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US AIRWAYS GROUP INC  
Form 425  
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Subject Company: US Airways Group, Inc.

Commission File No. 001-8444

Hello Everyone,

This past Friday, each of you should have received an update from the Integration Team in your @aa.com mailboxes. If you didn't get a chance to look at it, I've linked it here for your review. The note started off with some exciting facts that I think bear repeating since when I read them I felt a great deal of enthusiasm in the future of the new American. When the integration is complete we will:

Have more than 110,000 people working for American!

Serve 187,000,000 customers a year!

Fly to and from 336 destinations!

Fly more than 1,500 aircraft!

Those are staggering numbers, and certainly indicate that the new American is going to be secure and strong. Needless to say, to ensure a smooth transition, we will need to integrate thousands of policies, systems, applications, and more to ensure we're successful, and as I mentioned previously the planning stages have already begun.

I know many of you are curious about when we will complete our work, and right now we anticipate it will be about 18 months after close, before we operate as a single carrier. So while there is much work to do, planning is well underway. Also, it is important to note that the closing of the merger is still subject to regulatory approvals, approval by US Airways shareholders, other customary closing conditions and the confirmation and consummation of the Plan of Reorganization.

Also last week, American filed with the Bankruptcy Court a Motion to Approve the Memorandums of Understanding (MOUs) reached with our Pilots and Transport Workers Union (TWU)-represented employees. These MOUs will modify the existing Collective Bargaining Agreements (CBAs) for these workgroups upon the merger closing, and will have an impact on the terms and conditions of employment. The agreed modifications in the MOUs set guidelines for the integration process and address the priorities identified by APA, USAPA and TWU negotiating teams and respective Boards, and only go into effect at the close of the merger. Approval of the Conditional Labor Agreement (CLA) that US Airways entered into with the Association of Professional Flight Attendants (APFA) is not included as part of this Motion as American is not a party to it. However, we believe it is appropriate and will promote the efficient integration of the airlines.

Be sure to take a look at the [Merger page](#) on new Jetnet where you can find more information and the entire [motion filed last week](#).

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That's it for this week. I hope you share my excitement about the new American, as I truly believe the best is yet to come.

Sincerely,

Lauri

### **Additional Information and Where To Find It**

This communication does not constitute an offer to sell or the solicitation of an offer to buy any securities or a solicitation of any vote or approval. The proposed merger transaction between AMR Corporation ( AMR ) and US Airways Group, Inc. ( US Airways ) will be submitted to the stockholders of US Airways for their consideration. AMR has filed with the Securities and Exchange Commission ( SEC ) a registration statement on Form S-4, which includes a preliminary proxy statement of US Airways that also constitutes a prospectus of AMR. US Airways expects to file with the SEC a definitive proxy statement on Schedule 14A, and AMR and US Airways also plan to file other documents with the SEC regarding the proposed transaction. INVESTORS AND SECURITY HOLDERS OF US AIRWAYS ARE URGED TO READ THE PRELIMINARY PROXY STATEMENT/PROSPECTUS AND OTHER RELEVANT DOCUMENTS THAT WILL BE FILED WITH THE SEC (INCLUDING THE DEFINITIVE PROXY STATEMENT/PROSPECTUS) CAREFULLY AND IN THEIR ENTIRETY WHEN THEY BECOME AVAILABLE BECAUSE THEY CONTAIN IMPORTANT INFORMATION ABOUT THE PROPOSED TRANSACTION.

Investors and security holders may obtain free copies of the preliminary proxy statement/prospectus and other documents containing important information about AMR and US Airways (including the definitive proxy statement/prospectus), once such documents are filed with the SEC, through the website maintained by the SEC at <http://www.sec.gov>. Copies of the documents filed with the SEC by US Airways, when and if available, can be obtained free of charge on US Airways' website at [www.usairways.com](http://www.usairways.com) or by directing a written request to US Airways Group, Inc., 111 West Rio Salado Parkway, Tempe, Arizona 85281, Attention: Vice President, Legal Affairs. Copies of the documents filed with the SEC by AMR, when and if available, can be obtained free of charge on AMR's website at [www.aa.com](http://www.aa.com) or by directing a written request to AMR Corporation, P.O. Box 619616, MD 5675, Dallas/Fort Worth International Airport, Texas 75261-9616, Attention: Investor Relations or by emailing [investor.relations@aa.com](mailto:investor.relations@aa.com).

US Airways, AMR and certain of their respective directors, executive officers and certain members of management may be deemed to be participants in the solicitation of proxies from the stockholders of US Airways in connection with the proposed transaction. Information about the directors and executive officers of US Airways is set forth in its Annual Report on Form 10-K/A, which was filed with the SEC on April 16, 2013, and the preliminary proxy statement/prospectus related to the proposed transaction, which was filed with the SEC on April 15, 2013. Information about the directors and executive officers of AMR is set forth in its Annual Report on Form 10-K/A, which was filed with the SEC on April 16, 2013, and the preliminary proxy statement/prospectus related to the proposed transaction, which was filed with the SEC on April 15, 2013. These documents can be obtained free of charge from the sources indicated above. Other information regarding the participants in the proxy solicitation may also be included in the definitive proxy statement/prospectus and other relevant materials when and if filed with the SEC in connection with the proposed transaction.

### **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, should, would, continue, seek, target, guidance, outlook, forecast and other similar words. These forward-looking statements are based on AMR 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: failure of a proposed transaction to be implemented; the challenges and costs of closing, integrating, restructuring and achieving anticipated synergies; the ability to retain key employees; and other economic, business, competitive, and/or regulatory factors affecting 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.