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99.1 Press Release

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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: January 16, 2002

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EXHIBIT INDEX

Exhibit	Description
99.1	Press Release

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Exhibit 99.1

CONTACT: Corporate Communications  
Fort Worth, Texas  
817-967-1577

FOR RELEASE: Wednesday, Jan. 16, 2002

Editor's Note: A live Webcast reporting fourth-quarter results will be broadcast on the Internet on Jan. 16 at 2 p.m. EST (Windows Media Player required for viewing.)

AMR REPORTS FOURTH-QUARTER LOSS OF \$734 MILLION BEFORE SPECIAL ITEMS

AMERICAN ALSO ANNOUNCES AGREEMENT WITH BOEING FOR THE RETIREMENT OF ITS 717 FLEET

FORT WORTH, Texas - AMR Corporation, the parent company of

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American Airlines, Inc., today reported a fourth-quarter net loss of \$734 million before special items, or a loss of \$4.75 per share. This compares with net earnings of \$56 million, or \$0.34 per share diluted, before special items in the fourth quarter of 2000.

"Influenced by the lingering effects of last September's attacks, the final three months of 2001 were incredibly difficult," said Don Carty, AMR's chairman and chief executive officer.

"Traffic, particularly business travel, was down significantly in the quarter, which -- when combined with lower average fares -- resulted in a record quarterly loss."

While disappointed with the results, the Company has taken many positive steps to bolster its financial position. "We strengthened our cash reserves, despite the huge losses," Carty said, "and further improved our position by cutting capacity, reducing capital spending, cutting operating costs, and further simplifying the fleet."

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In addition, Carty noted that "the commitment of our people to making American an industry leader was evident in December, when American registered an industry-leading completion factor of 99.7 percent and posted outstanding on-time performance."

After accounting for the special items noted below, AMR reported a net loss of \$798 million, or \$5.17 per share, for the fourth quarter of 2001. This compares to net earnings of \$47 million, or \$0.29 per share diluted, for the fourth quarter of 2000.

Impact of Special Items (in millions, except per share amounts)	Fourth Quarter	
	Amount (net of tax)	Earnings per share
Net loss before special items	(\$734)	(\$4.75)
Special charges:		
Aircraft charges	(35)	
Facility exit costs	(34)	
Employee charges	(10)	
Other	(14)	
Total special charges	(93)	(0.61)
Special credit: U.S. Govn't grant	29	0.19
Net loss after special items	(\$798)	(\$5.17)

AMR's fourth-quarter results brought the Company's full-year 2001 net loss to \$1.4 billion, or \$9.13 per share, before special items. This compares with 2000 net earnings of \$752 million, or \$4.65 per share diluted, before special items and an extraordinary loss. Including the special items noted above and prior quarters'

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AMR Fourth Quarter Results  
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special items, AMR's full-year 2001 net loss was \$1.8 billion, or a loss of \$11.43 per share, as compared to 2000 net earnings of \$770 million, or \$4.76 per share diluted.

Looking to the future, Carty said AMR still has a long way to go to return to profitability, but is encouraged by a number of signs.

"Traffic is improving, and we're in much better shape than we might have been otherwise, thanks to a strong product, great people and strategies like fleet flexibility and simplification," Carty said. "Our intent is to move forward aggressively in 2002 with marketing strategies to attract and retain customers, operating strategies that emphasize safety, security and on-time performance, and financing strategies that keep this Company's financial foundations strong."

#### Retirement of Aircraft

In connection with its strategy of reducing costs by simplifying its fleet, AMR announced today that it has reached an agreement with Boeing that, among other things, will result in the retirement of its 717 fleet by June of this year. The 717 is a short-haul, 100-seat airplane similar in size to the Fokker F100s already in American's fleet. American does not need two airplanes of this fleet size and had always intended to retire the 717s. The agreement with Boeing allows American to do this earlier than planned.

"The 717 is a fine aircraft," Carty said, "but we are committed to simplifying the fleet, and it just doesn't make sense to hold on to the 717s when we already have a fleet of 74 F100s in the 100-seat category. All we're doing now is accelerating a retirement that had been in our fleet plan from the beginning of our TWA acquisition."

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The 717 retirement is part of a broad fleet-simplification strategy that will see American reduce its total number of basic fleet types from 14 two years ago to seven types by the end of 2002. In 2001, American retired five fleet types " the MD11, MD90, DC10, MD87 and DC9. This year, it will take two more types out of the fleet " the 717 and the 727. As the numbers of fleet types shrink, the overall fleet becomes more reliable and easier and less costly to maintain.

Editor's note: AMR's Chief Financial Officer, Thomas W. Horton, will be available to answer questions during a telephone news conference on Wednesday, Jan. 16, from 3 p.m. to 3:45 p.m. EST. Reporters interested in joining the conference should call 817-967-1577 for details.

