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AMERICAN AIRLINES INC

Form 8-K

December 19, 2001

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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: December 19, 2001

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

Delaware	1-2691	13-1502798
(State of Incorporation)	(Commission File Number)	(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 certain data regarding its unit costs, capacity, traffic and fuel, a monthly update, and an updated fleet plan.

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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: December 19, 2001

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AMR EAGLE EYE

December 17, 2001

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

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ended December 31, 2000.

Monthly Update

Attached is our monthly guidance on unit cost, fuel, traffic and capacity. As with recent month's update, we are including information for TWA LLC and have included TWA in the AMR unit cost guidance.

Additionally, unit costs for the Fourth Quarter are expected to be somewhat higher than earlier estimates due to higher than planned security and insurance costs.

Finally, as a follow-up to the recent series of aircraft retirement announcements and changes to planned deliveries, we have also attached an updated fleet plan reflecting the changes through 2002. As always, this plan remains subject to change.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

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AMR EAGLE EYE

Unit Costs

AMR Consolidated Cost per ASM (in cents) Including TWA LLC	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	AMR Cost per ASM	11.8	12.2	11.8

American Mainline Operations Cost per ASM (in cents)	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	AA Cost per ASM	11.3	11.7	11.3
Prior Year (2000) Restated*	11.0	10.9	11.6	11.2

TWA LLC Operating Cost per ASM (in cents)	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	TWA Cost per ASM	11.8	12.8	12.2

Capacity, Traffic and Fuel

AA Mainline Ops:	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
	Capacity (yr/yr)	-15.4%	-15.5%	-11.2%
Traffic (yr/yr)	-27.9%	-19.8%	-15.3%	-21.2%
Fuel (cents/gal incl. tax)	78	74	67	73
Fuel Consumption (mil. gal.)	213	203	219	635
American Eagle:				
Capacity (yr/yr)	-3.0%	-4.5%	-1.7%	-3.1%

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Traffic (yr/yr) -10.0% -4.9% -4.3% -6.5%

TWA Airlines LLC:

Capacity (000,000) ASMs	1,952	1,821	1,831	5,604
yr/yr	-38%	-40%	-40%	-39%
Traffic (000,000) RPMs	1,095	1,117	1,072	3,284
yr/yr	-51%	-47%	-47%	-48%

* Certain airline related small businesses have been reclassified under American Mainline Operations (e.g. contract maintenance and magazine). As a result, we have provided restated numbers for 2000 on a comparable basis. Please note that this minor change does not impact AMR Consolidated numbers.

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AMR Fleet Summary YE2000 to YE2002*

American Airlines

Aircraft Type	On Hand YE 2000	YOY Change 2001	2002	On Hand YE 2002
MD11	7	(7)		0
B777	27	13	3	43
B767-3ER	49			49
B767-2ER	22	(1)		21
A300 ER	10			10
B767-200	8			8
A300 2-Class	25	(1)		24
B757	102	15	6	123
B737	51	26		77
B727	60	(27)	(33)	0
MD90	5	(5)		0
MD82/83/87	276	(17)		259
F100	75	(1)		74
Total AA Fleet				
Inc./ (Dec.)		(5)	(24)	(29)
Total AA Fleet	717	712	688	688

Ex - TWA Aircraft Type	At Close 09-Apr-01	YOY Change 2001	2002	On Hand YE 2002
B767-300ER	9		(3)	6
B757	27			27
MD82/83	103			103
B717	15	15		30
DC9	19	(19)		0
Total ex TWA Fleet				
Inc./ (Dec.)		(4)	(3)	(7)
Total ex TWA Fleet	173	169	166	166

Aircraft Type	On Hand YE 2000	YOY Change 2001	2002	On Hand YE 2002
Combined Fleet				
Inc/ (Dec)		164	(27)	137
Combined Fleet	717	881	854	854

American Eagle

Aircraft Type	On Hand YE 2000	YOY Change 2001	2002	On Hand YE 2002
Saab 340	104	(13)	(15)	76
ATR-42	31	(7)	(8)	16

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S-ATR	43		(1)	42
Turboprop Totals	178	(20)	(24)	134
Embraer ERJ-145	50	6		56
Embraer ERJ-135	33	7		40
Embraer ERJ-140	0	15	28	43
CRJ-700	0	2	9	11
Total AE Fleet				
Inc./ (Dec.)		10	13	23
Total AE Fleet	261	271	284	284

* Summary includes firm aircraft orders and planned fleet retirements.