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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: February 22, 2002

4
AMR EAGLE EYE

February 22, 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, 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 updated monthly guidance on unit cost, fuel, traffic and capacity for the first quarter of 2002. Please note

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that both AMR Consolidated and AA Mainline Operations now reflect the inclusion of TWA LLC operations in the 2002 statistics.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

5

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Unit Costs

AMR Consolidated Cost per ASM (in cents)

| | Actual | | Forecast | |
|------------------|--------|-------|----------|-------|
| | Jan | Feb | Mar | 1Q02 |
| AMR Cost per ASM | 11.8 | 12.5 | 12.1 | 12.1 |
| (yr/yr) | -2.5% | -4.5% | -3.5% | -3.5% |

American Mainline Operations Cost per ASM (in cents)

| | Actual | | Forecast | |
|-----------------|--------|-------|----------|-------|
| | Jan | Feb | Mar | 1Q02 |
| AA Cost per ASM | 11.4 | 12.1 | 11.6 | 11.7 |
| (yr/yr) | -3.6% | -5.5% | -2.5% | -3.8% |

Capacity, Traffic and Fuel

| | Actual | | Forecast | |
|------------------------------|--------|------|----------|-------|
| | Jan | Feb | Mar | 1Q02 |
| AA Mainline Ops: | | | | |
| Capacity (yr/yr) | 1.4% | 1.0% | 4.2% | 2.3% |
| Traffic (yr/yr) | 2.7% | 3.0% | 5.7% | 3.6% |
| | | | | |
| Fuel (cents/gal incl. tax) | 67 | 66 | 67 | 67 |
| Fuel Consumption (mil. gal.) | 254 | 229 | 263 | 745 |
| | | | | |
| American Eagle: | | | | |
| Capacity (yr/yr) | -3.4% | 0.0% | 1.9% | -0.6% |
| Traffic (yr/yr) | 4.1% | 4.8% | 3.8% | 4.2% |

Both AMR Consolidated and AA Mainline include TWA LLC operations in 2002