PRESS RELEASE

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AMERICAN AIRLINES GROUP REPORTA GANANCIAS DEL SEGUNDO TRIMESTRE

FORT WORTH, Texas – American Airlines Group Inc. (NASDAQ: AAL) reportó hoy sus resultados del segundo trimestre de 2016. Los aspectos más destacados de la compañía en el segundo trimestre incluyen:

- **Ganancias previas a impuestos de $1,500 millones en el segundo trimestre de 2016, o $1,600 millones excluyendo artículos especiales, y ganancias netas de $950 millones, o $1,000 millones excluyendo artículos especiales.**
- **Los ingresos por acción diluida en el segundo trimestre de 2016 fueron $1.68 versus $2.41 para el mismo período el año pasado. Los ingresos ajustados[1] por acción diluida en el segundo trimestre fueron $2.81 versus $2.62 en el segundo trimestre de 2015**
- **Se devolvieron más de $1,700 millones a los accionistas mediante readquisiciones de acciones y dividendos**
- **El 12 de julio, la compañía anunció nuevos acuerdos con sus asociados de tarjetas de crédito AAdvantage®, Citi, Barclaycard US y MasterCard, los cuales se espera que añadan $200 millones en ingresos previos a impuestos en la segunda mitad de 2016, $550 millones en 2017, y $800 millones en 2018, con continuas y modestas mejoras en ingresos previos a impuestos en los años posteriores, en cada caso comparados a los resultados esperados bajo los acuerdos de tarjeta de crédito previos**
- **El 18 de julio la compañía llegó a un acuerdo con Airbus para aplazar la entrega de 22 aeronaves A350 XWB ordenadas, proporcionando más flexibilidad en la flota de fuselaje ancho y reduciendo gastos de capital en 2017 y 2018**

La compañía reportó ganancias GAAP (Principios Contables Generalmente Aceptados, por sus siglas en inglés) de $950 millones, o $1.68 por acción diluida. Esto se compara a ganancias netas GAAP de $1,700 millones en el segundo trimestre de 2015, o $2.41 por acción diluida. Como resultado del giro en el margen de tasación de los activos de impuestos diferidos de la compañía a partir del 31 de diciembre de 2015, los resultados de la compañía del 2016 incluyen una provisión de $543 millones para impuestos a los ingresos a una tasa efectiva de aproximadamente 38 por ciento, de los cuales $541 millones es en no efectivo debido a la utilización de pérdida neta operacional. No hubo provisión de impuestos para impuestos federales a los ingresos en 2015.

[1] Los ingresos ajustados excluyen provisión de impuestos a los ingresos no efectivo y cargos especiales donde sea indicado. Vea las notas en la sección de los cuadros financieros que acompañan este comunicado para mayor explicación, incluyendo una reconciliación de toda información financiera GAAP y no-GAAP.

El impacto del cambio año tras año en gastos de impuestos a los ingresos no en efectivo se elimina al comparar los ingresos previos a impuestos. La compañía reportó ingresos GAAP previos a impuestos en el segundo trimestre de $1,500 millones, e ingresos previos a impuestos excluyendo cargos especiales de $1,600 millones. Estos son los segundos ingresos previos a impuestos más altos del segundo trimestre en la historia de la compañía, precedidos solo por los $1,700 millones GAAP y $1,900 millones excluyendo cargos especiales, reportados en el segundo trimestre de 2015. Los ingresos ajustados por acción diluida fueron un récord de $2.81, un alza del 7 por ciento de $2.62 por acción diluida en el segundo trimestre de 2015.

“Estos fuertes resultados del segundo trimestre son el resultado del arduo trabajo de nuestros empleados para mejorar todos los aspectos de nuestra aerolínea. Los más de 100,000 empleados de American Airlines están realizando un trabajo extraordinario al servir a nuestros clientes”, dijo Doug Parker, presidente y director general. “Además, nuestros recientemente anunciados acuerdos de tarjetas de crédito AAdvantage demuestran que la red de la aerolínea más grande del mundo es un atractivo poderoso tanto para nuestros socios de negocios como para nuestros clientes”.

Aspectos Destacados del Segundo Trimestre 2016

	GAAP		Non-GAAP	
	2Q16	2Q15	2Q16	2Q15
Total operating revenues ($ mil)	$ 10,363	$ 10,827	$ 10,363	$ 10,827
Total operating expenses ($ mil)	8,612	8,906	8,547	8,752
Operating income	1,751	1,921	1,816	2,075
Pre-tax income ($ mil)	1,493	1,719	1,594	1,862
Pre-tax margin	14.4%	15.9%	15.4%	17.2%
Net income ($ mil)	950	1,704	1,001	1,854
Fully diluted earnings per share	$ 1.68	$ 2.41	$ 1.77	$ 2.62
Adjusted earnings per diluted share [1]	-	-	$ 2.81	$ 2.62

Comparación de Ingresos y Costos

Los ingresos del segundo trimestre de 2016 se vieron afectados por el crecimiento en la capacidad competitiva, la continua debilidad macroeconómica y debilidad de la moneda extranjera. Los ingresos totales en el segundo trimestre fueron $10,400 millones, una baja del 4.3 por ciento versus el segundo trimestre de 2015 sobre un alza del 1.9 por ciento en el total de millas por asiento disponibles (ASMs por sus siglas en inglés). El ingreso consolidado de pasajero por ASM (PRASM por sus siglas en inglés) fue 12.71 centavos, una baja del 6.3 por ciento versus el segundo trimestre de 2015. El rendimiento consolidado de pasajero fue 15.42 centavos, una baja del 5.3 por ciento año tras año.