Statements in this news release contain forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Act of 1934, as amended, which represent the Company's expectations or beliefs concerning

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future events. When used in this release, the words "expects," "anticipates," and similar expressions are intended to identify forward-looking statements. All forward-looking statements in this release are based upon information available to the Company on the date of this release. The Company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. Forward-looking statements are subject to a number of factors that could cause actual results to differ materially from our expectations. Additional information concerning these and other factors is contained in the Company's Securities and Exchange Commission filings, including but not limited to the Form 10-K for the year ended Dec. 31, 2000.

Detailed financial information follows:

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Current AMR Corp. news releases can be accessed via the Internet.  
The address is <http://www.amrcorp.com>

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AMR CORPORATION  
CONSOLIDATED STATEMENTS OF OPERATIONS  
(in millions, except per share amounts)  
(Unaudited)

	Three Months Ended 2001	December 31, 2000	Percent Change
<b>Revenues</b>			
Passenger - American Airlines	\$2,755	\$ 4,039	(31.8)
- TWA LLC	414	-	-
- AMR Eagle	277	356	(22.2)
Cargo	138	191	(27.7)
Other revenues	220	273	(19.4)
Total operating revenues	3,804	4,859	(21.7)
<b>Expenses</b>			
Wages, salaries and benefits	2,027	1,771	14.5
Aircraft fuel	563	727	(22.6)
Depreciation and amortization	371	313	18.5
Other rentals and landing fees	297	256	16.0
Maintenance, materials and repairs	255	274	(6.9)
Commissions to agents	144	241	(40.2)
Aircraft rentals	225	152	48.0
Food service	167	190	(12.1)
Other operating expenses	801	855	(6.3)
Special charges, net	102	-	-
Total operating expenses	4,952	4,779	3.6
Operating Income (Loss)	(1,148)	80	*
<b>Other Income (Expense)</b>			
Interest income	30	46	(34.8)
Interest expense	(165)	(114)	44.7
Interest capitalized	28	41	(31.7)
Miscellaneous - net	(15)	30	*

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	(122)	3	*
Income (Loss) Before Income Taxes	(1,270)	83	*
Income tax provision (benefit)	(472)	36	*
Net Earnings (Loss)	\$ (798)	\$ 47	*

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AMR CORPORATION  
CONSOLIDATED STATEMENTS OF OPERATIONS (CONTINUED)  
(in millions, except per share amounts)  
(Unaudited)

	Three Months Ended December 31,	
	2001	2000
Earnings (Loss) Per Share		
Basic		
Net Earnings (Loss)	\$ (5.17)	\$ 0.31
Diluted		
Net Earnings (Loss)	\$ (5.17)	\$ 0.29
Number of Shares Used in Computation		
Basic		
	154	151
Diluted		
	154	165

\* Greater than 100%

Note: Certain amounts have been reclassified to conform with 2001 presentation.

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AMR CORPORATION  
OPERATING STATISTICS  
(Unaudited)

	Three Months Ended December 31,		Percent
	2001	2000	Change
American Airlines			
Revenue passenger miles (millions)	22,109	27,539	(19.7)
Available seat miles (millions)	34,115	39,497	(13.6)
Cargo ton miles (millions)	434	587	(26.1)
Passenger load factor	64.8%	69.7%	(4.9) pts.
Breakeven load factor (*)	86.2%	67.1%	19.1 pts.
Passenger revenue yield per passenger mile (cents)	12.46	14.67	(15.1)
Passenger revenue per available seat mile (cents)	8.07	10.23	(21.1)
Cargo revenue yield per ton mile (cents)	30.34	32.21	(5.8)
Operating expenses per available seat mile (cents) (*)	11.10	11.02	0.7

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Fuel consumption (gallons, in millions)	633	760	(16.7)
Fuel price per gallon (cents)	70.4	90.8	(22.5)
Fuel price per gallon, excluding fuel taxes (cents)	65.3	84.8	(23.0)
Operating aircraft at period-end	712	717	(0.7)
TWA LLC			
Revenue passenger miles (millions)	3,314	-	
Available seat miles (millions)	5,642	-	
Passenger load factor	58.7%	-	
Passenger revenue yield per passenger mile (cents)	12.50	-	
Passenger revenue per available seat mile (cents)	7.34	-	
Operating expenses per available seat mile (cents) (*)	12.81	-	
Operating aircraft at period-end	169	-	
AMR Eagle			
Revenue passenger miles (millions)	873	909	(4.0)
Available seat miles (millions)	1,539	1,565	(1.7)
Passenger load factor	56.7%	58.1%	(1.4) pts.
Operating aircraft at period-end	290	261	11.1
AMR Corporation			
Average Equivalent Number of Employees			
American Airlines	83,800	94,400	
TWA LLC	14,100	-	
Other	11,400	13,000	
Total	109,300	107,400	

(\*) Excludes special charges, net  
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AMR CORPORATION  
CONSOLIDATED STATEMENTS OF OPERATIONS  
(in millions, except per share amounts)  
(Unaudited)

