



For additional information, please contact US Airways Media Relations at 480-693-5729.

Contact: 480.693.5729

FOR IMMEDIATE RELEASE

US AIRWAYS TO REDUCE PITTSBURGH SERVICE IN EARLY 2008

*Flights Continue to Destinations Customers Fly Most;
Operations Control Center; Maintenance Base Remain in Pittsburgh*

TEMPE, Ariz., Oct. 3, 2007 — US Airways (NYSE: LCC) today announced it plans to reduce mainline flying in January from 31 to 22 daily flights, focusing on customers' preferred destinations, as the airline continues to maximize the financial stability of its Pittsburgh operation. As part of the new schedule, regional flying to smaller cities is expected to be reduced from 77 to 46 daily flights. Most of the expected reductions for smaller cities reflect decisions that we expect to be made by independent regional carriers that develop their own plans and schedules. These carriers have not finalized their schedules so the overall level of Express flying may change.

With the reduced schedule, the airline's flight crew base will close and approximately 500 pilots and flight attendants will now bid for trips that originate from other domiciles within the US Airways system. Also with the new schedule, US Airways mainline airport agents and ramp employees will take over customer service and ground-handling duties for 350 US Airways Express employees at wholly owned carrier PSA Airlines, Inc. Those Express employees, along with about 100 US Airways mainline airport employees, will be offered jobs elsewhere throughout the US Airways system.

"We've worked very carefully over the past two years to make the right decisions at Pittsburgh for our customers and the airline as a whole, always mindful of the impact those decisions may have on our employees," said Doug Parker, US Airways chairman and CEO. "Unfortunately our ability to operate profitably from Pittsburgh has been sharply eroded over the past few years and the hub lost more than \$40 million over the past 12 months alone. We need to acknowledge the economic realities of today and

move forward so that our Pittsburgh service provides a positive contribution to our system as a whole. Even after these flight reductions, US Airways will still fly more flights to more cities from Pittsburgh than any other airline.

“This was a very difficult decision, primarily because of the impact it has on an outstanding group of US Airways and PSA employees. We are committed to ensuring that all affected employees are treated fairly and compassionately. We are offering jobs elsewhere on the US Airways system to all affected ground employees, and those who choose not to accept such a move will be offered severance pay,” Parker said.

The airline reaffirmed its commitment to build a new 600-employee Operations Control Center at Pittsburgh, and the airline will continue to employ 730 mechanics at its heavy maintenance base at the Pittsburgh airport. “US Airways has a proud history in Pittsburgh and will continue to be a major employer in the area,” Parker said.

The airline’s reduced schedule, which takes effect Jan. 6, 2008, is highlighted below.

Customers

Customers will continue to fly to the most popular destinations from Pittsburgh, including larger East and West Coast business markets such as Los Angeles, San Francisco, New York, Washington, D.C., and Raleigh-Durham, and US Airways hubs in Philadelphia, Charlotte, N.C. and Phoenix. Non-stop service to Florida will also continue. The expected reductions for smaller cities reflect decisions that we expect to be made by independent regional carriers to reduce flying. About half of the expected reductions will be made by regional carriers that operate as independent franchises. See the attached schedule for a complete list.

Employees

There will be no pilot or flight attendant furloughs as a result of today’s announcement, but the closing of a crew base means pilots and flight attendants who live in Pittsburgh and fly trips that originate in Pittsburgh will now bid for schedules that originate in other bases, including Charlotte, Philadelphia, New York LaGuardia, Boston and Washington, D.C. The airline expects that most, if not all, Pittsburgh-based pilots and flight attendants will continue to live in Pittsburgh and commute to these other bases to fly their schedules.

The US Airways mainline ground jobs will be eliminated and those employees will be offered jobs elsewhere throughout US Airways’ system. Approximately 350 employees of US Airways’ wholly owned subsidiary PSA, which operates as US Airways

Express, will also be offered jobs elsewhere in the airline's system or be placed on furlough.

The airline will continue to be a major employer in Pittsburgh with approximately 1,800 jobs remaining in the area as part of the airline's heavy maintenance base, operations control center and remaining airport personnel.

