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AMERICAN AIRLINES INC

Form 8-K

November 22, 2002

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SECURITIES AND EXCHANGE COMMISSION

Washington, D. C. 20549

FORM 8-K

CURRENT REPORT

Pursuant to Section 13 or 15(d) of the
Securities Exchange Act of 1934

Date of earliest event
reported: November 22, 2002

American Airlines, Inc.
(Exact name of registrant as specified in its charter)

Delaware
(State of Incorporation)

1-2691
(Commission File Number)

13-1502798
(IRS Employer
Identification No.)

4333 Amon Carter Blvd. Fort Worth, Texas 76155
(Address of principal executive offices) (Zip Code)

(817) 963-1234
(Registrant's telephone number)

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Item 9. Regulation FD Disclosure

American Airlines, Inc., a wholly owned subsidiary of AMR Corporation, is furnishing herewith actual unit cost, fuel, traffic and capacity results for the months of September and October 2002, along with current expectations for the remainder of 2002 and the full fourth quarter. American Airlines, Inc. is also furnishing herewith an updated fleet plan for AMR.

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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: November 22, 2002

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AMR EAGLE EYE

November 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, 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, 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 months of September and October 2002, along with our current expectations for the remainder of 2002 and the full fourth quarter.

Unit costs so far this quarter are trending in line with our

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prior expectation of a 3% decline year-over-year for the fourth quarter. Given our Board of Directors meeting schedule for January, AMR will report it's fourth quarter 2002 and full year earnings 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

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AMR EAGLE EYE

Unit Costs

| AMR Consolidated Cost per ASM (in cents) | | | | | |
|--|--------|--------|--------------------|--------|------|
| | Actual | Actual | -----Forecast----- | | |
| | Sept | Oct | Nov | Dec | 4Q02 |
| AMR Cost per ASM | 10.9 | 11.0 | 11.6 | 11.4 | 11.4 |
| Yr/Yr B/(W) | 16.9% | 6.4% | 4.9% | (1.7%) | 3.3% |

| American Mainline Operations Cost per ASM (in cents) | | | | | |
|--|--------|--------|--------------------|--------|------|
| | Actual | Actual | -----Forecast----- | | |
| | Sept | Oct | Nov | Dec | 4Q02 |
| AA Cost per ASM | 10.5 | 10.7 | 11.2 | 11.0 | 11.0 |
| Yr/Yr B/(W) | 16.8% | 6.2% | 4.9% | (1.9%) | 3.2% |

Capacity, Traffic and Fuel

| | Actual | Actual | -----Forecast----- | | |
|------------------------------|--------|--------|--------------------|---------|---------|
| | Sept | Oct | Nov | Dec | 4Q02 |
| AA Mainline Ops: | | | | | |
| Capacity yr/yr H/(L) | 16.8% | 8.6% | 4.9% | 4.6% | 6.0% |
| Traffic yr/yr H/(L) | 28.9% | 25.8% | 8.1% | 10.6% | 14.6% |
| Fuel (cents/gal incl. tax) | 80 | 85 | 85 | 86 | 85 |
| Fuel cost/gal yr/yr B/(W) | 2.6% | (8.6%) | (15.4%) | (32.1%) | (18.0%) |
| Fuel Consumption (mil. gal.) | 258 | 266 | 249 | 265 | 780 |
| American Eagle: | | | | | |
| Capacity yr/yr H/(L) | 15.1% | 11.0% | 13.3% | 17.5% | 13.9% |
| Traffic yr/yr H/(L) | 50.5% | 27.0% | 18.1% | 20.8% | 21.9% |

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

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|-----------------|---------|------|------------|------|------|---------|-------|-------|---------|
| | YE 2001 | 2002 | 2003 | 2004 | 2005 | YE 2002 | 2003 | 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 | | (12) | (46) | (16) | 74 | 62 | 16 | 0 |
| Total Inc/(Dec) | | (69) | (37) | (56) | (1) | (69) | (106) | (162) | (163) |
| Total | 881 | 812 | 775 | 719 | 718 | 812 | 775 | 719 | 718 |

Temporary Storage

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

| Aircraft Type | On Hand | | YOY Change | | | On Hand | | | |
|-------------------------|---------|------|------------|------|------|---------|------|-------|---------|
| | YE 2001 | 2002 | 2003 | 2004 | 2005 | YE 2002 | 2003 | 2004 | YE 2005 |
| Combined Fleet Inc(Dec) | | (62) | (2) | (56) | (16) | (62) | (64) | (120) | (136) |
| Combined Fleet | 881 | 819 | 817 | 761 | 745 | 819 | 817 | 761 | 745 |

American Eagle

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

| AMR Total Fleet | On Hand | | YOY Change | | | On Hand | | | |
|-----------------|---------|------|------------|------|------|---------|-------|-------|---------|
| | YE 2001 | 2002 | 2003 | 2004 | 2005 | YE 2002 | 2003 | 2004 | YE 2005 |
| | 1,168 | (62) | (5) | (31) | 8 | 1,106 | 1,101 | 1,070 | 1,078 |

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*Summary includes firm aircraft orders and planned fleet retirements.