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AMERICAN AIRLINES INC
Form 8-K
May 31, 2002

1

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: May 31, 2002

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)

2

Item 9. Regulation FD Disclosure

American Airlines, Inc. (American or the Company, a wholly owned subsidiary of AMR Corporation) is furnishing herewith updated monthly guidance on unit cost, fuel, traffic and capacity for the months of March through July 2002.

3

SIGNATURE

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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: May 31, 2002

4
AMR EAGLE EYE

May 31, 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, revenue, and earnings, 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, 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, 2001.

Monthly Update

Attached is our updated monthly guidance on unit cost, fuel, traffic and capacity for the months of March through July 2002.

Unit cost for the second quarter is expected to come in approximately 3 percent higher than last year - consistent with

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the high end of estimates previously provided. Additionally, based on recently reported ATA revenue data for April, AA's unit revenue performance remains under pressure, with year-over-year unit revenue declines exceeding those of the industry.

Key drivers of the unit revenue performance include: an above average exposure to domestic and South American markets which are showing greater year-over-year revenue declines for the industry as a whole and limited capacity in Asia where unit revenues are actually growing; a disappointing rate of recovery in business travel demand; a sizeable exposure to flow traffic; as well as recent pricing actions undertaken by the competition.

The above factors will again contribute to a significant loss in the second quarter, representing a slower sequential rate of earnings recovery than experienced in the first quarter.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

5
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Unit
Costs

AMR Consolidated Cost per ASM (in cents)	Actual	Actual	-----Forecast-----		
	Mar	Apr	May	Jun	Jul
AMR Cost per ASM	11.1	11.6	11.4	11.4	11.1
Yr/Yr B/(W)	5.6%	(3.5%)	(4.3%)	(0.9%)	(3.0%)

Amererican Airlines Mainline Operations Cost per ASM (in cents)	Actual	Actual	-----Forecast-----		
	Mar	Apr	May	Jun	Jul
AA Cost per ASM	10.8	11.2	11.0	11.0	10.8
Yr/Yr B/(W)	5.1%	(4.2%)	(4.5%)	(0.8%)	(3.2%)

Capacity, Traffic and Fuel

	Actual	Actual	-----Forecast-----		
	Mar	Apr	May	Jun	Jul
AA Mainline Ops:					
Capacity (yr/yr)	5.3%	(8.2%)	(12.3%)	(11.0%)	(9.0%)
Traffic (yr/yr)	7.8%	(10.9%)	(11.3%)	(9.0%)	(7.0%)
Fuel (cents/gal incl. tax)	68	76	78	79	79
Fuel Consumption (mil. gal.)	264	261	276	279	296
American Eagle:					
Capacity (yr/yr)	(1.5%)	(4.0%)	(5.5%)	(4.3%)	(1.9%)
Traffic (yr/yr)	7.0%	2.1%	2.1%	(2.5%)	(0.3%)

Note: Both AMR Consolidated and AA Mainline include TWA LLC

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operations in 2002

Note: TWA LLC became part of AA/AMR on April 10th, 2001