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SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

American Airlines, Inc.

/s/ Charles D. MarLett
Charles D. MarLett
Corporate Secretary

Dated: December 19, 2001

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AMR EAGLE EYE

December 17, 2001

Statements in this report contain various forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended, which represent the Company's expectations or beliefs concerning future events. When used in this report, the words "expect", "forecast", "anticipates" and similar expressions are intended to identify forward-looking statements. All such statements are based on information available to the Company on the date of this report. The Company undertakes no obligation to update or revise any forward-looking statement, regardless of reason. This discussion includes forecasts of costs per ASM, capacity, traffic, fuel cost and fuel consumption, earnings, and operational considerations, each of which is a forward-looking statement. There are a number of factors that could cause actual results to differ materially from our forecasts. Such factors include, but are not limited to: the continuing impact of the events of September 11, 2001 to the company, general economic conditions, competitive factors within the airline industry which could affect the demand for air travel, changes in the Company's business strategy, changes in commodity prices, the inability to successfully integrate the operations of TWA into those of American and to improve their profitability, higher than expected integration costs, and the inability to successfully integrate the workforce of TWA. For additional information regarding these and other factors see the Company's filings with the Securities and Exchange Commission, including but not limited to the Company's Form 10-K for the year

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ended December 31, 2000.

Monthly Update

Attached is our monthly guidance on unit cost, fuel, traffic and capacity. As with recent month's update, we are including information for TWA LLC and have included TWA in the AMR unit cost guidance.

Additionally, unit costs for the Fourth Quarter are expected to be somewhat higher than earlier estimates due to higher than planned security and insurance costs.

Finally, as a follow-up to the recent series of aircraft retirement announcements and changes to planned deliveries, we have also attached an updated fleet plan reflecting the changes through 2002. As always, this plan remains subject to change.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

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AMR EAGLE EYE

Unit Costs

AMR Consolidated Cost per ASM (in cents) Including TWA LLC	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	AMR Cost per ASM	11.8	12.2	11.8

American Mainline Operations Cost per ASM (in cents)	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	AA Cost per ASM	11.3	11.7	11.3
Prior Year (2000) Restated*	11.0	10.9	11.6	11.2

TWA LLC Operating Cost per ASM (in cents)	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	TWA Cost per ASM	11.8	12.8	12.2

Capacity, Traffic and Fuel

AA Mainline Ops:	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	Capacity (yr/yr)	-15.4%	-15.5%	-11.2%
Traffic (yr/yr)	-27.9%	-19.8%	-15.3%	-21.2%
Fuel (cents/gal incl. tax)	78	74	67	73
Fuel Consumption (mil. gal.)	213	203	219	635
American Eagle:				
Capacity (yr/yr)	-3.0%	-4.5%	-1.7%	-3.1%

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S-ATR	43		(1)	42
Turboprop Totals	178	(20)	(24)	134
Embraer ERJ-145	50	6		56
Embraer ERJ-135	33	7		40
Embraer ERJ-140	0	15	28	43
CRJ-700	0	2	9	11
Total AE Fleet				
Inc./ (Dec.)		10	13	23
Total AE Fleet	261	271	284	284

* Summary includes firm aircraft orders and planned fleet retirements.