Los gastos operativos totales en el segundo trimestre fueron $8,600 millones, una baja del 3.3 por ciento comparado al segundo trimestre de 2015, debido principalmente a una baja del 24.9 por ciento en gastos consolidados de combustible. Los gastos operativos de la compañía en el

segundo trimestre incluyen una acumulación de $98 millones relacionados al programa de distribución de utilidades de la compañía que entró efecto en 2016.

El costo por milla por asiento disponible de la línea principal en el segundo trimestre (CASM por sus siglas en inglés) fue 11.32 centavos, una baja del 4.6 por ciento sobre un alza del 1.2 por ciento en ASMs de la línea principal versus el segundo trimestre de 2015. Excluyendo combustible y artículos especiales, el CASM de la línea principal fue 9.12 centavos, un alza del 4.0 por ciento. El CASM regional fue 18.78 centavos, una baja del 9.9 por ciento versus el segundo trimestre de 2015 sobre un alza del 8.0 por ciento en ASMs regional. Excluyendo el combustible y cargos especiales, el CASM regional fue 15.29 centavos, una baja del 4.6 por ciento.

Flota

Como parte del programa de renovación de flota de la compañía, la compañía invirtió $1,200 millones en aeronaves nuevas durante el segundo trimestre, incluyendo 14 aeronaves nuevas para la línea principal y 14 aeronaves nuevas para la línea regional, a la vez que retiró 31 aeronaves de la flota.

El 18 de julio la compañía llegó a un acuerdo con Airbus para aplazar la entrega de 33 aeronaves A350 XWB ordenadas. Bajo el nuevo programa, la compañía espera tomar entrega de su primera aeronave A350 a fines de 2018, en vez de la primavera de 2017 como se esperaba previamente. La compañía ahora espera tomar entrega de estas aeronaves A350 desde el 2018 al 2022, con un aplazamiento promedio de 26 meses. Este cambio reduce el gasto de capital planificado de la compañía para el 2017 y 2018 y proporciona flexibilidad de capacidad.

Programa de Retorno de Capital

Al 30 de junio de 2016, la compañía tenía aproximadamente $9,500 millones en total de liquidez disponible, consistiendo de efectivo no restringido e inversiones a corto plazo de $7,100 millones y $2,400 millones en capacidad de crédito no utilizado. La compañía también tenía una posición de efectivo restringido de $640 millones.

La compañía devolvió más de $1,700 millones a sus accionistas en el segundo trimestre mediante el pago de $58 millones en dividendos trimestrales y la readquisición de $1,700 millones en acciones comunes, o 50.2 millones acciones, a un precio promedio de $33.55 por acción. La compañía ha devuelto aproximadamente $8,400 millones a los accionistas mediante readquisiciones de acciones y dividendos desde que comenzó su programa de retorno de capital a mediados de 2014.

Las acciones readquiridas bajo el programa de recompra pueden ser hechas mediante una variedad de métodos, los cuales incluyen compras de mercado abierto, transacciones negociadas en privado, transacciones en bloque o transacciones aceleradas de readquisición de acciones. Tales readquisiciones serán realizadas de vez en cuando sujetas a las

condiciones económicas y de mercado, requisitos legales aplicables y otros factores relevantes. Los programas no obligan a la compañía a readquirir un número específico de acciones o continuar los dividendos por cualquier período fijo, y pueden ser suspendidos en cualquier momento a discreción de la compañía.

La compañía también declaró un dividendo del $0.10 por acción a ser pagado el 19 de agosto de 2016 a los accionistas registrados al 5 de agosto de 2016.

Logros Notables

Logros en Finanzas, Marketing y de Red

- El 7 de julio, el Departamento de Transporte de los Estados Unidos (DOT por sus siglas en inglés) otorgó tentativamente a American la autoridad para operar cinco vuelos al Aeropuerto Internacional José Martí en La Habana, Cuba, incluyendo cuatro desde Miami y uno desde Charlotte. Se espera que el servicio comience en noviembre. Adicionalmente, el 10 de junio el DOT otorgó a American el derecho a operar servicio programado entre Miami y cinco ciudades en Cuba – Camagüey, Cienfuegos, Holguín, Santa Clara y Varadero. Se espera que el servicio a esas ciudades comience en septiembre y representarán los primeros vuelos programados de American hacia Cuba
- La compañía completó varias transacciones de financiamiento durante el trimestre, incluyendo la emisión de un nuevo préstamo de siete años de plazo por $1,000 millones asegurados por las piezas de repuesto de la línea principal de la compañía, $844 millones en bonos especiales de reembolso de instalaciones relacionado al Aeropuerto Internacional John F. Kennedy (JFK) el cual refinanció bonos existentes extraordinarios de JFK que tenían una tasa de interés más alta. Adicionalmente, la compañía emitió los Certificados Fiduciarios de Equipo Mejorado 2016-2 por $829 millones consistiendo de porciones de AA y de A. Esta transacción fue entonces aumentada a principios de julio con una porción B de $227 millones.
- El programa AAdvantage ® fue nombrado el Mejor Programa Elite en las Américas por los Premios Freddie
- American Airlines Cargo fue nombrada la Aerolínea de Carga del Año por segundo año consecutivo, y Mejor Aerolínea de Carga de la Américas por noveno año consecutivo, en votación patrocinada por Air Cargo News
- El 23 de junio American lanzó servicio sin escalas entre Los Ángeles y Auckland, Nueva Zelanda con el Boeing 787-8

