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AMERICAN AIRLINES INC
Form 8-K
February 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: February 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.)
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4333 Amon Carter Blvd. (Address of principal executive offices)	Fort Worth, Texas	76155 (Zip Code)
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(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 for the first quarter of 2002.

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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

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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

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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