	Year Ended December 31, 2001	2000	Percent Change
Revenues			
Passenger - American Airlines	\$14,104	\$16,394	(14.0)
- TWA LLC	1,676	-	-
- AMR Eagle	1,378	1,452	(5.1)
Cargo	662	721	(8.2)
Other revenues	1,143	1,136	0.6
Total operating revenues	18,963	19,703	(3.8)
Expenses			
Wages, salaries and benefits	8,032	6,783	18.4

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Aircraft fuel	2,888	2,495	15.8
Depreciation and amortization	1,404	1,202	16.8
Other rentals and landing fees	1,197	999	19.8
Maintenance, materials and repairs	1,165	1,095	6.4
Commissions to agents	835	1,037	(19.5)
Aircraft rentals	829	607	36.6
Food service	778	777	0.1
Other operating expenses	3,695	3,327	11.1
Special charges, net	610	-	-
Total operating expenses	21,433	18,322	17.0
Operating Income (Loss)	(2,470)	1,381	*
Other Income (Expense)			
Interest income	110	154	(28.6)
Interest expense	(538)	(467)	15.2
Interest capitalized	144	151	(4.6)
Miscellaneous - net	(2)	68	*
	(286)	(94)	*
Income (Loss) From Continuing Operations Before Income Taxes and Extraordinary Loss	(2,756)	1,287	*
Income tax provision (benefit)	(994)	508	*
Income (Loss) From Continuing Operations Before Extraordinary Loss	(1,762)	779	*
Income From Discontinued Operations (net of applicable income taxes and minority interest)	-	43	-
Income (Loss) Before Extraordinary Loss	(1,762)	822	*
Extraordinary Loss (net of applicable income taxes)	-	(9)	-
Net Earnings (Loss)	\$(1,762)	\$ 813	*

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AMR CORPORATION  
CONSOLIDATED STATEMENTS OF OPERATIONS (CONTINUED)  
(in millions, except per share amounts)  
(Unaudited)

	Year Ended December 31,	
	2001	2000
Earnings (Loss) Per Share		
Basic		
Income (Loss) from Continuing Operations	\$ (11.43)	\$ 5.20
Discontinued Operations	-	0.30
Extraordinary Loss	-	(0.07)
Net Earnings (Loss)	\$ (11.43)	\$ 5.43
Diluted		
Income (Loss) from Continuing Operations	\$ (11.43)	\$ 4.81



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Discontinued Operations	-	0.27
Extraordinary Loss	-	(0.05)
Net Earnings (Loss)	\$ (11.43)	\$ 5.03
Number of Shares Used in Computation		
Basic	154	150
Diluted	154	162

\* Greater than 100%

Note: Certain amounts have been reclassified to conform with 2001 presentation.

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### AMR CORPORATION OPERATING STATISTICS (Unaudited)

	Year Ended December 31, 2001	2000	Percent Change
<b>American Airlines</b>			
Revenue passenger miles (millions)	106,224	116,594	(8.9)
Available seat miles (millions)	153,035	161,030	(5.0)
Cargo ton miles (millions)	2,058	2,280	(9.7)
Passenger load factor	69.4%	72.4%	(3.0) pts.
Breakeven load factor (*)	78.1%	65.3%	12.8 pts.
Passenger revenue yield per passenger mile (cents)	13.28	14.06	(5.5)
Passenger revenue per available seat mile (cents)	9.22	10.18	(9.4)
Cargo revenue yield per ton mile (cents)	30.24	31.31	(3.4)
Operating expenses per available seat mile (cents) (*)	11.14	10.45	6.6
Fuel consumption (gallons, in millions)	2,913	3,045	(4.3)
Fuel price per gallon (cents)	80.9	77.9	3.9
Fuel price per gallon, excluding fuel taxes (cents)	75.4	72.3	4.3
Operating aircraft at period-end	712	717	(0.7)
<b>TWA LLC (**)</b>			
Revenue passenger miles (millions)	14,381	-	
Available seat miles (millions)	21,653	-	
Passenger load factor	66.4%	-	
Passenger revenue yield per passenger mile (cents)	11.66	-	
Passenger revenue per available seat mile (cents)	7.74	-	
Operating expenses per available seat mile (cents) (*)	10.58	-	
Operating aircraft at period-end	169	-	

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AMR Eagle			
Revenue passenger miles (millions)	3,725	3,731	(0.2)
Available seat miles (millions)	6,471	6,256	3.4
Passenger load factor	57.6%	59.6%	(2.0) pts.
Operating aircraft at period-end	290	261	11.1

AMR Corporation			
Average Equivalent Number of Employees			
American Airlines	92,900	93,400	
TWA LLC	12,900	-	
Other	12,600	13,000	
Total	118,400	106,400	

(\*) Excludes special charges, net

(\*\*) For the period April 10, 2001 through December 31, 2001.