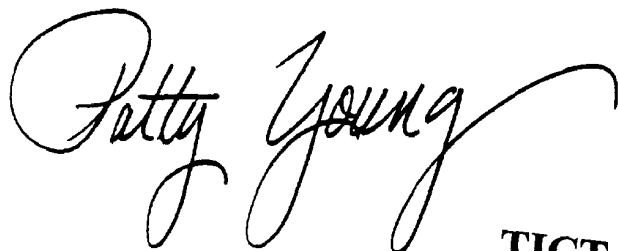
THIS RECOMMENDATION BY THE BOARD OF DIRECTORS COMES AS NO SURPRISE BECAUSE OF PREVIOUS STATEMENTS BY ITS CHAIRMAN, MR. ROBERT CRANDALL. WHEN ASKED BY COMPANY EMPLOYEES IN MANAGEMENT LEADERSHIP MEETINGS WHEN SMOKING WOULD BE ELIMINATED ON ALL FLIGHTS, MR. CRANDALL WOULD SMILE, LIGHT UP A CIGARETTE, BLOW OUT THE SMOKE AND SAY: "DOES THAT ANSWER YOUR QUESTION?"

IN A LETTER SENT TO ME, MR. CRANDALL HAS ALSO EXPRESSED MORE CONCERN FOR THE WELFARE OF TOBACCO WORKERS ADVERSELY IMPACTED BY ANTISMOKING LEGISLATION THAN HE HAS FOR THE HEALTH AND WELFARE OF HIS OWN COMPANY'S FLIGHT CREW EMPLOYEES.

AS A RESULT OF THE TOTAL ABDICATION OF RESPONSIBILITY BY FEDERAL AGENCIES, FLIGHT ATTENDANTS WERE LEFT WITH NO RECOURSE OTHER THAN A WORLD WIDE CLASS ACTION LAWSUIT AGAINST THE TOBACCO COMPANIES. THIS LAWSUIT WAS FILED IN STATE COURT IN MIAMI, FLORIDA BY STANLEY M. ROSENBLATT, P.A.

FLIGHT ATTENDANTS CAN BE BEST COMPARED TO THE CANARIES IN THE COAL MINES, NOTHING MORE THAN A DISPOSABLE WORK FORCE SUBJECT TO THE COMPANY STORE MENTALITY OF THEIR EMPLOYERS.

THEREFORE, CONGRESS MUST ACT IMMEDIATELY TO ELIMINATE THE HAZARDOUS FLYING ENVIRONMENT BY ELIMINATING SMOKING ON ALL FLIGHTS.

A handwritten signature in cursive script that reads "Patty Young". The signature is written in black ink and is positioned in the lower right quadrant of the page.

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PROPOSAL 5—STOCKHOLDER RESOLUTION

Dr. James F. Socks, 5003 Deerwood Park Drive, Arlington, Texas 76017, who owns 100 shares of stock, has given notice that he will propose the following resolution. The proposed resolution and statement in support thereof are set forth below. A majority of votes cast is necessary for approval of the proposal.

RESOLVED: "That the stockholders of AMR Corporation hereby request that management in order to protect the health and well-being of its passengers and employees eliminate smoking from all American Airlines flights by January 1, 1995."

REASONS: "The National Academy of Sciences has concluded that environmental tobacco smoke presents a hazard to passengers and crew members, and has recommended a ban on smoking on commercial aircraft."

"The International Civil Aviation Council, a United Nations organization, has adopted a resolution calling for a complete smoking ban on all international flights by July 1, 1996."

"The Center for Disease Control estimates secondhand smoke kills an estimated 3,000 adult non-smokers from lung cancer annually and causes numerous respiratory problems in nonsmokers."

"The ventilation rate of fresh air in commercial aircraft is low in order to save jet fuel and thereby reduce operating costs, and therefore the aircraft cabin can contain as much as 50% recirculated air which may contain high levels of smoke containing carcinogens and toxic substances."

"If you agree, please mark your proxy FOR this resolution."

The Board of Directors opposes this proposal.

American Airlines complies with federal regulations prohibiting smoking on all domestic flights less than six hours in duration. In response to customer demand, American has announced plans to begin limited non-smoking flights between New York and London this spring. However, American operates its international flights in an extremely competitive environment in which each carrier must carefully protect its market share. American cannot afford to lose passengers who smoke to other airlines. Your Board of Directors believes that American's adoption of a worldwide non-smoking policy prior to other U.S. and foreign airlines adopting a similar policy would place American at a serious competitive disadvantage.

Vote Required for Approval

The affirmative vote of a majority of the shares represented and entitled to vote is required to approve this Stockholder Resolution.

The Board of Directors recommends a vote AGAINST this proposal.

OTHER MATTERS

The Board of Directors knows of no other matters to be acted upon at the meeting, but if any such matters properly come before the meeting, it is intended that the persons voting the proxies will vote in accordance with their best judgments.

By Order of the Board of Directors,



Charles D. Marlett
Corporate Secretary

March 31, 1994

TICT 0011038

American Airlines

R. L. CRANDALL
CHAIRMAN AND PRESIDENT

August 14, 1989

Ms. Patty Young
4910 West Hanover
Dallas, Texas 75209

Dear Patty:

Unfortunately, I simply cannot make a public statement against smoking on commercial aircraft.

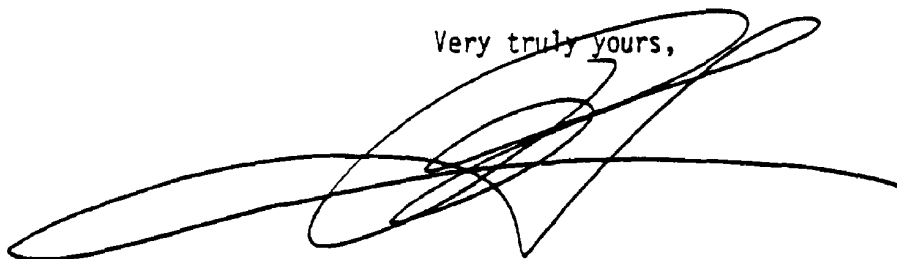
While I could tolerate such a prohibition, a great many of our passengers continue to tell us that long flights -- transcons, etc. -- on a nonsmoking airline would simply be unacceptable. Additionally, of course, no U.S. carrier can go "nonsmoking" internationally since all the foreign flag carriers are much more liberal than we and a higher percentage of foreign than domestic customers smoke.

A second consideration is our community relationships. As I'm sure you know, cigarette manufacturing is a very important industry in many of the states in the Southeast and particularly important in North Carolina -- where our Raleigh-Durham hub is located. Can you imagine the reaction of community leaders -- and the many thousands of people who work for the cigarette companies -- to an antismoking initiative by American Airlines?

As you pursue your efforts, I hope you will consider their impact on others. There are a great many people whose lives and welfare would be adversely impacted by further antismoking legislation. In advancing your cause, I think you should carefully consider the other guy's point of view.

In any event, I cannot do as you ask because doing so would damage our stockholders, our business and ultimately, many of our employees. We shall not oppose the spread of no-smoking legislation -- since I can understand the desire of many to avoid smoking's passive effects -- but we cannot advocate it.

Very truly yours,



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