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**UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D. C. 20549**

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**FORM 8-K**

**CURRENT REPORT  
Pursuant to Section 13 or 15(d) of the  
Securities Exchange Act of 1934**

Date of earliest event reported: March 1, 2011

**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.)

4333 Amon Carter Blvd. Fort Worth, Texas  
(Address of principal executive offices)

76155  
(Zip code)

(817) 963-1234  
(Registrant's telephone number)

(Former name or former address, if changed since last report.)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
  - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
  - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
  - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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**ITEM 7.01    REGULATION FD DISCLOSURE**

**AMR PRESENTING AT INVESTOR CONFERENCE**

Beverly Goulet, Vice President of Corporate Development and Treasurer of American Airlines, Inc., a subsidiary of AMR Corporation (AMR), will speak at the J.P. Morgan High Yield & Leveraged Finance Conference on Tuesday, March 1, 2011. Ms. Goulet's presentation will focus on AMR's recent financial performance and the outlook for the future. Attached hereto as Exhibit 99.1 are slides that will be presented at the time.

Information in this Item 7.01, including Exhibit 99.1, is being furnished and shall not be deemed to be "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended, or otherwise subject to the liabilities of that Section and shall not be deemed incorporated by reference into any registration statement or other document filed pursuant to the Securities Act of 1933, as amended, except as shall be expressly set forth by specific reference in such filing.

**ITEM 9.01    EXHIBITS**

99.1            Slide presentation to be delivered on March 1, 2011.

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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/ Kenneth W. Wimberly

Kenneth W. Wimberly  
Corporate Secretary

Dated: March 1, 2011



**Beverly Goulet**

VP of Corporate Development & Treasurer

J.P. Morgan Conference  
March 1, 2011

# Safe Harbor

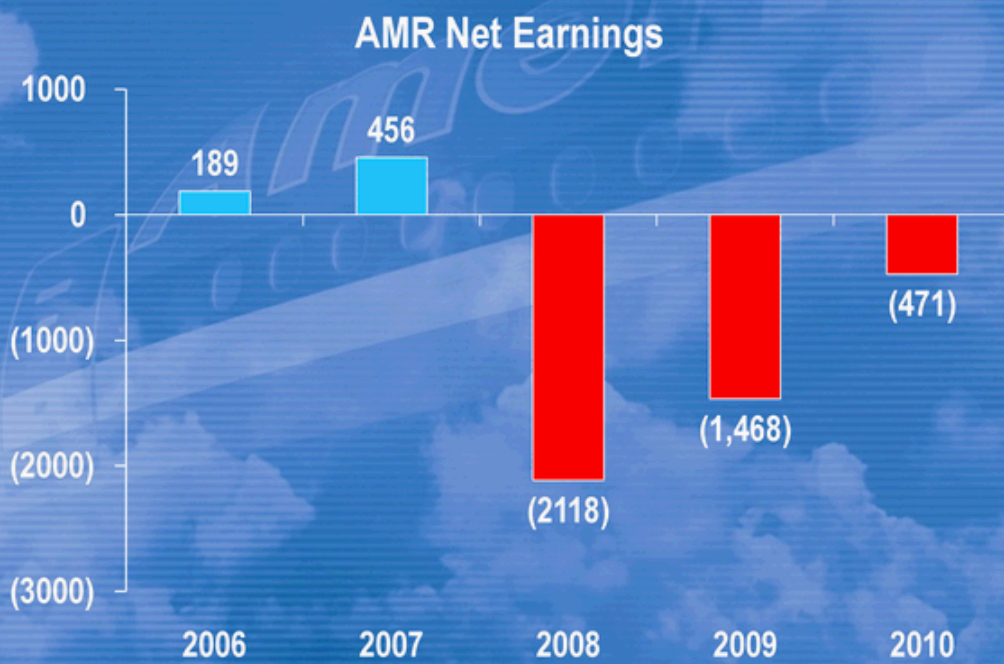
Please note that many of our statements will constitute forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended, which constitute the Company's expectations or beliefs concerning future events. These matters are subject to a number of factors that could cause actual results to differ from our expectations. These factors include, but are not limited to, domestic and international economic conditions; fuel prices; general competitive factors including, but, not limited to, government regulations and regulatory approvals; uncertainty in domestic or international operations; potential industry consolidation and alliance changes; outbreaks of a disease (such as the H1N1 virus, SARS or avian flu) that affects travel behavior; acts of war or terrorism; our ability to access the capital markets; and changes in the Company's business strategy, any of which could affect our actual results. Forward looking statements are based on information available to us as of today. We undertake no obligation to update or revise any forward looking statement.