Logros de Integración

- American ha hecho que el Flagship University en Fort Worth sea el único centro de adiestramiento para todos los 25,000 auxiliares de vuelos de American
- Los empleados del Servicio de Flota fueron el primer grupo de trabajo en tener un uniforme común el 1 de mayo
- Cuarenta aeronaves de la línea principal fueron pintadas con la nueva marca, elevando el total a 76 por ciento de nuestra flota combinada de la línea principal

Logros en la Relaciones con la Comunidad

- American anunció un compromiso multimillonario y de varios años con Stand Up to Cancer
- El 26 de mayo el primer Torneo de Golf de Caridad de American Airlines recaudó más de $225,000 para tres organizaciones de caridad con base en Dallas/Fort Worth, incluyendo la Iniciativa del Instituto de Servicios Militares Bush, Komen Dallas County y la Fundación de Educación de American Airlines
- El Concejo Regional de American de Relaciones con la Comunidad en Tech Ops –Tulsa se comprometió con $50,000 para las Escuelas Públicas de Tulsa de desarrollo profesional en Ciencias, Tecnología, Ingeniería y Matemáticas para profesores como parte de la campaña de Apoyo a Nuestras Escuelas
- La Fundación de Educación de American Airlines otorgó más de $750,000 en becas a 287 hijos de empleados. Cada ganador recibió una beca de $2,500 y los estudiantes universitarios de primera generación recibieron un premio único adicional de $1,000. Este otoño, estos estudiantes asistirán a 177 universidades a través de 39 estados, Puerto Rico y Washington, D.C.

Artículos Especiales

En el segundo trimestre, la compañía reconoció $101 millones en cargos especiales netos antes del efecto de impuestos a los ingresos, incluyendo:

- Los cargos especiales operativos totalizaron un cargo neto de $65 millones, los cuales incluyeron principalmente $115 millones de gastos de integración de la fusión, compensados en parte por un crédito netos de $56 millones consistiendo de ajustes de valor razonable de las obligaciones de liquidación de quiebra
- Cargos especiales no operativos de $36 millones relacionados principalmente pérdidas de no efectivo en descuentos de bono no amortizado y emisión de costos en conexión con refinanciamiento de bono

Llamada de Conferencia / Detalles del Webcast

La compañía conducirá una transmisión de audio en vivo de su llamada de reporte de ganancias hoy a las 7:30 a.m. CT (Hora Central de EE.UU.) la cual estará disponible al público para ser escuchada solamente en www.aa.com/investorrelations. Un archivo de la transmisión estará disponible en la página de internet hasta el 22 de agosto.

Guía del inversionista

Para detalles del panorama financiero, por favor refiérase a la actualización de relaciones con el inversionista de la compañía, que será presentada a la Comisión de Intercambio y Valores en el Formulario 8-K inmediatamente después de la llamada de conferencia de las 7:30 a.m. CT (Hora Central de los Estados Unidos). Este documento estará disponible en aa.com/investorrelations.

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Sobre American Airlines Group

American Airlines y American Eagle ofrecen un promedio de cerca de 6,700 vuelos diarios a cerca de 350 destinos en más de 50 países. American tiene centros de conexiones en Charlotte, Chicago, Dallas/Fort Worth, Los Ángeles, Miami, Nueva York, Filadelfia, Phoenix y Washington, D.C. American es miembro fundador de la alianza **one**world, cuyos miembros sirven más de 1,000 destinos con alrededor de 14,250 vuelos diarios a 150 países. Las acciones de American Airlines Group Inc. se comercializan en Nasdaq bajo el símbolo AAL. En 2015, sus acciones se incorporaron al Índice S&P 500. Conéctese con American en Twitter @AmericanAir o en Facebook.com/AmericanAirlines.

