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Tom Horton, Senior Vice President and CFO of AMR Corporation will be presenting at the 12th Annual Deutsche Bank Alex. Brown Global Transportation Conference on Wednesday February 13th at 2:00pm ET.

A webcast of both speeches will be made available via the investor information section of AMR's corporate website at <http://www.amrcorp.com>. Additionally, a replay of the speeches will remain available for at least 7 days following the event.

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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: January 25, 2002

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AMR EAGLE EYE

January 24, 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", "planned" 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

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those of American and to improve their profitability, 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.

Update

As a follow-up to our previous fleet guidance, we are attaching an updated fleet plan for AMR. As always, the fleet plan includes planned retirements and firm aircraft.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

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AMR FLEET SUMMARY YE2000 to YE2004*

American Airlines

| Aircraft Type | On Hand | | | | | On Hand | | | |
|----------------|---------|---------|------------|-----|-----|---------|---------|---------|---------|
| | YE 2000 | YE 2001 | YOY Change | | | YE 2001 | YE 2002 | YE 2003 | YE 2004 |
| MD11 | 7 | (7) | | | | 0 | 0 | 0 | 0 |
| B777 | 27 | 13 | 3 | 6 | 1 | 40 | 43 | 49 | 50 |
| B767-3ER | 49 | | | 9 | | 49 | 49 | 58 | 58 |
| B767-2ER | 22 | (1) | | | | 21 | 21 | 21 | 21 |
| A300 ER | 10 | | (10) | | | 10 | 0 | 0 | 0 |
| B767-200 | 8 | | | | | 8 | 8 | 8 | 8 |
| A300 2-Class | 25 | (1) | 10 | | | 24 | 34 | 34 | 34 |
| B757 | 102 | 15 | 7 | | | 117 | 124 | 124 | 124 |
| B737 | 51 | 26 | | 4 | 12 | 77 | 77 | 81 | 93 |
| B727 | 60 | (27) | (33) | | | 33 | 0 | 0 | 0 |
| MD90 | 5 | (5) | | | | 0 | 0 | 0 | 0 |
| MD82/83/87 | 276 | (17) | | | | 259 | 259 | 259 | 259 |
| F100 | 75 | (1) | | | | 74 | 74 | 74 | 74 |
| Total AA Fleet | | | | | | | | | |
| Inc./ (Dec.) | | (5) | (23) | 19 | 13 | (5) | (28) | (9) | 4 |
| Total AA Fleet | 717 | 712 | 689 | 708 | 721 | 712 | 689 | 708 | 721 |

| Aircraft Type | At Close | | | | | On Hand | | | |
|--------------------|---------------|---------|------------|-----|-----|---------|---------|---------|---------|
| | April 9, 2001 | YE 2001 | YOY Change | | | YE 2001 | YE 2002 | YE 2003 | YE 2004 |
| 767-300ER | 9 | | (3) | (6) | | 9 | 6 | 0 | 0 |
| B757 | 27 | | | | | 27 | 27 | 27 | 27 |
| MD82/83 | 103 | | | | (2) | 103 | 103 | 103 | 101 |
| B717 | 15 | 15 | (30) | | | 30 | 0 | 0 | 0 |
| DC9 | 19 | (19) | | | | 0 | 0 | 0 | 0 |
| Total ex TWA | | | | | | | | | |
| Fleet Inc./ (Dec.) | | (4) | (33) | (6) | (2) | (4) | (37) | (43) | (45) |
| Total ex TWA | | | | | | | | | |
| Fleet | 173 | 169 | 136 | 130 | 128 | 169 | 136 | 130 | 128 |

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| Aircraft Type | Hand | | | | | On Hand | | | |
|-----------------------------|------|------------|------|------|------|---------|------|------|------|
| | YE | YOY Change | | | | YE | YE | YE | YE |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2001 | 2002 | 2003 | 2004 |
| Combined Fleet Inc./ (Dec.) | | 164 | (56) | 13 | 11 | 164 | 108 | 121 | 132 |
| Combined Fleet | 717 | 881 | 825 | 838 | 849 | 881 | 825 | 838 | 849 |

American Eagle

| Aircraft Type | On Hand | | | | | On Hand | | | |
|-----------------------------|---------|------------|------|------|------|---------|------|------|------|
| | YE | YOY Change | | | | YE | YE | YE | YE |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2001 | 2002 | 2003 | 2004 |
| Saab 340 | 104 | (13) | (15) | (14) | (20) | 91 | 76 | 62 | 42 |
| ATR-42 | 31 | (1) | (3) | (7) | (12) | 30 | 27 | 20 | 8 |
| S-ATR | 43 | | (1) | | (2) | 43 | 42 | 42 | 40 |
| Turboprop Totals | 178 | (14) | (19) | (21) | (34) | 164 | 145 | 124 | 90 |
| Embraer ERJ-145 | 50 | 6 | | (11) | (3) | 56 | 56 | 45 | 42 |
| Embraer ERJ-135 | 33 | 7 | | | | 40 | 40 | 40 | 40 |
| Embraer ERJ-140 | 0 | 15 | 28 | 22 | 36 | 15 | 43 | 65 | 101 |
| CRJ-700 | 0 | 1 | 9 | 12 | 3 | 1 | 10 | 22 | 25 |
| Total AE Fleet Inc./ (Dec.) | | 15 | 18 | 2 | 2 | 15 | 33 | 35 | 37 |
| Total AE Fleet | 261 | 276 | 294 | 296 | 298 | 276 | 294 | 296 | 298 |

| | On Hand | | | | | On Hand | | | |
|-----------------|---------|------------|------|------|------|---------|-------|-------|-------|
| | YE | YOY Change | | | | YE | YE | YE | YE |
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2001 | 2002 | 2003 | 2004 |
| AMR TOTAL FLEET | 978 | 179 | (38) | 15 | 13 | 1,157 | 1,119 | 1,134 | 1,147 |

* Summary includes firm aircraft orders and planned fleet retirements.