PRESS RELEASE

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AMERICAN AIRLINES GROUP REPORTA LOS RESULTADOS DE TRÁFICO DE JULIO

FORT WORTH, Texas – American Airlines Group (NASDAQ: AAL) reportó hoy los resultados de tráfico de julio de 2014 y del año hasta la fecha.

Los ingresos totales de millas por pasajero de American Airlines Group (RPMs por sus siglas en inglés) para el mes fueron de 20,800 millones, un alza de 1.1 por ciento comparado a julio de 2013. La capacidad total fue de 24,400 millones de asiento-millas disponibles (ASMs por sus siglas en inglés), un alza de 3.1 por ciento comparado a julio de 2013. El total del factor de ocupación de pasajeros fue de 85.1 por ciento para el mes de julio, una baja de 1.7 puntos comparado a julio de 2013.

Basados en un mes de datos reales y dos meses de pronóstico, la compañía espera que sus ingresos consolidados de pasajeros por asiento milla disponible (PRASM por sus siglas en inglés) para el tercer trimestre de 2014 suban aproximadamente de 1.0 a 3.0 por ciento comparados al mismo período el año pasado.

Lo que sigue es un resumen de los resultados de tráfico de American Airlines Group para el mes y para el año hasta la fecha que terminó el 31 de julio de 2014 y 2013, consistiendo de vuelos operados por la aerolínea principal, subsidiarias regionales de propiedad exclusiva y resultados operacionales de acuerdos de compra de capacidad.

La compañía considera que es más significativo comparar los resultados año-tras-año de American Airlines y US Airways sobre una base combinada. En consecuencia, los resultados de tráfico proporcionados arriba y en el cuadro adjunto combinan los resultados de tráfico para todos los períodos presentados.

El siguiente cuadro permanece en inglés de acuerdo al comunicado original.

American Airlines Group Traffic Results

	July (a)			Year to Date (a)		
	2014	2013	Change	2014	2013	Change
Revenue Passenger Miles (000)						
Domestic	11,689,581	11,499,261	1.7 %	74,582,259	73,254,729	1.8 %
Atlantic	3,177,521	3,253,641	(2.3) %	17,045,635	16,649,984	2.4 %
Latin America	3,041,993	3,105,769	(2.1) %	19,819,468	19,380,207	2.3 %
Pacific	853,652	759,080	12.5 %	4,549,634	4,582,201	(0.7) %
International	7,073,166	7,118,490	(0.6) %	41,414,737	40,612,392	2.0 %
Mainline	18,762,747	18,617,751	0.8 %	115,996,996	113,867,121	1.9 %
Regional	2,012,437	1,929,997	4.3 %	12,858,355	12,515,404	2.7 %
Total Revenue Passenger Miles	20,775,184	20,547,748	1.1 %	128,855,351	126,382,525	2.0 %
Available Seat Miles (000)						
Domestic	13,216,857	12,979,763	1.8 %	86,673,590	85,533,622	1.3 %
Atlantic	3,954,348	3,737,967	5.8 %	21,866,158	20,392,700	7.2 %
Latin America	3,735,586	3,604,275	3.6 %	25,755,855	24,004,946	7.3 %
Pacific	1,017,008	878,782	15.7 %	5,458,549	5,538,478	(1.4) %
International	8,706,942	8,221,024	5.9 %	53,080,562	49,936,124	6.3 %
Mainline	21,923,799	21,200,787	3.4 %	139,754,152	135,469,746	3.2 %
Regional	2,475,067	2,461,165	0.6 %	16,127,459	16,355,696	(1.4) %
Total Available Seat Miles	24,398,866	23,661,952	3.1 %	155,881,611	151,825,442	2.7 %
Load Factor (%)						
Domestic	88.4	88.6	(0.2) pts	86.0	85.6	0.4 pts
Atlantic	80.4	87.0	(6.6) pts	78.0	81.6	(3.6) pts
Latin America	81.4	86.2	(4.8) pts	77.0	80.7	(3.7) pts
Pacific	83.9	86.4	(2.5) pts	83.3	82.7	0.6 pts
International	81.2	86.6	(5.4) pts	78.0	81.3	(3.3) pts
Mainline	85.6	87.8	(2.2) pts	83.0	84.1	(1.1) pts
Regional	81.3	78.4	2.9 pts	79.7	76.5	3.2 pts
Total Load Factor	85.1	86.8	(1.7) pts	82.7	83.2	(0.5) pts
Enplanements						
Mainline	13,522,395	13,253,921	2.0 %	86,275,952	84,674,356	1.9 %
Regional	4,695,226	4,430,543	6.0 %	29,957,112	29,054,869	3.1 %
Total Enplanements	18,217,621	17,684,464	3.0 %	116,233,064	113,729,225	2.2 %
System Cargo Ton Miles (000)	199,407	182,028	9.5 %	1,354,472	1,240,932	9.1 %

(a) Represents the combined traffic results of American and US Airways.

Notes:
1) Canada, Puerto Rico and U.S. Virgin Islands are included in the domestic results.
2) Latin America numbers include the Caribbean.
3) Regional includes wholly owned subsidiaries and operating results from capacity purchase carriers.

