PRESS RELEASE

Sean Collins
817-967-1577
mediarelations@aa.com

FOR RELEASE: Monday, Aug. 12, 2013

AMR CORPORATION REPORTS RECORD PASSENGER UNIT REVENUE

Consolidated Traffic Increased 2.5 Percent

FORT WORTH, Texas – AMR Corporation today reported July 2013 consolidated revenue and traffic results for its principal subsidiary, American Airlines, Inc., and its wholly owned subsidiary, AMR Eagle Holding Corporation.

July's consolidated passenger revenue per available seat mile (PRASM) increased an estimated 4.0 percent versus last year, to an all-time record high for any month of 14.61 cents/ASM.

Consolidated capacity and traffic were 2.6 percent and 2.5 percent higher year-over-year, respectively, resulting in a consolidated load factor of 86.9 percent, 0.1 points lower versus the same period last year.

Domestic traffic was 0.3 percent higher year-over-year on 0.2 percent less capacity, resulting in a domestic load factor of 88.7 percent, 0.5 points higher compared to the same period last year.

International load factor of 86.4 percent was 0.7 points lower year-over-year, as traffic increased 5.4 percent on 6.2 percent more capacity.

On a consolidated basis, the company boarded 10 million passengers in July.

The Company's Results Are Detailed Below:

AMR Preliminary Results Summary

July 2013 consolidated PRASM (cents/ASM)*	14.61
July 2013 consolidated year-over-year PRASM change	4.0%
July 2013 consolidated fuel price including effective hedges & taxes (dollars/gallon)	$2.89

*Note: Previously, consolidated PRASM (cents/ASM) was quoted for the prior year period.

AMR TRAFFIC SUMMARY
INCLUDES CHARTER SERVICES

	JULY				Year-to-Date			
	2013	2012	Change		2013	2012	Change	
REVENUE PASSENGER MILES (000)								
Domestic	6,976,101	6,952,940	0.3	%	44,407,644	44,557,069	(0.3)	%
International	5,217,607	4,949,303	5.4		30,775,874	29,891,376	3.0	
Atlantic	1,898,881	1,960,459	(3.1)		10,270,573	10,568,638	(2.8)	
Latin America	2,559,646	2,314,057	10.6		15,923,101	14,915,691	6.8	
Pacific	759,080	674,786	12.5		4,582,201	4,407,047	4.0	
Mainline	12,193,707	11,902,243	2.4		75,183,518	74,448,445	1.0	
Regional	949,553	925,863	2.6		6,028,810	5,979,736	0.8	
Consolidated	13,143,261	12,828,105	2.5		81,212,328	80,428,181	1.0	
AVAILABLE SEAT MILES (000)								
Domestic	7,866,996	7,882,245	(0.2)	%	52,194,248	53,042,449	(1.6)	%
International	6,038,889	5,684,363	6.2		37,827,011	36,730,872	3.0	
Atlantic	2,176,237	2,230,614	(2.4)		12,427,652	12,938,041	(3.9)	
Latin America	2,983,869	2,674,988	11.5		19,860,881	18,458,620	7.6	
Pacific	878,782	778,761	12.8		5,538,478	5,334,211	3.8	
Mainline	13,905,884	13,566,608	2.5		90,021,259	89,773,321	0.3	
Regional	1,214,716	1,177,365	3.2		8,016,197	7,957,926	0.7	
Consolidated	15,120,600	14,743,973	2.6		98,037,456	97,731,247	0.3	
LOAD FACTOR								
Domestic	88.7	88.2	0.5	Pts	85.1	84.0	1.1	Pts
International	86.4	87.1	(0.7)		81.4	81.4	(0.0)	
Atlantic	87.3	87.9	(0.6)		82.6	81.7	1.0	
Latin America	85.8	86.5	(0.7)		80.2	80.8	(0.6)	
Pacific	86.4	86.6	(0.3)		82.7	82.6	0.1	
Mainline	87.7	87.7	(0.0)		83.5	82.9	0.6	
Regional	78.2	78.6	(0.5)		75.2	75.1	0.1	
Consolidated	86.9	87.0	(0.1)		82.8	82.3	0.5	
PASSENGERS BOARDED								
Mainline	8,089,178	7,994,135	1.2	%	51,271,732	51,175,971	0.2	%
Regional	1,950,587	1,939,846	0.6		12,542,052	12,546,488	(0.0)	
Consolidated	10,039,765	9,933,981	1.1		63,813,784	63,722,459	0.1	
SYSTEM CARGO TON MILES (000)								
Total	154,124	145,833	5.7	%	1,033,403	1,046,445	(1.2)	%

Notes: Regional data includes operations by wholly owned subsidiaries of AMR, and operations performed by third parties under executed air service agreements. All load factor and year-over-year change figures have been rounded to the nearest tenth. Beginning with the June 2013 traffic release, data includes charter services.

AMR Corporation Reports July 2013 Revenue and Traffic Results
Aug. 12, 2013

Cautionary Statement Regarding Forward-Looking Statements
This document includes forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These forward-looking statements may be identified by words such as “may,” “will,” “expect,” “intend,” “anticipate,” “believe,” “estimate,” “plan,” “project,” “could,” “should,” “would,” “continue,” “seek,” “target,” “guidance,” “outlook,” “forecast” and other similar words. These forward-looking statements are based on AMR’s and US Airways’ current objectives, beliefs and expectations, and they are subject to significant risks and uncertainties that may cause actual results and financial position and timing of certain events to differ materially from the information in the forward-looking statements. The following factors, among others, could cause actual results and financial position and timing of certain events to differ materially from those described in the forward-looking statements: the challenges and costs of the proposed transaction, including integrating operations and achieving anticipated synergies; the price of, market for and potential market price volatility of common stock of the ultimate parent entity following the closing of the proposed transaction; significant liquidity requirements and substantial levels of indebtedness of the combined company following the closing; potential limitations on the use of certain tax attributes following the closing; failure of the proposed transaction to be completed; and other economic, business, competitive, and/or regulatory factors affecting the business of the combined company after the closing and the businesses of US Airways and AMR generally, including those set forth in the filings of US Airways and AMR with the SEC, especially in the “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations” sections of their respective annual reports on Form 10-K and quarterly reports on Form 10-Q, their current reports on Form 8-K and other SEC filings, including the registration statement and the proxy statement/prospectus related to the proposed transaction. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statements. Neither AMR nor US Airways assumes any obligation to publicly update or supplement any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting these forward-looking statements except as required by law.

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