Facilities

Today the airline leases 29 gates and with the new schedule, its gate usage requirements will be lower. US Airways will meet with PIT airport officials in the near future to discuss its current and future space requirements. The airline will maintain its frequent flyer club, heavy base maintenance operation and operations control center in Pittsburgh.

About US Airways

US Airways is the fifth largest domestic airline employing more than 36,000 aviation professionals worldwide. US Airways, US Airways Shuttle and US Airways Express operate approximately 3,800 flights per day and serve more than 230 communities in the U.S., Canada, Europe, the Caribbean and Latin America. The new US Airways -- the product of a merger between America West and US Airways in September 2005 -- is a member of the Star Alliance network, which offers our customers 16,000 daily flights to 855 destinations in 155 countries worldwide. This press release and additional information on US Airways can be found at www.usairways.com.

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Forward Looking Statements

Certain of the statements contained herein should be considered "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," "indicate," "anticipate," "believe," "forecast," "estimate," "plan," "guidance," "outlook," "could," "should," "continue" and similar terms used in connection with statements regarding the outlook of US Airways Group, Inc. (the "Company"). Such statements include, but are not limited to, statements about expected fuel costs, the revenue and pricing environment, the Company's expected financial performance and operations, future financing plans and needs, overall economic conditions and the benefits of the business combination transaction involving America West Holdings Corporation and US Airways Group, including future financial and operating results and the combined companies' plans, objectives, expectations and intentions. Other forward-looking statements that do not relate solely to historical facts include, without limitation, statements that discuss the possible future effects of current known trends or uncertainties or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. Such statements are based upon the current beliefs and expectations of the Company's management and are subject to significant risks and uncertainties that could cause the Company's actual results and financial position to differ materially from the Company's expectations. Such risks and uncertainties include, but are not limited to, the following: the impact of high fuel costs, significant disruptions in the supply of aircraft fuel and further significant increases to fuel prices; our high level of fixed obligations and our ability to obtain and maintain financing for operations and other purposes; our ability to achieve the synergies anticipated as a result of the merger and to achieve those synergies in a timely manner; our ability to integrate the management, operations and labor

groups of US Airways Group and America West Holdings; labor costs and relations with unionized employees generally and the impact and outcome of labor negotiations; the impact of global instability, including the current instability in the Middle East, the continuing impact of the military presence in Iraq and Afghanistan and the terrorist attacks of September 11, 2001 and the potential impact of future hostilities, terrorist attacks, infectious disease outbreaks or other global events that affect travel behavior; reliance on automated systems and the impact of any failure or disruption of these systems; the impact of future significant operating losses; changes in prevailing interest rates; our ability to obtain and maintain commercially reasonable terms with vendors and service providers and our reliance on those vendors and service providers; security-related and insurance costs; changes in government legislation and regulation; our ability to use pre-merger NOLs and certain other tax attributes; competitive practices in the industry, including significant fare restructuring activities, capacity reductions and in court or out of court restructuring by major airlines; continued existence of prepetition liabilities; interruptions or disruptions in service at one or more of our hub airports; weather conditions; our ability to obtain and maintain any necessary financing for operations and other purposes; our ability to maintain adequate liquidity; our ability to maintain contracts that are critical to our operations; our ability to operate pursuant to the terms of our financing facilities (particularly the financial covenants); our ability to attract and retain customers; the cyclical nature of the airline industry; our ability to attract and retain qualified personnel; economic conditions; and other risks and uncertainties listed from time to time in our reports to the Securities and Exchange Commission. There may be other factors not identified above 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. All forward-looking statements are based on information currently available to the Company. The Company assumes no obligation to publicly update or revise any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting such estimates. Additional factors that may affect the future results of the Company are set forth in the section entitled "Risk Factors" in the Company's Quarterly Report on Form 10-Q for the period ended June 30, 2007, which is available at www.usairways.com.