Additional information concerning these and other factors is contained in our Securities and Exchange Commission filings, including but not limited to our annual report on Form 10-K for the year ended December 31, 2010.

# 2010: A Year of Progress

- Restructured Domestic Network
  - Launched Trans-Atlantic Joint Business with British Airways & Iberia
  - Strengthened Japan Airlines Relationship; Trans-Pacific Joint Business Approved
  - Expanded Alliance Relationships
  - Accelerated Fleet Renewal
  - Enhanced Product Offering with “Your Choice” Products & Services
  - Improved Financial Results by \$1 Billion vs. 2009
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# 2006-2010 Financial Results

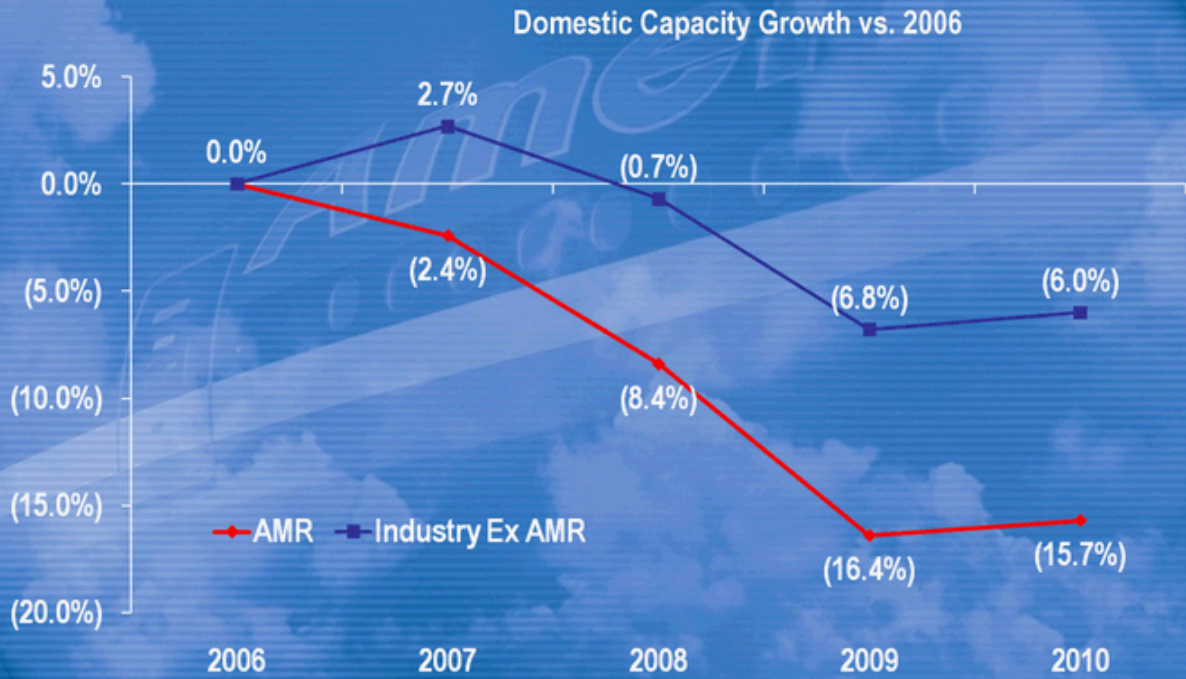


# Our Goals for 2011

- Fly Profitably
- Strengthen and Defend Our Global Network
- Invest Wisely
- Earn Customer Loyalty
- Be a Good Place for Good People