Sobre American Airlines Group
American Airlines Group (NASDAQ: AAL) es la compañía matriz de American Airlines y US Airways. Junto con aerolíneas regionales de propiedad exclusiva y de terceras partes operando como American Eagle y US Airways Express, las aerolíneas operan un promedio de cerca de 6,700 vuelos diarios a 339 destinos en 54 países desde sus centros de conexiones en Charlotte, Chicago, Dallas/Fort Worth, Los Ángeles, Miami, Nueva York, Filadelfia, Phoenix y Washington, D.C. Los programas AAdvantage de American y US Airways Dividend Miles permiten a sus miembros acumular millas por viajes, paquetes de vacaciones, alquiler de autos, estadías de hotel, y compras de todos los días. Los miembros de ambos programas pueden canjear millas por pasajes, así como por cambios a Primera Clase y Clase Ejecutiva. Adicionalmente, los miembros del programa AAdvantage pueden canjear millas por paquetes de vacaciones, alquiler de autos, estadías de hotel y productos al por menor. American es miembro fundador de la alianza **one**world, cuyos miembros y miembros en proceso sirven cerca de 1,000 destinos con 14,250 vuelos diarios a 150 países. Conéctese con American en Twitter @AmericanAir o Facebook.com/American Airlines y siga a US Airways en Twitter @USAirways y en Facebook.com/USAirways.

La información a continuación permanece en inglés para no alterar el lenguaje legal.

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,” “if current trends continue,” “optimistic,” “forecast” and other similar words. Such statements include, but are not limited to, statements about the expected increase in PRASM, and other statements that are not historical facts. These forward-looking statements are based on the current objectives, beliefs and expectations of the Company, 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: significant operating losses in the future; downturns in economic conditions that adversely affect the Company’s business; the impact of continued periods of high volatility in fuel costs, increased fuel prices and significant disruptions in the supply of aircraft fuel; competitive practices in the industry, including the impact of low cost carriers, airline alliances and industry consolidation; the challenges and costs of integrating operations and realizing anticipated synergies and other benefits of the merger transaction with US Airways Group, Inc.; the Company’s substantial indebtedness and other obligations and the effect they could have on the Company’s business and liquidity; an inability to obtain sufficient financing or other capital to operate successfully and in accordance with the Company’s current business plan;

increased costs of financing, a reduction in the availability of financing and fluctuations in interest rates; the effect the Company's high level of fixed obligations may have on its ability to fund general corporate requirements, obtain additional financing and respond to competitive developments and adverse economic and industry conditions; the Company's significant pension and other post-employment benefit funding obligations; the impact of any failure to comply with the covenants contained in financing arrangements; provisions in credit card processing and other commercial agreements that may materially reduce the Company's liquidity; the limitations of the Company's historical consolidated financial information, which is not directly comparable to its financial information for prior or future periods; the impact of union disputes, employee strikes and other labor-related disruptions; any inability to maintain labor costs at competitive levels; interruptions or disruptions in service at one or more of the Company's hub airports; any inability to obtain and maintain adequate facilities, infrastructure and slots to operate the Company's flight schedule and expand or change its route network; the Company's reliance on third-party regional operators or third-party service providers that have the ability to affect the Company's revenue and the public's perception about its services; any inability to effectively manage the costs, rights and functionality of third-party distribution channels on which the Company relies; extensive government regulation, which may result in increases in the Company's costs, disruptions to the Company's operations, limits on the Company's operating flexibility, reductions in the demand for air travel, and competitive disadvantages; the impact of the heavy taxation to which the airline industry is subject; changes to the Company's business model that may not successfully increase revenues and may cause operational difficulties or decreased demand; the loss of key personnel or inability to attract and retain additional qualified personnel; the impact of conflicts overseas, terrorist attacks and ongoing security concerns; the global scope of the Company's business and any associated economic and political instability or adverse effects of events, circumstances or government actions beyond its control, including the impact of foreign currency exchange rate fluctuations and limitations on the repatriation of cash held in foreign countries; the impact of environmental regulation; the Company's reliance on technology and automated systems and the impact of any failure of these technologies or systems; challenges in integrating the Company's computer, communications and other technology systems; costs of ongoing data security compliance requirements and the impact of any significant data security breach; losses and adverse publicity stemming from any accident involving any of the Company's aircraft or the aircraft of its regional or codeshare operators; delays in scheduled aircraft deliveries, or other loss of anticipated fleet capacity, and failure of new aircraft to perform as expected; the Company's dependence on a limited number of suppliers for aircraft, aircraft engines and parts; the impact of changing economic and other conditions beyond the Company's control, including global events that affect travel behavior such as an outbreak of a contagious disease, and volatility and fluctuations in the Company's results of operations due

to seasonality; the effect of a higher than normal number of pilot retirements and a potential shortage of pilots; the impact of possible future increases in insurance costs or reductions in available insurance coverage; the effect of several lawsuits that were filed in connection with the merger transaction with US Airways Group, Inc. and remain pending; an inability to use NOL carryforwards; any impairment in the amount of goodwill the Company recorded as a result of the application of the acquisition method of accounting and an inability to realize the full value of the Company's and American Airlines' respective intangible or long-lived assets and any material impairment charges that would be recorded as a result; price volatility of the Company's common stock; delay or prevention of stockholders' ability to change the composition of the Company's board of directors and the effect this may have on takeover attempts that some of the Company's stockholders might consider beneficial; the effect of provisions of the Company's Certificate of Incorporation and Bylaws that limit ownership and voting of its equity interests, including its common stock, its preferred stock and convertible notes; the effect of limitations in the Company's Certificate of Incorporation on acquisitions and dispositions of its common stock designed to protect its NOL carryforwards and certain other tax attributes, which may limit the liquidity of its common stock; and other economic, business, competitive, and/or regulatory factors affecting the Company's business, including those set forth in the Company's quarterly report on Form 10-Q for the period ending June 30, 2014 (especially in the "Risk Factors" and "Management's Discussion and Analysis of Financial Condition and Results of Operations" sections) and other risks and uncertainties listed from time to time in the Company's filings with the SEC. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statements. The Company does not assume 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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