US Airways Pittsburgh January Schedule At-A-Glance

Total US PIT Departures by Destination

<u>Markets</u>	<u>10/3/07</u>	<u>January</u>	<u>Change</u>	<u>Markets</u>	<u>10/3/07</u>	<u>January</u>	<u>Change</u>	<u>Markets Remaining</u>	<u>Market Exits</u>	<u>Affiliate Decision -</u>	
Hartford*	4	3	(1)	New York, LaGuardia	6	8	2	Hartford*	Charleston, WV* ^	TBD	
Bradford*	1	0	(1)	Lewisburg*	1	0	(1)	Boston	Denver	Bradford	
Nashville*	2	0	(2)	Orlando	2	2	0	Charlotte	Erie	Nashville	
Boston	4	4	0	Harrisburg	2	2	0	Washington, National	Chicago, O'Hare	Clarksburg	
Clarksburg*	1	0	(1)	Morgantown*	2	0	(2)	Newark*	Norfolk	Du Bois	
Charlotte	6	8	2	Chicago, O'Hare	3	0	(3)	Fort Lauderdale	Toronto	Franklin	
Charleston, WV* ^	3	0	(3)	Norfolk	2	0	(2)	Indianapolis		Washington, Dulles	
Washington, National	8	6	(2)	Philadelphia	10	10	0	Las Vegas		Jamestown	
Denver	1	0	(1)	Phoenix	2	2	0	Los Angeles		Johnstown	
Du Bois*	3	0	(3)	Parkersburg*	3	0	(3)	New York, LaGuardia		Lewisburg	
Erie	1	0	(1)	Providence*	3	3	0	Orlando		Morgantown	
Newark*	2	4	2	Raleigh Durham*	4	3	(1)	Harrisburg		Parkersburg	
Franklin*	2	0	(2)	Richmond*	4	2	(2)	Philadelphia		Louisville	
Ft. Lauderdale	1	1	0	Louisville*	3	0	(3)	Phoenix		Syracuse	
Washington, Dulles*	2	0	(2)	San Francisco	1	1	0	Providence*			
Indianapolis	2	2	0	St. Louis*	4	3	(1)	Raleigh Durham*			
Jamestown*	2	0	(2)	Syracuse*	2	0	(2)	Richmond*			
Johnstown*	4	0	(4)	Tampa	1	1	0	San Francisco			
Las Vegas	2	2	0	Toronto	1	0	(1)	St. Louis*			
Los Angeles	1	1	0					Tampa			
				Total	108	68	(40)				

* Represents an assumption of an independent decision that we believe will be made by our regional partners

^ Discontinued by Colgan on 11/3/07

* Assuming independent regional partners continue to operate

^ Discontinued by Colgan on 11/3/07

Schedule Changes - October 3, 2007 to January 2008

Mainline Flying

	<u>10/3/2007</u>	<u>January</u>	<u>Change</u>
Boston	3.0	0.0	(3.0)
Charlotte	6.0	6.0	0.0
Washington, National	1.5	0.5	(1.0)
Denver	1.0	0.0	(1.0)
Fort Lauderdale	1.0	1.5	0.5
Las Vegas	2.0	2.0	0.0
Los Angeles	1.0	1.0	0.0
New York LaGuardia	3.5	1.5	(2.0)
Orlando	2.0	2.0	0.0
Chicago O'Hare	1.5	0.0	(1.5)
Philadelphia	4.5	3.5	(1.0)
Phoenix	2.0	2.0	0.0
San Francisco	1.0	1.0	0.0
Tampa	1.0	1.0	0.0
Total	31.0	22.0	(9.0)

US Controlled Express

	<u>10/3/2007</u>	<u>January</u>	<u>Change</u>
Boston	1.0	4.0	3.0
Charlotte	0.0	2.0	2.0
Washington, National	6.0	5.5	(0.5)
Newark	2.0	0.0	(2.0)
Erie	1.0	0.0	(1.0)
Indianapolis	2.0	1.0	(1.0)
New York LaGuardia	3.0	6.5	3.5
Harrisburg	2.0	2.0	0.0
Chicago O'Hare	2.0	0.0	(2.0)
Norfolk	1.0	0.0	(1.0)
Philadelphia	5.0	6.0	1.0
Toronto	1.0	0.0	(1.0)
Total	26.0	27.0	1.0