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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: 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

## Edgar Filing: AMR CORP - Form 8-K

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 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%

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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			
	2001	2002	2003	2004	2005	2002	2003	2004	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			
	2001	2002	2003	2004	2005	2002	2003	2004	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			
	2001	2002	2003	2004	2005	2002	2003	2004	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			
	2001	2002	2003	2004	2005	2002	2003	2004	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	

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

\*Summary includes firm aircraft orders and planned fleet retirements.