La siguiente información 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 future financial and operating results, the Company’s plans, objectives, estimates, expectations and intentions, and other statements that are not historical facts. These forward-looking statements are based on the Company’s 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. These risks and uncertainties include, but are not limited to the following: 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.; costs of ongoing data security compliance requirements and the impact of any significant data security breach; 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 postretirement 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 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 on the airline industry; 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 and noise regulation; the impact associated with climate change, including increased regulation to reduce emissions of greenhouse gases; 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; 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, more stringent duty-time regulations, increased flight hour requirements for commercial airline pilots and other factors that have caused a shortage of pilots; the impact of possible future increases in insurance costs or reductions in available insurance coverage; the effect on the Company's financial position and liquidity of being party to or involved in litigation; an inability to use net operating losses carried forward from prior taxable years (NOL Carryforwards); any impairment in the amount of the Company's goodwill and an inability to realize the full value of the Company's 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; the effects of the Company's capital deployment program and the limitation, suspension or discontinuation of the Company's share repurchase programs or dividend payments thereunder; 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 Restated Certificate of Incorporation and Amended and Restated Bylaws that limit ownership and voting of its equity interests, including its common stock; the effect of limitations in the Company's Restated 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 quarter ended June 30, 2016 (especially in Part I, Item 2, Management's Discussion and Analysis of Financial Condition and Results of Operations, and Part II, Item 1A, Risk Factors) and other risks and uncertainties listed from time to time in the Company's other filings with the SEC. There may be other factors of which the Company is not currently aware that may affect matters discussed in the forward-looking statements and may also cause actual results to differ materially from those discussed. 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 other than as required by law.

American Airlines Group Inc.
Condensed Consolidated Statements of Operations
(In millions, except share and per share amounts)
(Unaudited)

	3 Months Ended June 30,		Percent	6 Months Ended June 30,		Percent
	2016	2015	Change	2016	2015	Change
Operating revenues:						
Mainline passenger	$ 7,209	$ 7,655	(5.8)	$ 13,773	$ 14,644	(5.9)
Regional passenger	1,786	1,759	1.6	3,309	3,211	3.1
Cargo	174	194	(10.4)	336	388	(13.6)
Other	1,194	1,219	(2.1)	2,380	2,411	(1.3)
Total operating revenues	10,363	10,827	(4.3)	19,798	20,654	(4.1)
Operating expenses:						
Aircraft fuel and related taxes	1,314	1,774	(25.9)	2,343	3,318	(29.4)
Salaries, wages and benefits	2,670	2,364	13.0	5,322	4,737	12.4
Regional expenses:						
Fuel	279	349	(20.0)	498	660	(24.5)
Other	1,239	1,208	2.5	2,452	2,359	3.9
Maintenance, materials and repairs	453	502	(9.7)	871	995	(12.5)
Other rent and landing fees	458	451	1.5	879	859	2.4
Aircraft rent	302	316	(4.3)	609	633	(3.8)
Selling expenses	334	350	(4.7)	642	686	(6.4)
Depreciation and amortization	374	340	10.1	729	676	7.8
Special items, net	62	144	(57.3)	161	447	(64.1)
Other	1,127	1,108	1.7	2,205	2,147	2.7
Total operating expenses	8,612	8,906	(3.3)	16,711	17,517	(4.6)
Operating income	1,751	1,921	(8.8)	3,087	3,137	(1.6)
Nonoperating income (expense):						
Interest income	16	10	58.8	28	19	47.1
Interest expense, net	(249)	(223)	11.5	(488)	(432)	12.7
Other, net	(25)	11	nm	(17)	(62)	(71.7)
Total nonoperating expense, net	(258)	(202)	28.0	(477)	(475)	0.2
Income before income taxes	1,493	1,719	(13.2)	2,610	2,662	(2.0)
Income tax provision	543	15	nm	960	26	nm
Net income	$ 950	$ 1,704	(44.3)	$ 1,650	$ 2,636	(37.4)
Earnings per common share:						
Basic	$ 1.69	$ 2.47		$ 2.82	$ 3.81	
Diluted	$ 1.68	$ 2.41		$ 2.80	$ 3.70	
Weighted average shares outstanding (in thousands):						
Basic	563,000	688,727		584,622	692,571	
Diluted	566,040	707,611		588,764	712,270	

Note: Percent change may not recalculate due to rounding.

American Airlines Group Inc.
Consolidated Operating Statistics
(Unaudited)

