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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: June 11, 2003

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AMR EAGLE EYE

June 11, 2003

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, and in documents incorporated herein by reference, the words "expects", "forecasts", "anticipates" and similar expressions are intended to identify forward-looking statements. Other forward-looking statements include statements which do not relate solely to historical facts, such as, without limitation, statements which discuss the possible future effects of current known trends or uncertainties, or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. All forward-looking statements in this report are based on information available to the Company on the date of this report. The Company undertakes no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events or otherwise. This discussion includes forecasts of costs per ASM, capacity, traffic, fuel cost and consumption, revenue performance and cash balances, each of which is a forward-looking statement. Forward looking statements are subject to a number of factors that could cause actual results to differ materially from our forecasts, including the uncertain financial and business environment for the Company. These uncertainties include, but are not limited to, the struggling economy, high fuel prices, conflicts in the Middle East, the SARS outbreak and historically low fare levels. Additional information concerning these and other factors is contained in the Company's Securities and Exchange Commission Filings, including but not limited to the Company's Form 10-K for the year ended December 31, 2002.

Monthly Update

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This Eagle Eye update includes actual fuel cost, traffic and capacity results for the months of April and May 2003. Also included are highlights from Mr. Arpey's recent speech at the Merrill Lynch Global Transportation Conference in New York. As Mr. Arpey stated in that speech, our fleet in 2004 will be 21% smaller than in 2001. Therefore, I've also attached our most current fleet plan.

Please call if you have questions.

Kathy Bonanno
Director Investor Relations

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Unit Costs

Because of the complexity in accounting for recently announced labor, vendor and creditor cost concessions, we are deferring providing 2Q cost guidance at this time.

Capacity, Traffic and Fuel

| | Actual Apr | Actual May |
|------------------------------|---------------|---------------|
| AA Mainline Ops: | | |
| Capacity yr/yr H/(L) * | (6.5%) | (10.1%) |
| Traffic yr/yr H/(L) * | (4.8%) | (4.8%) |
| Fuel (cents/gal incl. tax) | 89 | 81 |
| Fuel cost/gal yr/yr B/(W) | (16.7%) | (7.8%) |
| Fuel Consumption (mil. gal.) | 238 | 241 |
| American Eagle: | | |
| Capacity yr/yr H/(L) | 14.4% | 15.4% |
| Traffic yr/yr H/(L) | 13.5% | 15.6% |

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

* Excludes CRAF and charters

Recent Events

On June 10, 2003, Mr. Arpey, President and CEO of AMR Corporation, spoke at the Merrill Lynch Global Transportation Conference in New York, NY, as announced in the Company's 8K filing, dated June 4, 2003. His speech included the following points:

- April yr/yr unit revenue performance outperformed the industry by more than 1.5 points
- May unit revenue improved approximately 4.0% year-over-year (excluding CRAF and charters)
- As of June 10, AMR estimated it had approximately \$2 billion in cash
- American Airlines has received DOT approval to expand its alliance

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- relationship with British Airways
- The Company will need some combination of improved revenues and additional funding in the future, most likely through a combination of financings and asset sales, to meet its liquidity needs

Note: Industry data, as reported by the Air Transport Association, includes Alaska, American, America West, Continental (incl. Micronesia), Delta, Northwest, United, and USAirways

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AMR Fleet Summary YE2002 to YE2006* American Airlines (includes ex-TW aircraft)

