

MERGENT TRANSPORTATION

NEWS REPORTS

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AMR CORP. (DE)
Stock Trading Symbol: On NBB, AAMR Q.

AMR CORP. (DE)
Stock Trading Status: Co., the parent company of American Airlines, Inc. and Co. Eagle Holding Corporation, reported that it has received written notification from the New York Stock Exchange (NYSE) advising Co. that its common stock, traded under the symbol AMR, its 9% Debentures due 2016 traded under the symbol AMR 16 and its 7.875% PINES (Public Income Notes) due 2039 traded under the symbol AAR will be suspended from trading on the NYSE, and that the NYSE will apply to the Securities and Exchange Commission to commence delisting procedures for these securities. The suspension will begin prior to the opening of the market on Thursday, Jan. 5, 2012. NYSE advised Co. that it is taking these steps because the average closing price of Co.'s common stock fell below the NYSE's continued listing minimum share price standard of \$1 over a consecutive 30-trading-day period.

Due to the Co.'s Chapter 11 filing, Co. is not able to affirm an intent to cure the aforementioned share price deficiency and, accordingly, does not oppose the suspension and delisting of its securities.

The company expects that price quotations for its common stock and publicly traded debt securities will be available under new symbols on the OTC Bulletin Board (OTCBB) and Pink Sheets Electronic Quotation Service as early as Jan. 5, 2012. The company will publicly announce the new symbols and their effective date as soon as practicable. Co. cannot predict what the ultimate value of any of its securities may be, and it remains too early to determine whether holders of any such securities will receive any distribution in the Chapter 11 reorganization. In particular, in most Chapter 11 cases, holders of equity securities receive little or no recovery of value from their investment.

As a result, Co. urges investors to exercise appropriate caution with respect to any existing or future investments in Co.'s securities.

AMR CORP. (DE)
Bankruptcy Proceedings: On Dec. 28, 2011, Co. filed with the U.S. Bankruptcy Court a motion to retain Rothschild as financial advisor and investment banker for a monthly fee of \$200,000 and \$15,000,000 completion fee.

CSX CORP.
Underwriter Agreement: Co. entered into an Underwriting Agreement (the "Underwriting Agreement") with Citigroup Global Markets Inc. and Morgan Stanley & Co. LLC, as representatives of the Underwriters named therein (the "Underwriters") for the public offering of \$600,000,000 aggregate principal amount of the Company's 4.750% Notes due 2042 (the "Notes"). The Notes were issued pursuant to an indenture, dated as of August 1, 1990, between the Company and The Bank of New York Mellon Trust Company, N.A. (formerly known as The Bank of New York Trust Company, N.A.), successor to JPMorgan Chase Bank, N.A. (formerly known as The Chase Manhattan Bank), as trustee, as supplemented by a First Supplemental Indenture dated as of June 15, 1991, a Second Supplemental Indenture dated as of May 6, 1997, a Third Supplemental Indenture dated as of April 22, 1998, a Fourth Supplemental Indenture dated as of October 30, 2001, a Fifth Supplemental Indenture dated as of October 27, 2003, a Sixth Supplemental Indenture dated as of September 23, 2004, a Seventh Supplemental Indenture dated as of April 25, 2007 and an Eighth Supplemental Indenture dated as of

March 24, 2010 (collectively, the "Indenture"), and an Action of Authorized Pricing Officers dated as of October 27, 2011. The Notes have been registered under the Securities Act of 1933, as amended (the "Act"), by a Registration Statement on Form S-3ASR (Registration No. 333-164978).

DELTA AIR LINES, INC. (DE)
Acquisition Development: Co. announced plans to purchase 100 Boeing 737-900ER aircraft for delivery between 2013 and 2018 as it retires older mainline jets and upgrades its fleet.

