

**PRESS RELEASE**

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**AMERICAN AIRLINES TO IMPLEMENT NETWORK CHANGES AS A RESULT OF DOJ-MANDATED SLOT DIVESTITURES**

FORT WORTH, Texas – American Airlines Group Inc. (NASDAQ: AAL) today announced the planned network adjustments resulting from the required divestiture of slots and related assets at Washington Reagan National Airport (DCA) and New York LaGuardia Airport (LGA). The divestitures, which enabled American Airlines and US Airways to complete their merger, were mandated by the previously announced settlements with the U.S. Department of Justice (DOJ), the States of Arizona, Florida, Michigan, Tennessee, the Commonwealths of Pennsylvania and Virginia, and the District of Columbia.

**Washington Reagan National Airport (DCA)**

As a result of the 52 slot pair divestitures at DCA required by the DOJ, American will no longer operate year-round, daily nonstop service to 17 destinations from DCA. Customers in these communities will still have access to DCA, which remains a key hub for American, through connecting flights from one or more of the airline's other eight hubs.

Communities no longer receiving year-round, daily service include:

Augusta, Ga.	Little Rock, Ark.	Pensacola, Fla.
Detroit, Mich.	Minneapolis, Minn.	San Diego, Calif.
Fayetteville, N.C.	Montreal	Savannah, Ga.
Fort Walton Beach, Fla.	Myrtle Beach, S.C.	Tallahassee, Fla.
Islip, N.Y.	Nassau, Bahamas	Wilmington, N.C.
Jacksonville, N.C.	Omaha, Neb.	

Effective dates for the changes at DCA will be announced after the sale of slots and related assets is finalized in the coming weeks. American is currently working through the DOJ-approved divestiture process which includes transition agreements with acquiring airlines to minimize the disruption to customers.

Customers in Washington, D.C., and on the West Coast will benefit from other schedule changes, as American will soon add a second daily nonstop frequency between DCA and Los Angeles by shifting US Airways' current San Diego flight to Los Angeles.

In addition, American will adjust its service to Fort Myers, Fla., moving from year-round service to a seasonal schedule.

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### **New York LaGuardia (LGA)**

As a result of the DOJ-required 17 slot pair divestitures at LGA, American will no longer operate nonstop service to Atlanta, Cleveland and Minneapolis. However, changes to the schedule made possible by the combined network of American and US Airways will provide opportunities for new service to 10 communities. New service from LGA includes:

Charlottesville, Va.  
Dayton, Ohio  
Greensboro, N.C.  
Knoxville, Tenn.

Little Rock, Ark.  
Louisville, Ky.  
Norfolk, Va.  
Richmond, Va.

Roanoke, Va.  
Wilmington, N.C.

Customers can begin booking tickets for these new routes Sunday, Jan. 26 for travel beginning April 1.

“We are excited about moving forward as the new American Airlines, which will fly more customers to more places than ever before,” said Andrew Nocella, senior vice president and chief marketing officer – American Airlines. “Washington Reagan and LaGuardia will continue to be a key part of the new American’s network. In an effort to minimize any impact that our DOJ-required slot divestitures would have on small- and medium-size communities, we felt it was important to make this announcement now. We know how important this service is to the people and the communities affected, and we hope that our competitors who acquire our slots and gates will maintain service to the impacted cities. While these divestitures were necessary, we remain excited about offering new service between LaGuardia and these key communities.”

“These service changes are not expected to impact our employees, whose efforts and support enabled us to create the world’s greatest airline,” said Scott Kirby, president – American Airlines. “We continue to make excellent progress on our integration efforts, and look forward to delivering on the promise of the new American for our customers, employees, communities and shareholders as soon as possible.”

In December 2013, American and US Airways finalized the DOJ-approved sale of slots and related assets at LGA with agreements that allow the appropriate time for American and the acquiring airlines to transition their operations and minimize the disruption to customers.

### **About American Airlines Group**

American Airlines Group (NASDAQ: AAL) is the holding company for American Airlines and US Airways. Together with American Eagle and US Airways Express, the airlines operate an average of nearly 6,700 flights per day to 339 destinations in 54 countries from its hubs in Charlotte, Chicago, Dallas/Fort Worth, Los Angeles, Miami, New York, Philadelphia, Phoenix and Washington, D.C. The American Airlines AAdvantage and US



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Airways Dividend Miles programs allow members to earn and redeem miles for travel and everyday purchases as well as flight upgrades, vacation packages, car rentals, hotel stays and other retail products. American is a founding member of the **oneworld**<sup>®</sup> alliance, whose members and members-elect serve 981 destinations with 14,244 daily flights to 151 countries. Connect with American on Twitter @AmericanAir and at Facebook.com/AmericanAirlines, and follow US Airways on Twitter @USAirways and at Facebook.com/USAirways.

### **Cautionary Statement Regarding Forward-Looking Statements and Information**

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 the Company’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 the Company generally, including those set forth in the filings of US Airways and the Company 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 the Company 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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