	3 Months Ended June 30,			6 Months Ended June 30,		
	2016	2015	Change	2016	2015	Change
Mainline						
Revenue passenger miles (millions)	51,927	51,632	0.6 %	98,147	96,481	1.7 %
Available seat miles (ASM) (millions)	62,670	61,920	1.2 %	120,234	117,773	2.1 %
Passenger load factor (percent)	82.9	83.4	(0.5) pts	81.6	81.9	(0.3) pts
Yield (cents)	13.88	14.83	(6.4) %	14.03	15.18	(7.5) %
Passenger revenue per ASM (cents)	11.50	12.36	(7.0) %	11.46	12.43	(7.9) %
Passenger enplanements (thousands)	37,699	37,823	(0.3) %	72,246	71,774	0.7 %
Departures (thousands)	283	285	(0.8) %	555	555	- %
Aircraft at end of period	947	963	(1.7) %	947	963	(1.7) %
Block hours (thousands)	901	903	(0.2) %	1,746	1,736	0.6 %
Average stage length (miles)	1,241	1,236	0.4 %	1,223	1,216	0.6 %
Fuel consumption (gallons in millions)	931	936	(0.5) %	1,786	1,781	0.2 %
Average aircraft fuel price including related taxes (dollars per gallon)	1.41	1.90	(25.5) %	1.31	1.86	(29.6) %
Full-time equivalent employees at end of period	103,100	100,700	2.4 %	103,100	100,700	2.4 %
Operating cost per ASM (cents)	11.32	11.87	(4.6) %	11.45	12.31	(7.0) %
Operating cost per ASM excluding special items (cents)	11.22	11.64	(3.6) %	11.31	11.93	(5.2) %
Operating cost per ASM excluding special items and fuel (cents)	9.12	8.77	4.0 %	9.36	9.11	2.7 %
Regional (A)						
Revenue passenger miles (millions)	6,409	6,189	3.5 %	11,959	11,530	3.7 %
Available seat miles (millions)	8,081	7,481	8.0 %	15,581	14,417	8.1 %
Passenger load factor (percent)	79.3	82.7	(3.4) pts	76.8	80.0	(3.2) pts
Yield (cents)	27.87	28.42	(1.9) %	27.67	27.85	(0.6) %
Passenger revenue per ASM (cents)	22.10	23.51	(6.0) %	21.24	22.27	(4.6) %
Passenger enplanements (thousands)	14,252	14,377	(0.9) %	26,620	26,619	- %
Aircraft at end of period	600	578	3.8 %	600	578	3.8 %
Fuel consumption (gallons in millions)	191	182	4.9 %	369	350	5.4 %
Average aircraft fuel price including related taxes (dollars per gallon)	1.46	1.91	(23.7) %	1.35	1.89	(28.4) %
Full-time equivalent employees at end of period **(B)**	20,400	19,700	3.6 %	20,400	19,700	3.6 %
Operating cost per ASM (cents)	18.78	20.82	(9.8) %	18.94	20.94	(9.6) %
Operating cost per ASM excluding special items (cents)	18.75	20.69	(9.4) %	18.88	20.82	(9.3) %
Operating cost per ASM excluding special items and fuel (cents)	15.29	16.02	(4.6) %	15.68	16.24	(3.4) %
Total Mainline & Regional						
Revenue passenger miles (millions)	58,336	57,821	0.9 %	110,106	108,011	1.9 %
Available seat miles (millions)	70,751	69,401	1.9 %	135,815	132,190	2.7 %
Cargo ton miles (millions)	610	594	2.6 %	1,153	1,148	0.5 %
Passenger load factor (percent)	82.5	83.3	(0.8) pts	81.1	81.7	(0.6) pts
Yield (cents)	15.42	16.28	(5.3) %	15.51	16.53	(6.1) %
Passenger revenue per ASM (cents)	12.71	13.57	(6.3) %	12.58	13.51	(6.9) %
Total revenue per ASM (cents)	14.65	15.60	(6.1) %	14.58	15.62	(6.7) %
Cargo yield per ton mile (cents)	28.48	32.62	(12.7) %	29.09	33.83	(14.0) %
Passenger enplanements (thousands)	51,951	52,200	(0.5) %	98,866	98,393	0.5 %
Aircraft at end of period	1,547	1,541	0.4 %	1,547	1,541	0.4 %
Fuel consumption (gallons in millions)	1,122	1,118	0.4 %	2,155	2,131	1.1 %
Average aircraft fuel price including related taxes (dollars per gallon)	1.42	1.90	(25.2) %	1.32	1.87	(29.3) %
Full-time equivalent employees at end of period **(B)**	123,500	120,400	2.6 %	123,500	120,400	2.6 %
Operating cost per ASM (cents)	12.17	12.83	(5.2) %	12.30	13.25	(7.1) %
Operating cost per ASM excluding special items (cents)	12.08	12.61	(4.2) %	12.18	12.90	(5.6) %
Operating cost per ASM excluding special items and fuel (cents)	9.83	9.55	2.9 %	10.09	9.89	2.0 %

(A) Regional includes wholly owned regional airline subsidiaries and operating results from capacity purchase carriers.
(B) Regional full-time equivalent employees only include our wholly owned regional airline subsidiaries.

Note: Amounts may not recalculate due to rounding.

American Airlines Group Inc.
Consolidated Revenue Statistics by Region
(Unaudited)