The order will enable Delta to add 100 fuel-efficient, state-of-the-art 180-seat aircraft to its fleet, replacing on a capacity-neutral basis older technology aircraft that will be retired from the fleet. The new aircraft will improve the Co.'s profitability while providing customers with an industry-leading on-board experience. With a range of 3,200 nautical miles, the Boeing 737-900ER can operate on any domestic route offered by Delta.

DELTA AIR LINES, INC. (DE)
Official Changes: Co.'s announced David G. DeWalt as its newest member, effective immediately. DeWalt served as president, chief executive officer and director of McAfee, a security technology company, from April 2007 until February 2011 when McAfee was acquired by Intel Corporation. From December 2003 to March 2007, DeWalt held executive positions with EMC Corporation, a provider of information infrastructure technology and solutions, including serving as executive vice president and president customer operations and content management software. DeWalt is the chairman of the board of Polycom, Inc., and a member of the board of directors of Jive Software.

In 2008, DeWalt was named one of the top five CEOs of publicly traded software companies by "Institutional Investor" magazine. In May 2011, he was appointed by President Obama to serve on the National Security and Technology Advisory Council.

DeWalt received his B.S. in computer science and electrical engineering from The University of Delaware.

DELTA AIR LINES, INC. (DE)
Traffic Statistics: Co. reported traffic results for November 2011. System load factor increased 1.9 points to 81.4 percent, as traffic declined 1.9 percent on 4.1 percent lower capacity year over year. Domestic load factor increased 3.2 points to 83.5 percent, as traffic increased 1.4 percent on 2.6 percent lower capacity over prior year. International load factor decreased slightly to 77.8 percent, as traffic declined 7.3 percent on 6.5 percent lower capacity year over year.

Co. serves more than 160 million customers each year, and was named by Fortune magazine as the most admired airline worldwide in its 2011 World's Most Admired Companies airline industry list. With an industry-leading global network, Co. and the Delta Connection carriers offer service to 341 destinations in 61 countries on six continents. Headquartered in Atlanta, Co. employs 80,000 employees worldwide and operates a mainline fleet of more than 700 aircraft. A founding member of the SkyTeam global alliance, Co. participates in the industry's leading trans-Atlantic joint venture with Air France-KLM and Alitalia. Including its worldwide alliance partners, Co. offers customers more than 13,000 daily flights, with hubs in Amsterdam, Atlanta, Cincinnati, Detroit, Memphis, Minneapolis-St. Paul, New York-JFK, Paris-Charles de Gaulle, Salt Lake City and Tokyo-Narita. The airline's service includes the SkyMiles frequent flier program, a world-class airline loyalty program; the award-winning BusinessElite service; and more than 50 Delta Sky Clubs

in airports worldwide. Co. is investing more than \$2 billion through 2013 in airport facilities and global products, services and technology to enhance the customer experience in the air and on the ground. Customers can check in for flights, print boarding passes, check bags and review flight status at delta.com.

US AIRWAYS GROUP INC
Traffic Statistics: Co. announced November and year-to-date 2011 traffic results. Mainline revenue passenger miles (RPMs) for the month were 4.7 billion, up 3.4 percent versus November 2010. Mainline capacity was 5.6 billion available seat miles (ASMs), down 0.6 percent versus November 2010. Mainline passenger load factor was a record 83.8 percent for the month of November, up 3.2 points versus November 2010.

For the month of November, US Airways' preliminary on-time performance as reported to the U.S. Department of Transportation was 87.5 percent with a completion factor of 99.3 percent.

The following summarizes US Airways Group's traffic results for the month and year-to-date ended November 30, 2011 and 2010, consisting of mainline operated flights as well as US Airways Express flights operated by wholly owned subsidiaries PSA Airlines and Piedmont Airlines. US Airways Mainline

