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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 20, 2002

4
AMR EAGLE EYE

December 20, 2002

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, and demand, 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 on the Company, the impact of the recent bankruptcies of United Airlines and US Airways, general economic conditions, competitive factors within the airline industry which could affect the demand for air travel, changes in the Company's business strategy, and changes in commodity prices. 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, 2001.

Monthly Update

This Eagle Eye update includes actual unit cost, fuel, traffic and capacity results for the month of November 2002, along with our current expectations for the month of December 2002 and the full fourth quarter. I've also attached a new fleet plan, which reflects our recent decision to accelerate the F100 retirement schedule to 2004 from 2005. Apart from this change, the fleet

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plan remains unchanged from last month.

As a reminder AMR will report it's fourth quarter 2002 and full year financial results on Wednesday January 22nd. A conference call for members of the financial community and the media will take place as usual at 2pm Eastern Time, 1pm Central.

Please call if you have questions.

Michael Thomas
Director, Investor Relations

5
AMR EAGLE EYE

Unit Costs

| AMR Consolidated Cost per ASM (in cents) | Actual | ----Forecast---- | |
|--|--------|------------------|------|
| | Nov | Dec | 4Q02 |
| AMR Cost per ASM | 11.3 | 11.4 | 11.2 |
| Yr/Yr B/(W) | 8.0% | (1.3%) | 4.4% |

| American Mainline Operations Cost per ASM (in cents) | Actual | ----Forecast---- | |
|--|--------|------------------|------|
| | Nov | Dec | 4Q02 |
| AA Cost per ASM | 11.0 | 11.0 | 10.9 |
| Yr/Yr B/(W) | 7.3% | (1.7%) | 4.0% |

Capacity, Traffic and Fuel

| | Actual | ----Forecast---- | |
|------------------------------|---------|------------------|---------|
| | Nov | Dec | 4Q02 |
| AA Mainline Ops: | | | |
| Capacity yr/yr H/(L) | 5.5% | 4.3% | 6.0% |
| Traffic yr/yr H/(L) | 8.6% | 12.8% | 15.4% |
| | | | |
| Fuel (cents/gal incl. tax) | 82 | 84 | 84 |
| Fuel cost/gal yr/yr B/(W) | (11.7%) | (28.9%) | (15.8%) |
| Fuel Consumption (mil. gal.) | 246 | 263 | 775 |
| | | | |
| American Eagle: | | | |
| Capacity yr/yr H/(L) | 16.8% | 14.9% | 17.5% |
| Traffic yr/yr H/(L) | 18.6% | 19.3% | 22.1% |

Note: Both AMR Consolidated and AA Mainline include TWA LLC operations in 2002
Note: TWA LLC became part of AA/AMR on April 10th, 2001

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6

AMR Fleet Summary YE2001 to YE2005*
American Airlines (includes ex-TW aircraft)

| Aircraft Type | On Hand | | | | | YE 2002 | On Hand | | |
|-------------------|------------|------|-------------------------|------|------|------------|------------|------------|------------|
| | YE 2001 | 2002 | YOY Change 2003 2004 | | 2005 | | YE 2003 | YE 2004 | YE 2005 |
| B777 | 40 | 3 | 2 | | | 43 | 45 | 45 | 45 |
| B767-3ER | 58 | (9) | 9 | | | 49 | 58 | 58 | 58 |
| B767-200/200ER | 29 | | (14) | | 14 | 29 | 15 | 15 | 29 |
| A300 | 34 | (3) | 3 | | | 31 | 34 | 34 | 34 |
| B757 | 144 | 7 | (1) | (10) | | 151 | 150 | 140 | 140 |
| B737 | 77 | | | | | 77 | 77 | 77 | 77 |
| B727 | 33 | (33) | | | | 0 | 0 | 0 | 0 |
| MD82/83 | 362 | (4) | (24) | | 1 | 358 | 334 | 334 | 335 |
| B717 | 30 | (30) | | | | 0 | 0 | 0 | 0 |
| F100 | 74 | | (36) | (38) | | 74 | 38 | 0 | 0 |
| Total Inc./(Dec.) | | (69) | (61) | (48) | 15 | (69) | (130) | (178) | (163) |
| Total | 881 | 812 | 751 | 703 | 718 | 812 | 751 | 703 | 718 |