	3 Months Ended June 30,			6 Months Ended June 30,		
	2016	2015	Change	2016	2015	Change
Domestic - Mainline						
Revenue passenger miles (millions)	33,418	33,170	0.7 %	63,808	62,755	1.7 %
Available seat miles (ASM) (millions)	38,701	38,321	1.0 %	75,244	73,993	1.7 %
Passenger load factor (percent)	86.3	86.6	(0.3) pts	84.8	84.8	- pts
Yield (cents)	14.47	15.32	(5.6) %	14.59	15.57	(6.3) %
Passenger revenue per ASM (cents)	12.49	13.26	(5.8) %	12.37	13.21	(6.4) %
Domestic Consolidated - Mainline and Total Regional (A)						
Revenue passenger miles (millions)	39,826	39,359	1.2 %	75,767	74,285	2.0 %
Available seat miles (ASM) (millions)	46,782	45,802	2.1 %	90,825	88,411	2.7 %
Passenger load factor (percent)	85.1	85.9	(0.8) pts	83.4	84.0	(0.6) pts
Yield (cents)	16.63	17.38	(4.3) %	16.65	17.48	(4.7) %
Passenger revenue per ASM (cents)	14.15	14.94	(5.2) %	13.89	14.69	(5.4) %
Latin America						
Revenue passenger miles (millions)	7,421	7,570	(2.0) %	15,476	15,753	(1.8) %
Available seat miles (ASM) (millions)	9,469	9,895	(4.3) %	19,949	20,488	(2.6) %
Passenger load factor (percent)	78.4	76.5	1.9 pts	77.6	76.9	0.7 pts
Yield (cents)	12.65	14.42	(12.3) %	13.24	15.48	(14.5) %
Passenger revenue per ASM (cents)	9.91	11.04	(10.2) %	10.27	11.90	(13.7) %
Atlantic						
Revenue passenger miles (millions)	7,879	8,221	(4.2) %	12,680	12,993	(2.4) %
Available seat miles (ASM) (millions)	10,677	10,553	1.2 %	17,570	17,321	1.4 %
Passenger load factor (percent)	73.8	77.9	(4.1) pts	72.2	75.0	(2.8) pts
Yield (cents)	14.34	14.43	(0.6) %	14.39	14.45	(0.4) %
Passenger revenue per ASM (cents)	10.58	11.24	(5.9) %	10.38	10.84	(4.2) %
Pacific						
Revenue passenger miles (millions)	3,209	2,671	20.2 %	6,183	4,980	24.2 %
Available seat miles (ASM) (millions)	3,823	3,151	21.3 %	7,471	5,971	25.1 %
Passenger load factor (percent)	83.9	84.8	(0.9) pts	82.8	83.4	(0.6) pts
Yield (cents)	9.52	11.04	(13.7) %	9.60	11.14	(13.8) %
Passenger revenue per ASM (cents)	7.99	9.35	(14.5) %	7.94	9.29	(14.5) %
Total International						
Revenue passenger miles (millions)	18,509	18,462	0.3 %	34,339	33,726	1.8 %
Available seat miles (ASM) (millions)	23,969	23,599	1.6 %	44,990	43,780	2.8 %
Passenger load factor (percent)	77.2	78.2	(1.0) pts	76.3	77.0	(0.7) pts
Yield (cents)	12.83	13.94	(8.0) %	13.01	14.44	(9.9) %
Passenger revenue per ASM (cents)	9.90	10.90	(9.2) %	9.93	11.12	(10.8) %

(A) Revenue statistics for all Regional flying are included herein.

Note: Amounts may not recalculate due to rounding.

Reconciliation of GAAP Financial Information to Non-GAAP Financial Information

American Airlines Group Inc. (the "Company") is providing the reconciliation of reported non-GAAP financial measures to their comparable financial measures on a GAAP basis. The Company believes that the non-GAAP financial measures provide investors the ability to measure financial performance excluding special items, which is more indicative of the Company's ongoing performance and is more comparable to measures reported by other major airlines. The Company believes that the presentation of mainline and regional CASM excluding fuel is useful to investors because both the cost and availability of fuel are subject to many economic and political factors beyond the Company's control. Management uses mainline and regional CASM excluding special items and fuel to evaluate the Company's operating performance.

	3 Months Ended June 30,		Percent Change	6 Months Ended June 30,		Percent Change
Reconciliation of Pre-Tax Income Excluding Special Items	2016	2015		2016	2015	
	(in millions, except per share amounts)			(in millions, except per share amounts)		
Pre-tax income as reported	$ 1,493	$ 1,719		$ 2,610	$ 2,662	
Pre-tax special items:						
Special items, net (1)	62	144		161	447	
Regional operating special items, net	3	10		8	18	
Nonoperating special items, net (2)	36	(11)		36	(19)	
Total pre-tax special items	101	143		205	446	
Pre-tax income excluding special items	$ 1,594	$ 1,862	-14%	$ 2,815	$ 3,108	-9%
Calculation of Pre-Tax Margin						
Pre-tax income as reported	$ 1,493	$ 1,719		$ 2,610	$ 2,662	
Total operating revenues as reported	$ 10,363	$ 10,827		$ 19,798	$ 20,654	
Pre-tax margin	14.4%	15.9%		13.2%	12.9%	
Calculation of Pre-Tax Margin Excluding Special Items						
Pre-tax income excluding special items	$ 1,594	$ 1,862		$ 2,815	$ 3,108	
Total operating revenues as reported	$ 10,363	$ 10,827		$ 19,798	$ 20,654	
Pre-tax margin excluding special items	15.4%	17.2%		14.2%	15.0%	
Reconciliation of Net Income Excluding Special Items						
Net income as reported	$ 950	$ 1,704		$ 1,650	$ 2,636	
Special items:						
Total pre-tax special items	101	143		205	446	
Income tax special items	-	7		-	16	
Net tax effect of special items	(50)	-		(89)	-	
Net income excluding special items	$ 1,001	$ 1,854	-46%	$ 1,766	$ 3,098	-43%
Reconciliation of Net Income Excluding Special Items and Non-Cash Income Tax Provision (3)						
Net income as reported	$ 950	$ 1,704		$ 1,650	$ 2,636	
Total pre-tax special items	101	143		205	446	
Total non-cash income tax provision	541	7		954	16	
Net income excluding special items and non-cash income tax provision	$ 1,592	$ 1,854	-14%	$ 2,809	$ 3,098	-9%
Reconciliation of Basic and Diluted Earnings Per Share Excluding Special Items						
Net income excluding special items	$ 1,001	$ 1,854		$ 1,766	$ 3,098	
Shares used for computation (in thousands):						
Basic	563,000	688,727		584,622	692,571	
Diluted	566,040	707,611		588,764	712,270	
Earnings per share excluding special items:						
Basic	$ 1.78	$ 2.69		$ 3.02	$ 4.47	
Diluted	$ 1.77	$ 2.62		$ 3.00	$ 4.35	
Reconciliation of Basic and Diluted Earnings Per Share Excluding Special Items and Non-Cash Income Tax Provision (3)						
Net income excluding special items and non-cash income tax provision	$ 1,592	$ 1,854		$ 2,809	$ 3,098	
Shares used for computation (in thousands):						
Basic	563,000	688,727		584,622	692,571	
Diluted	566,040	707,611		588,764	712,270	
Adjusted earnings per share (excludes special items and non-cash income tax provision):						
Basic	$ 2.83	$ 2.69		$ 4.81	$ 4.47	
Diluted	$ 2.81	$ 2.62		$ 4.77	$ 4.35	