| NOVEMBER | 2011 | 2010 | Change |
|--|------------|------------|---------|
| Mainline Revenue Passenger Miles (000) | | | |
| Domestic | 3,644,236 | 3,540,066 | 2.9% |
| Atlantic | 653,014 | 618,160 | 5.6% |
| Latin | 359,900 | 347,949 | 3.4% |
| Total Mainline Revenue Passenger Miles | 4,657,150 | 4,506,175 | 3.4% |
| Mainline Available Seat Miles (000) | | | |
| Domestic | 4,236,284 | 4,310,254 | (1.7)% |
| Atlantic | 880,103 | 839,570 | 4.8% |
| Latin | 440,445 | 441,684 | (0.3)% |
| Total Mainline Available Seat Miles | 5,556,832 | 5,591,508 | (0.6)% |
| Mainline Load Factor (%) | | | |
| Domestic | 86.0 | 82.1 | 3.9 pts |
| Atlantic | 74.2 | 73.6 | 0.6 pts |
| Latin | 81.7 | 78.8 | 2.9 pts |
| Total Mainline Load Factor | 83.8 | 80.6 | 3.2 pts |
| Mainline Enplanements | | | |
| Domestic | 3,940,486 | 3,811,192 | 3.4% |
| Atlantic | 157,295 | 152,567 | 3.1% |
| Latin | 263,563 | 263,502 | |
| Total Mainline Enplanements | 4,361,344 | 4,227,261 | 3.2% |
| YEAR TO DATE | 2011 | 2010 | Change |
| Mainline Revenue Passenger Miles (000) | | | |
| Domestic | 41,286,438 | 40,252,237 | 2.6% |
| Atlantic | 10,096,606 | 9,316,829 | 8.4% |
| Latin | 4,485,962 | 4,667,689 | (3.9)% |
| Total Mainline Revenue Passenger Miles | 55,869,006 | 54,236,755 | 3.0% |