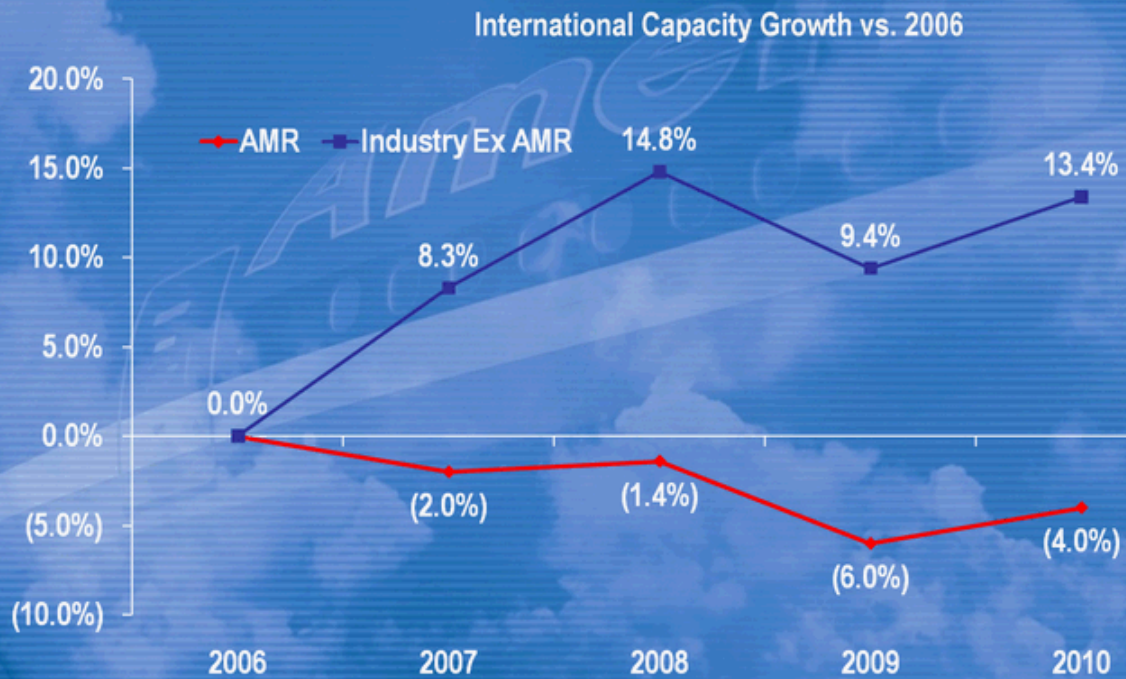


# Industry Capacity: 2006-2010



\*Note: Industry is 29 carriers including both mainline and regional partners  
Source: 4Q10 earnings releases and conference calls

# Industry Capacity: 2006-2010



Note: Industry is 15 mainline carriers  
Source: 4Q10 earnings releases and conference calls

# 2011 Update: Capacity

- AMR's previous capacity reductions have been significant relative to the industry
- Given the current trends, at this point we are planning for our consolidated capacity to be 1% lower than the previously communicated 2011 levels
- Our remaining capacity change continues to be driven by:
  - *Increases in stage length driven in part by more international flying*
  - *Slightly larger but more fuel efficient B737-800s replacing smaller, less efficient MD80s*

# 2011 Update: Revenue

- In January/February 2011, our Mainline & Consolidated Passenger Unit Revenue increased approximately 4.5 - 5% versus January/February 2010, reflecting:
  - Continued yield improvement
  - Significant capacity increases by our competitors in the Atlantic entity in 1Q11
  - Relatively strong unit revenue growth compared to the industry last January, resulting in a modestly more challenging year-over-year comparison in January/February 2011
- Our results so far reflect approximately \$50 million in reduced revenue due to weather events in Jan/Feb 2011
  - Over 8,000 weather-related cancellations in the first 45 days of 2011
  - We experienced more weather-related flight cancellations in the first half of February than in any full month of February over the past 10 years
- We are seeing significant industry fare increase activity, which has accelerated recently as fuel prices have increased
- Our advance booked load factor for March is in line with 2010

# 2011 Update: Fuel

## Hedging Program

- In January 2011, AMR had approximately 35% of anticipated FY2011 consumption hedged at an average cap of \$2.52 per gallon of jet fuel
- Primarily heating oil option and collar contracts – currently more than 95% of AMR's hedge contracts for 2011 are in heating oil

