



# Edgar Filing: AMERICAN AIRLINES INC - Form 8-K

## 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: September 13, 2002

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AMR EAGLE EYE

September 13, 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 July and August 2002, along with our current expectations for September and the fourth quarter of 2002.

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

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prior expectation of a 3.5% decline year-over-year for the third quarter. However, fuel price has trended up during the 3rd quarter and remain persistently high. Bookings for September have been generally weaker than we had been expecting, especially in the weeks around the September 11th anniversary.

Please call if you have questions.

Michael Thomas  
Director, Investor Relations

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### Unit Costs

#### AMR Consolidated Cost per ASM (in cents)

	Actual Actual		-----Forecast-----			
	July	August	September	October	November	December
AMR Cost per ASM	10.7	10.7	11.6	11.6	11.7	11.5
Yr/Yr B/(W)	1.1%	2.0%	11.7%	1.4%	4.2%	(2.3%)

#### American Mainline Operations Cost per ASM (in cents)

	Actual Actual		-----Forecast-----			
	July	August	September	October	November	December
AA Cost per ASM	10.3	10.3	11.2	11.3	11.4	11.1
Yr/Yr B/(W)	1.0%	1.9%	11.5%	1.2%	3.8%	(2.8%)

### Capacity, Traffic and Fuel

	Actual Actual		-----Forecast-----			
	July	August	September	October	November	December
<b>AA Mainline Ops:</b>						
Capacity yr/yr H/(L)	(8.5%)	(9.1%)	15.5%	7.5%	7.7%	5.6%
Traffic yr/yr H/(L)	(9.7%)	(9.3%)	27.0%	21.6%	12.1%	7.9%
Fuel (cents/gal incl. tax)	77	77	85	87	88	89
Fuel cost/gal yr/yr B/(W)	6.4%	3.4%	(2.8%)	(10.6%)	(20.2%)	(36.6%)
Fuel Consumption (mil. gal.)	291	289	261	267	256	266
<b>American Eagle:</b>						
Capacity yr/yr H/(L)	(5.7%)	(6.5%)	11.9%	7.1%	15.4%	17.3%
Traffic yr/yr H/(L)	1.1%	(0.3%)	48.3%	24.1%	24.0%	23.5%

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