Reconciliation of Operating Income Excluding Special Items	3 Months Ended June 30, 2016	2015	6 Months Ended June 30, 2016	2015
	(in millions)		(in millions)	
Operating income as reported	$ 1,751	$ 1,921	$ 3,087	$ 3,137
Special items:				
Special items, net	62	144	161	447
Regional operating special items, net	3	10	8	18
Operating income excluding special items	$ 1,816	$ 2,075	$ 3,256	$ 3,602

Reconciliation of Operating Cost per ASM Excluding Special Items and Fuel - Mainline only	3 Months Ended June 30, 2016	2015	6 Months Ended June 30, 2016	2015
	(in millions)		(in millions)	
Total operating expenses as reported	$ 8,612	$ 8,906	$ 16,711	$ 17,517
Less regional expenses as reported:				
Fuel	(279)	(349)	(498)	(660)
Other	(1,239)	(1,208)	(2,452)	(2,359)
Total mainline operating expenses as reported	7,094	7,349	13,761	14,498
Special items, net (1)	(62)	(144)	(161)	(447)
Mainline operating expenses, excluding special items	7,032	7,205	13,600	14,051
Aircraft fuel and related taxes	(1,314)	(1,774)	(2,343)	(3,318)
Mainline operating expenses, excluding special items and fuel	$ 5,718	$ 5,431	$ 11,257	$ 10,733
	(in cents)		(in cents)	
Mainline operating expenses per ASM as reported	11.32	11.87	11.45	12.31
Special items, net per ASM (1)	(0.10)	(0.23)	(0.13)	(0.38)
Mainline operating expenses per ASM, excluding special items	11.22	11.64	11.31	11.93
Aircraft fuel and related taxes per ASM	(2.10)	(2.86)	(1.95)	(2.82)
Mainline operating expenses per ASM, excluding special items and fuel	9.12	8.77	9.36	9.11

Note: Amounts may not recalculate due to rounding.

Reconciliation of Operating Cost per ASM Excluding Special Items and Fuel - Regional only	3 Months Ended June 30, 2016	2015	6 Months Ended June 30, 2016	2015
	(in millions)		(in millions)	
Total regional operating expenses as reported	$ 1,518	$ 1,557	$ 2,950	$ 3,019
Regional operating special items, net	(3)	(10)	(8)	(18)
Regional operating expenses, excluding special items	1,515	1,547	2,942	3,001
Aircraft fuel and related taxes	(279)	(349)	(498)	(660)
Regional operating expenses, excluding special items and fuel	$ 1,236	$ 1,198	$ 2,444	$ 2,341
	(in cents)		(in cents)	
Regional operating expenses per ASM as reported	18.78	20.82	18.94	20.94
Regional operating special items, net per ASM	(0.03)	(0.13)	(0.05)	(0.12)
Regional operating expenses per ASM, excluding special items	18.75	20.69	18.88	20.82
Aircraft fuel and related taxes per ASM	(3.46)	(4.66)	(3.20)	(4.58)
Regional operating expenses per ASM, excluding special items and fuel	15.29	16.02	15.68	16.24

Note: Amounts may not recalculate due to rounding.

Reconciliation of Operating Cost per ASM Excluding Special Items and Fuel - Total Mainline and Regional	3 Months Ended June 30, 2016	2015	6 Months Ended June 30, 2016	2015
	(in millions)		(in millions)	
Total operating expenses as reported	$ 8,612	$ 8,906	$ 16,711	$ 17,517
Special items:				
Special items, net (1)	(62)	(144)	(161)	(447)
Regional operating special items, net	(3)	(10)	(8)	(18)
Total operating expenses, excluding special items	8,547	8,752	16,542	17,052
Fuel:				
Aircraft fuel and related taxes - mainline	(1,314)	(1,774)	(2,343)	(3,318)
Aircraft fuel and related taxes - regional	(279)	(349)	(498)	(660)
Total operating expenses, excluding special items and fuel	$ 6,954	$ 6,629	$ 13,701	$ 13,074
	(in cents)		(in cents)	
Total operating expenses per ASM as reported	12.17	12.83	12.30	13.25
Special items per ASM:				
Special items, net (1)	(0.09)	(0.21)	(0.12)	(0.34)
Regional operating special items, net	-	(0.01)	(0.01)	(0.01)
Total operating expenses per ASM, excluding special items	12.08	12.61	12.18	12.90
Fuel per ASM:				
Aircraft fuel and related taxes - mainline	(1.86)	(2.56)	(1.73)	(2.51)
Aircraft fuel and related taxes - regional	(0.39)	(0.50)	(0.37)	(0.50)
Total operating expenses per ASM, excluding special items and fuel	9.83	9.55	10.09	9.89

Note: Amounts may not recalculate due to rounding.

