American Airlines°

December 6, 2006

Mr. Tom Haueter Mr. Robert Benzon National Transportation Safety Board AS-10 490 L'Enfant Plaza, SW Washington, D.C. 20594-003

Re:

American Airlines Flight 587

November 12, 2001

Dear Tom and Bob:

I am writing to advise you of information that was highlighted recently relating to the NTSB investigation of the American Airlines Flight 587 accident.

As you may be aware, litigation relating to this accident is still ongoing in New York, and the deposition of American Airlines Captain John LaVelle was scheduled for December 6, 2006. During Captain LaVelle's deposition preparation, American's outside counsel in the Flight 587 litigation asked Captain LaVelle if he had logbook pages corresponding to the dates he flew with Flight 587 First Officer Sten Molin. Captain LaVelle provided our attorneys with a copy of the logbook pages (pertinent pages attached). Our attorneys reviewed those logbook entries with Captain LaVelle on November 17, 2006. During the meeting, it was highlighted that the Flight Engineer on American Airlines Flight 554 from Dallas to Newark on June 8, 1997 was Lewis Gillett. Although Mr. Gillett was scheduled to be interviewed during the NTSB's Flight 587 investigation, the decision was made to forego his interview after Flight Engineer Peter McHale's interview. The NTSB Operations Group Chairman and group members decided that there had been enough testimony on this issue.

I was informed that Mr. Gillett was the Flight Engineer on Flight 554 by our outside counsel on the same day they learned of it. Since that time, I have reviewed the relevant logbook entries and American Airlines flight records to confirm that Mr. Gillett was indeed the Flight Engineer on Flight 554, and I have subsequently spoken with him. He told me that he recalls flying with First Officer Molin on several occasions, but does not recall any of the events during the June 8, 1997 flight previously described by Captain LaVelle.

I realize the NTSB's investigation has been completed since October 2004. We nevertheless wanted to bring this information to the NTSB's attention and provide you with the opportunity to interview Mr. Gillett if you wish to do so. If you have any questions, please feel free to contact me by telephone (817-967-5682), or email (delvin.young@aa.com). Thank you for your time.

National Transportation Safety Board December 6, 2006 Page 2

Sincerely yours,

Captain Delvin Young A300/B737 Fleet Captain A300/B737 Program Manager

Enclosures

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