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|--------------------|---------|------|------------|------|------|---------|---------|---------|---------|
| | YE 2002 | 2003 | 2004 | 2005 | 2006 | YE 2003 | YE 2004 | YE 2005 | YE 2006 |
| B777 | 43 | 2 | | | 1 | 45 | 45 | 45 | 46 |
| B767-3ER | 49 | 9 | | | | 58 | 58 | 58 | 58 |
| B767-200/200ER | 29 | (14) | | 10 | 4 | 15 | 15 | 25 | 29 |
| A300 | 31 | 3 | | | | 34 | 34 | 34 | 34 |
| B757 | 151 | (2) | (9) | | | 149 | 140 | 140 | 140 |
| B737 | 77 | | | | 12 | 77 | 77 | 77 | 89 |
| MD82/83 | 358 | (24) | | 2 | 15 | 334 | 334 | 336 | 351 |
| F100 | 74 | (36) | (38) | | | 38 | 0 | 0 | 0 |
| Total Inc./ (Dec.) | | (62) | (47) | 12 | 32 | (62) | (109) | (97) | (65) |
| Total | 812 | 750 | 703 | 715 | 747 | 750 | 703 | 715 | 747 |

Temporary Storage

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|--------------------|---------|------|------------|------|------|---------|---------|---------|---------|
| | YE 2002 | 2003 | 2004 | 2005 | 2006 | YE 2003 | YE 2004 | YE 2005 | YE 2006 |
| B767-200/200ER | 0 | 14 | | (10) | (4) | 14 | 14 | 4 | 0 |
| A300 | 3 | (3) | | | | 0 | 0 | 0 | 0 |
| MD82/83 | 4 | 24 | | (2) | (15) | 28 | 28 | 26 | 11 |
| Total Inc./ (Dec.) | | 35 | 0 | (12) | (19) | 35 | 35 | 23 | 4 |
| Total | 7 | 42 | 42 | 30 | 11 | 42 | 42 | 30 | 11 |

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|----------------|---------|------|------------|------|------|---------|---------|---------|---------|
| | YE 2002 | 2003 | 2004 | 2005 | 2006 | YE 2003 | YE 2004 | YE 2005 | YE 2006 |
| Combined Fleet | | | | | | | | | |
| Inc/ (Dec) | | (27) | (47) | 0 | 13 | (27) | (74) | (74) | (61) |
| Combined Fleet | 819 | 792 | 745 | 745 | 758 | 792 | 745 | 745 | 758 |

American Eagle

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|-------------------|---------|------|------------|------|------|---------|---------|---------|---------|
| | YE 2002 | 2003 | 2004 | 2005 | 2006 | YE 2003 | YE 2004 | YE 2005 | YE 2006 |
| Saab 340 | 61 | (30) | (6) | | | 31 | 25 | 25 | 25 |
| ATR-42 | 26 | (14) | (12) | | | 12 | 0 | 0 | 0 |
| S-ATR | 42 | | (2) | | | 42 | 40 | 40 | 40 |
| Turboprop Totals | 129 | (44) | (20) | 0 | 0 | 85 | 65 | 65 | 65 |
| Embraer ERJ-145** | 50 | 2 | 36 | 36 | 2 | 52 | 88 | 124 | 126 |
| Embraer ERJ-135 | 40 | (1) | | | | 39 | 39 | 39 | 39 |
| Embraer ERJ-140 | 43 | 16 | | | | 59 | 59 | 59 | 59 |
| CRJ-700 | 8 | 11 | 6 | | | 19 | 25 | 25 | 25 |
| Total AE Fleet | | | | | | | | | |
| Inc./ (Dec.) | | (16) | 22 | 36 | 2 | (16) | 6 | 42 | 44 |
| Total AE Fleet | 270 | 254 | 276 | 312 | 314 | 254 | 276 | 312 | 314 |

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| | On Hand | | YOY Change | | | | On Hand | | | |
|-----------------|---------|------|------------|------|------|---------|---------|---------|---------|--|
| | YE 2002 | 2003 | 2004 | 2005 | 2006 | YE 2003 | YE 2004 | YE 2005 | YE 2006 | |
| AMR Total Fleet | 1,089 | (43) | (25) | 36 | 15 | 1,046 | 1,021 | 1,057 | 1,072 | |

* Summary includes firm aircraft orders and planned fleet retirements.

** Does not include EMB 145s leased-out to Trans States (6 at YE2002,
10 at YE 2003 and thereafter)