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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.

AMR CORPORATION

/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 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

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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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### Unit Costs

| AMR Consolidated Cost per ASM (in cents) Including TWA LLC | 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          |      | ---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           |      | ---Forecast--- |      |
|---|------------------|------|----------------|------|
|   | Oct              | Nov  | Dec            | 4Q01 |
|   | TWA Cost per ASM | 11.8 | 12.8           | 12.2 |

### Capacity, Traffic and Fuel

|                              | Actual |        | ---Forecast--- |        |
|------------------------------|--------|--------|----------------|--------|
|                              | Oct    | Nov    | Dec            | 4Q01   |
| <b>AA Mainline Ops:</b>      |        |        |                |        |
| Capacity (yr/yr)             | -15.4% | -15.5% | -11.2%         | -14.1% |
| 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    |
| <b>American Eagle:</b>       |        |        |                |        |
| Capacity (yr/yr)             | -3.0%  | -4.5%  | -1.7%          | -3.1%  |
| Traffic (yr/yr)              | -10.0% | -4.9%  | -4.3%          | -6.5%  |
| <b>TWA Airlines LLC:</b>     |        |        |                |        |
| Capacity (000,000) ASMs      | 1,952  | 1,821  | 1,831          | 5,604  |
| yr/yr                        | -38%   | -40%   | -40%           | -39%   |
| Traffic (000,000) RPMs       | 1,095  | 1,117  | 1,072          | 3,284  |
| yr/yr                        | -51%   | -47%   | -47%           | -48%   |

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\* Certain airline related small businesses have been reclassified under American Mainline Operations (e.g. contract maintenance and magazine). As a result, we have provided restated numbers for 2000 on a comparable basis. Please note that this minor change does not impact AMR Consolidated numbers.

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### AMR Fleet Summary YE2000 to YE2002\*

#### American Airlines

| Aircraft Type  | On Hand | YOY Change |      | On Hand |
|----------------|---------|------------|------|---------|
|                | YE 2000 | 2001       | 2002 | YE 2002 |
| MD11           | 7       | (7)        |      | 0       |
| B777           | 27      | 13         | 3    | 43      |
| B767-3ER       | 49      |            |      | 49      |
| B767-2ER       | 22      | (1)        |      | 21      |
| A300 ER        | 10      |            |      | 10      |
| B767-200       | 8       |            |      | 8       |
| A300 2-Class   | 25      | (1)        |      | 24      |
| B757           | 102     | 15         | 6    | 123     |
| B737           | 51      | 26         |      | 77      |
| B727           | 60      | (27)       | (33) | 0       |
| MD90           | 5       | (5)        |      | 0       |
| MD82/83/87     | 276     | (17)       |      | 259     |
| F100           | 75      | (1)        |      | 74      |
| Total AA Fleet |         |            |      |         |
| Inc./ (Dec.)   |         | (5)        | (24) | (29)    |
| Total AA Fleet | 717     | 712        | 688  | 688     |

| Ex - TWA Aircraft Type | At              | YOY Change |      | On Hand |
|------------------------|-----------------|------------|------|---------|
|                        | Close 09-Apr-01 | 2001       | 2002 | YE 2002 |
| B767-300ER             | 9               |            | (3)  | 6       |
| B757                   | 27              |            |      | 27      |
| MD82/83                | 103             |            |      | 103     |
| B717                   | 15              | 15         |      | 30      |
| DC9                    | 19              | (19)       |      | 0       |
| Total ex TWA Fleet     |                 |            |      |         |
| Inc./ (Dec.)           |                 | (4)        | (3)  | (7)     |
| Total ex TWA Fleet     | 173             | 169        | 166  | 166     |

| Aircraft Type  | On Hand | YOY Change |      | On Hand |
|----------------|---------|------------|------|---------|
|                | YE 2000 | 2001       | 2002 | YE 2002 |
| Combined Fleet |         |            |      |         |
| Inc/ (Dec)     |         | 164        | (27) | 137     |
| Combined Fleet | 717     | 881        | 854  | 854     |

#### American Eagle

| Aircraft Type    | On Hand | YOY Change |      | On Hand |
|------------------|---------|------------|------|---------|
|                  | YE 2000 | 2001       | 2002 | YE 2002 |
| Saab 340         | 104     | (13)       | (15) | 76      |
| ATR-42           | 31      | (7)        | (8)  | 16      |
| 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   |         |            |      |         |

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|                |     |     |     |     |
|----------------|-----|-----|-----|-----|
| Inc./ (Dec.)   |     | 10  | 13  | 23  |
| Total AE Fleet | 261 | 271 | 284 | 284 |

\* Summary includes firm aircraft orders and planned fleet retirements.