




Arrivals

A joint merger communication for employees of the new American

Creating a premier global carrier

New American, Prepare for Arrival



In our business, we're used to handling delays and a little turbulence. But, smoother skies are ahead as we're now approved to move forward in building the new American together! Today, the Bankruptcy Court ruled on two matters that allow American to take the final steps to emerge from restructuring and for us to come within arm's reach of completing our merger. As a result of the rulings, we intend to close the merger and emerge from restructuring on December 9.

Following a hearing on Monday morning, Judge Sean Lane approved American's settlement with the DOJ and the states attorneys general that were parties to the lawsuit, finding that even with the divestitures, American can still move ahead with our Plan of Reorganization (POR) and the merger. Judge Lane also ruled the merger may close despite a private antitrust lawsuit that is pending before the Court.

As a result of these rulings, AMR filed a notice with the Court stating that the proposed effective date of its POR will be Monday, December 9. That will be an important date of celebration for our people – on that day, American will emerge from restructuring and we will legally close our merger. While we will come together as a company to mark the day, we will not be making any changes from a customer perspective until after the busy holiday season.

While it is exciting to prepare to close our merger, we know there is much work to be done. American and US Airways appreciate all of the work our teams are doing to prepare for this day, and we are committed to keeping our people updated on our integration progress as the two airlines come together to build the new American. Stay tuned for more!

Here's What People Are Saying



Dallas Morning News Editorial **(November 13, 2013)**

"Most of all, our region can count on a financially stronger American that preserves thousands of jobs and continues to produce billions of dollars in salaries, direct spending and other economic effects, including charitable contributions. Local school districts and cities can count on property tax and sales tax revenue from airline workers whose futures are now much brighter."

Fort Worth Star-Telegram Editorial (November 12, 2013)

"In the end, the settlement was best for all. It avoids a courtroom battle which, with possible appeals, would have become an extended, expensive legal proposition that had the potential to do even greater harm to the airlines,

the people they serve and the economies they help support. This battle already has lasted too long. It is time to get on with it and let the new, bigger American Airlines (without necessarily returning to an old slogan) once again become 'something special in the air.'"

Charlotte Observer Editorial **(November 12, 2013)**

"Back in August, the government's leading antitrust lawyer told the Observer editorial board that a few concessions by US Airways and American Airlines wouldn't be enough to clear the way for the airlines' merger. Nothing short of the courts killing the deal would suffice, Bill Baer said. We're not sure why he and Attorney General Eric Holder changed their minds, but the Charlotte region should be glad they did."

Arizona Attorney General Tom Horne **(November 20, 2013)**

"Competition in the airline industry has been preserved by this settlement. The required divestitures of key assets at airports across the country will spur competition by allowing other airlines, most notably low cost carriers, to enter and expand service to cities across the country."

Winston-Salem Journal Editorial **(November 19, 2013)**

"We're pleased with federal approval of a deal that should allow us to continue to fly, any day of the week, from Piedmont Triad International Airport to Washington via Reagan National Airport. This tentative deal is good for our community and good for business."



Happy Holidays!

For our team members celebrating Hanukkah and/or the U.S. Thanksgiving holiday this week, we wish you and your loved ones a joyful celebration. Happy holidays!

Disclaimer

Permission to use quotes is neither sought nor obtained. American Airlines and US Airways do not, by their reference to or distribution of these statements, imply their endorsement of or concurrence with the opinions, conclusions or recommendations quoted above.

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 lawsuit filed by the Antitrust Division of the U.S. Department of Justice and certain states seeking to enjoin the planned merger of AMR and US Airways on antitrust grounds and the intention of AMR and US Airways to contest such lawsuit vigorously; 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.

Stay in the Know

We’ll continue sending you updates to keep you informed. In the meantime, please visit:

New Jetnet (newjetnet.aa.com) or **Wings** (wings.usairways.com)

www.newAmericanarriving.com – a website dedicated to the new American Airlines

Follow us on Twitter at @AmericanAir, @USAirways & @USEmployees, and on Facebook (AmericanAirlines & US Airways)

Questions: corp.comm@aa.com or corporate.communications@usairways.com



Arrivals

November 27, 2013 ISSUE 41
Past issues available on
new Jetnet and Wings