FOOTNOTES:

(1) The 2016 second quarter mainline operating special items totaled a net charge of $62 million, which principally included $112 million of merger integration expenses, offset in part by a $56 million net credit for bankruptcy related items principally consisting of fair value adjustments for bankruptcy settlement obligations. The 2016 six month period mainline operating special items totaled a net charge of $161 million, which principally included $242 million of merger integration expenses, offset in part by a $61 million net credit for bankruptcy related items principally consisting of fair value adjustments for bankruptcy settlement obligations. For the 2016 second quarter and six month period, merger integration expenses included costs related to information technology, alignment of labor union contracts, fleet restructuring, re-branding of aircraft, airport facilities and uniforms, professional fees, severance, as well as relocation and training.

The 2015 second quarter mainline operating special items totaled a net charge of $144 million, which principally included $224 million of merger integration expenses, offset in part by a $68 million net credit for bankruptcy related items principally consisting of fair value adjustments for bankruptcy settlement obligations. The 2015 six month period mainline operating special items totaled a net charge of $447 million, which principally included $543 million of merger integration expenses, offset in part by a $73 million net credit for bankruptcy related items principally consisting of fair value adjustments for bankruptcy settlement obligations. For the 2015 second quarter and six month period, merger integration expenses included costs related to alignment of labor union contracts, fleet restructuring, information technology, professional fees, severance, re-branding of aircraft, airport facilities and uniforms, relocation and training, as well as share-based compensation.

(2) In connection with a bond refinancing, the Company recorded a $36 million nonoperating special charge in the 2016 second quarter and six month period related to non-cash write offs of unamortized bond discounts and issuance costs as well as payments of redemption premiums and fees.

(3) As a result of the Company's profitability and the reversal of the valuation allowance on its deferred tax assets at December 31, 2015, the Company was required to recognize a $543 million and $960 million provision for income taxes in the 2016 second quarter and six month period, respectively, on a Generally Accepted Accounting Principles basis. Of these amounts, $541 million and $954 million in the 2016 second quarter and six month period, respectively, was non-cash due to the utilization of net operating losses (NOLs). For periods prior to 2016, the Company recognized a nominal tax provision for certain states and international jurisdictions where NOLs were limited or not available to be used. Accordingly, amounts reported in the 2016 second quarter and six month period for income tax provision and net income are not comparable to the respective 2015 periods. Therefore, the Company is presenting net income and earnings per share excluding special items and non-cash income tax provision in order to provide more meaningful period-over-period comparisons.

American Airlines Group Inc.
Condensed Consolidated Balance Sheets
(In millions)
(Unaudited)

	June 30, 2016	December 31, 2015
Assets		
Current assets		
Cash	$ 446	$ 390
Short-term investments	6,672	5,864
Restricted cash and short-term investments	640	695
Accounts receivable, net	1,593	1,425
Aircraft fuel, spare parts and supplies, net	999	863
Prepaid expenses and other	834	748
Total current assets	11,184	9,985
Operating property and equipment		
Flight equipment	35,553	33,185
Ground property and equipment	6,726	6,402
Equipment purchase deposits	1,136	1,067
Total property and equipment, at cost	43,415	40,654
Less accumulated depreciation and amortization	(13,804)	(13,144)
Total property and equipment, net	29,611	27,510
Other assets		
Goodwill	4,091	4,091
Intangibles, net	2,213	2,249
Deferred tax asset	1,965	2,477
Other assets	1,987	2,103
Total other assets	10,256	10,920
Total assets	$ 51,051	$ 48,415
Liabilities and Stockholders' Equity		
Current liabilities		
Current maturities of long-term debt and capital leases	$ 1,715	$ 2,231
Accounts payable	1,944	1,563
Accrued salaries and wages	1,327	1,205
Air traffic liability	4,984	3,747
Loyalty program liability	2,511	2,525
Other accrued liabilities	2,436	2,334
Total current liabilities	14,917	13,605
Noncurrent liabilities		
Long-term debt and capital leases, net of current maturities	21,131	18,330
Pension and postretirement benefits	7,426	7,450
Deferred gains and credits, net	590	667
Other liabilities	2,675	2,728
Total noncurrent liabilities	31,822	29,175
Stockholders' equity		
Common stock	5	6
Additional paid-in capital	8,351	11,591
Accumulated other comprehensive loss	(4,763)	(4,732)
Retained earnings (deficit)	719	(1,230)
Total stockholders' equity	4,312	5,635
Total liabilities and stockholders' equity	$ 51,051	$ 48,415