| Temporary Storage Aircraft Type | On Hand | | | | | YE 2002 | On Hand | | |
|---------------------------------|------------|------|-------------------------|----|------|------------|------------|------------|------------|
| | YE 2001 | 2002 | YOY Change 2003 2004 | | 2005 | | YE 2003 | YE 2004 | YE 2005 |
| B767-200/200ER | 0 | | 14 | | (14) | 0 | 14 | 14 | 0 |
| A300 | 0 | 3 | (3) | | | 3 | 0 | 0 | 0 |
| MD82/83 | 0 | 4 | 24 | | (1) | 4 | 28 | 28 | 27 |
| Total Inc./(Dec.) | | 7 | 35 | 0 | (15) | 7 | 42 | 42 | 27 |
| Total | 0 | 7 | 42 | 42 | 27 | 7 | 42 | 42 | 27 |

| Total Aircraft Type | On Hand | | | | | YE 2002 | On Hand | | |
|--------------------------|------------|------|-------------------------|------|------|------------|------------|------------|------------|
| | YE 2001 | 2002 | YOY Change 2003 2004 | | 2005 | | YE 2003 | YE 2004 | YE 2005 |
| Combined Fleet Inc/(Dec) | | (62) | (26) | (48) | 0 | (62) | (88) | (136) | (136) |
| Combined Fleet | 881 | 819 | 793 | 745 | 745 | 819 | 793 | 745 | 745 |

American Eagle

| Aircraft Type | On Hand | | | | | YE 2002 | On Hand | | |
|----------------------------|------------|------|-------------------------|------|------|------------|------------|------------|------------|
| | YE 2001 | 2002 | YOY Change 2003 2004 | | 2005 | | YE 2003 | YE 2004 | YE 2005 |
| Saab 340 | 102 | (25) | (16) | (12) | (12) | 77 | 61 | 49 | 37 |
| ATR-42 | 30 | (3) | (11) | (4) | | 27 | 16 | 12 | 12 |
| S-ATR | 43 | (1) | | (2) | | 42 | 42 | 40 | 40 |
| Turboprop Totals | 175 | (29) | (27) | (18) | (12) | 146 | 119 | 101 | 89 |
| Embraer ERJ-145 | 56 | (6) | (8) | | | 50 | 42 | 42 | 42 |
| Embraer ERJ-135 | 40 | | | | | 40 | 40 | 40 | 40 |
| Embraer ERJ-140 | 15 | 28 | 22 | 36 | 36 | 43 | 65 | 101 | 137 |
| CRJ-700 | 1 | 7 | 10 | 7 | | 8 | 18 | 25 | 25 |
| Total AE Fleet Inc./(Dec.) | | 0 | (3) | 25 | 24 | 0 | (3) | 22 | 46 |
| Total AE Fleet | 287 | 287 | 284 | 309 | 333 | 287 | 284 | 309 | 333 |

| Aircraft Type | On Hand | | | | | YE 2002 | On Hand | | |
|---------------|------------|------|-------------------------|--|------|------------|------------|------------|------------|
| | YE 2001 | 2002 | YOY Change 2003 2004 | | 2005 | | YE 2003 | YE 2004 | YE 2005 |

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| | 2001 | 2002 | 2003 | 2004 | 2005 | 2002 | 2003 | 2004 | 2005 |
|-----------------|-------|------|------|------|------|-------|-------|-------|-------|
| AMR Total Fleet | 1,168 | (62) | (29) | (23) | 24 | 1,106 | 1,077 | 1,054 | 1,078 |

*Summary includes firm aircraft orders and planned fleet retirements.