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| Mainline Available Seat Miles (000) | | | | Domestic | | | | Consolidated Available Seat Miles (000) | | | |
|--|------------|------------|----------|--|-----------|-----------|----------|--|------------|------------|-----------|
| Domestic | 48,594,094 | 48,290,660 | 0.6% | 73.1 | 71.3 | 1.8 pts | Domestic | 51,490,606 | 51,139,350 | 0.7% | |
| Atlantic | 12,534,998 | 11,504,263 | 9.0% | | | | Atlantic | 12,534,998 | 11,504,263 | 9.0% | |
| Latin | 5,478,263 | 5,925,607 | (7.5)% | | | | Latin | 5,478,263 | 5,925,607 | (7.5)% | |
| Total Mainline Available Seat Miles | | | | NOVEMBER | | | | Total Consolidated Available Seat Miles | | | |
| Domestic | 66,607,355 | 65,720,530 | 1.3% | 2011 | 2010 | Change | Domestic | 69,503,867 | 68,569,220 | 1.4% | |
| Mainline Load Factor (%) | | | | Consolidated Revenue Passenger Miles (000) | | | | Consolidated Load Factor (%) | | | |
| Domestic | 85.0 | 83.4 | 1.6 pts | Domestic | 3,833,115 | 3,733,371 | 2.7% | Domestic | 84.3 | 82.7 | 1.6 pts |
| Atlantic | 80.5 | 81.0 | (0.5)pts | Atlantic | 653,014 | 618,160 | 5.6% | Atlantic | 80.5 | 81.0 | (0.5) pts |
| Latin | 81.9 | 78.8 | 3.1 pts | Latin | 359,900 | 347,949 | 3.4% | Latin | 81.9 | 78.8 | 3.1 pts |
| Total Mainline Load Factor | | | | Total Consolidated Revenue Passenger Miles | | | | Total Consolidated Load Factor | | | |
| Domestic | 83.9 | 82.5 | 1.4 pts | Domestic | 4,846,029 | 4,699,480 | 3.1% | Domestic | 83.4 | 82.1 | 1.3 pts |
| Mainline Enplanements | | | | Consolidated Available Seat Miles (000) | | | | Consolidated Enplanements | | | |
| Domestic | 42,766,665 | 41,778,192 | 2.4% | Domestic | 4,489,015 | 4,574,786 | (1.9)% | Domestic | 50,027,801 | 49,102,840 | 1.9% |
| Atlantic | 2,488,975 | 2,304,315 | 8.0% | Atlantic | 880,103 | 839,570 | 4.8% | Atlantic | 2,488,975 | 2,304,315 | 8.0% |
| Latin | 3,331,122 | 3,493,139 | (4.6)% | Latin | 440,445 | 441,684 | (0.3)% | Latin | 3,331,122 | 3,493,139 | (4.6)% |
| Total Mainline Enplanements | | | | Total Consolidated Available Seat Miles | | | | Total Consolidated Enplanements | | | |
| Domestic | 48,586,762 | 47,575,646 | 2.1% | Domestic | 5,809,563 | 5,856,040 | (0.8)% | Domestic | 55,847,898 | 54,900,294 | 1.7% |
| Notes: | | | | Consolidated Load Factor (%) | | | | Notes: | | | |
| □Canada, Puerto Rico and U.S. Virgin Islands are included in the domestic results. □Latin numbers include the Caribbean. | | | | Domestic | | | | □Canada, Puerto Rico and U.S. Virgin Islands are included in the domestic results. □Latin numbers include the Caribbean. | | | |
| US Airways Express (Piedmont Airlines, PSA Airlines) | | | | Domestic | | | | US AIRWAYS GROUP INC | | | |
| NOVEMBER | | | | Domestic | | | | Transfer Flying Rights : Delta Air Lines and Co. announced the closing of their agreement to transfer takeoff and landing rights at New York's LaGuardia and Washington D.C.'s Reagan National airports. | | | |
| Express Revenue Passenger Miles (000) | 188,879 | 193,305 | (2.3)% | Domestic | 85.4 | 81.6 | 3.8 pts | The agreement was approved on Oct. 10, 2011, by the U.S. Department of Transportation, which concluded that the transaction is in the public interest because of the service benefits and efficiencies that would result in both New York and Washington, D.C. | | | |
| Express Available Seat Miles (000) | 252,731 | 264,532 | (4.5)% | Atlantic | 74.2 | 73.6 | 0.6 pts | Under the agreement, Delta acquired 132 slot pairs at LaGuardia from Co. and Co. acquired from Delta 42 slot pairs at Reagan National, as well as the rights to operate additional daily service to Sao Paulo, Brazil in 2015. In addition, the airlines divested 16 slot pairs at LaGuardia and eight slot pairs at Reagan National to airlines with limited or no service at those airports. | | | |
| Express Load Factor (%) | 74.7 | 73.1 | 1.6 pts | Latin | 81.7 | 78.8 | 2.9 pts | The airlines will separately announce their expanded schedules in New York and Washington, D.C. in the near future. | | | |
| Express Enplanements | 654,096 | 676,022 | (3.2)% | Total Consolidated Enplanements | | | | | | | |
| YEAR TO DATE | 2011 | 2010 | Change | YEAR TO DATE | | | | | | | |
| Express Revenue Passenger Miles (000) | 2,116,754 | 2,031,267 | 4.2% | 2011 | | | | | | | |
| Express Available Seat Miles (000) | 2,896,512 | 2,848,690 | 1.7% | 2010 | | | | | | | |
| Express Load Factor (%) | | | | Change | | | | | | | |
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| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
| | | | | Domestic | | | | | | | |
| | | | | Atlantic | | | | | | | |
| | | | | Latin | | | | | | | |
| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
| | | | | Domestic | | | | | | | |
| | | | | Atlantic | | | | | | | |
| | | | | Latin | | | | | | | |
| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
| | | | | Domestic | | | | | | | |
| | | | | Atlantic | | | | | | | |
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| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
| | | | | Domestic | | | | | | | |
| | | | | Atlantic | | | | | | | |
| | | | | Latin | | | | | | | |
| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
| | | | | Domestic | | | | | | | |
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| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
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| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
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| | | | | Total Consolidated Revenue Passenger Miles | | | | | | | |
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