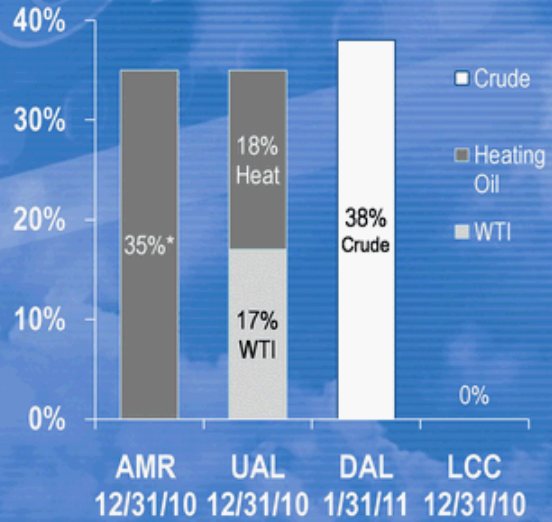
## Fuel Efficiency

- Fuel Smart Program
- Winglets, Fleet Renewal

## Flexible Fleet

- 224 MD-80s as of 12/31/2010

FY2011 Hedge Portfolios  
as % of Est. FY2011 Fuel Consumption



\* More than 95% hedged in heating oil contracts

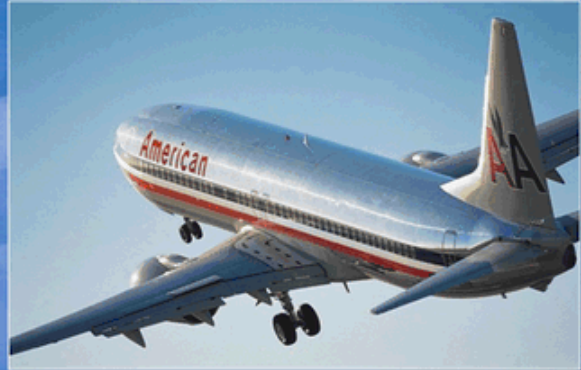
# 2011 Update: Fleet Renewal

## Highlights

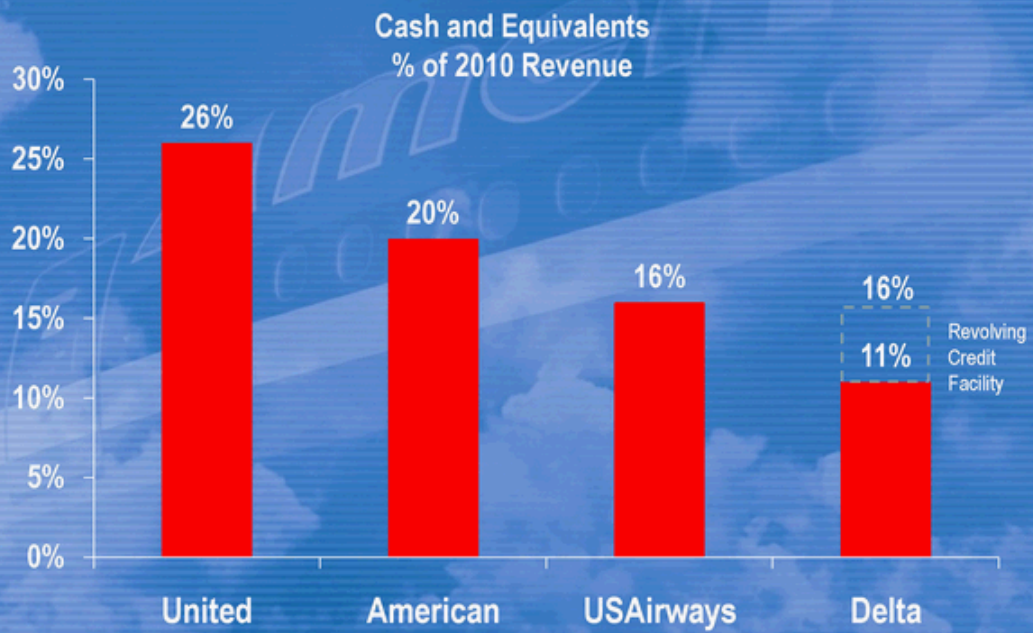
- 737-800s are 35% more fuel efficient per seat than the MD-80s they replace
- Refurbishing existing 737-800 fleet to 160 seats (vs. 148 previously)
- CRJ-700s provide 2-class product in key business markets

## Delivery Schedule

- 737-800: 119 Deliveries from 2009-2012
- CRJ-700: 22 Deliveries in 2010-2011
- MD80: Retired 36 in 2010
- 787-9: 42 Expected + 58 Options
- 777-300ER: 3 Deliveries in 2012-2013  
*(Reflects 2 options exercised in Jan 2011, 1 option exercised Feb 2011)*
- Additional: 11 737-800s & 7 777-200s from 2013-2016



# YE 2010 Cash Balances



Source: 4Q10 earnings releases, unrestricted cash and equivalents only

# Strengthening Our Network

## Summary:

### **Cornerstone Strategy**

*NYC, LAX, ORD, DFW, MIA*

### **Joint Business Agreements & Antitrust Immunity**

*British Airways / Iberia*

*Japan Airlines*

### **Building Our Alliances & Partnerships**

*oneworld*

*New partnerships*

**Est. \$500 Million +  
by YE2012**







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AIRWAYS**



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More Than 100 Countries**

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# LHR – JFK Departure Times

## Old Schedule



## Spring 2011 Schedule



Local Time; LHR to JFK departures only.



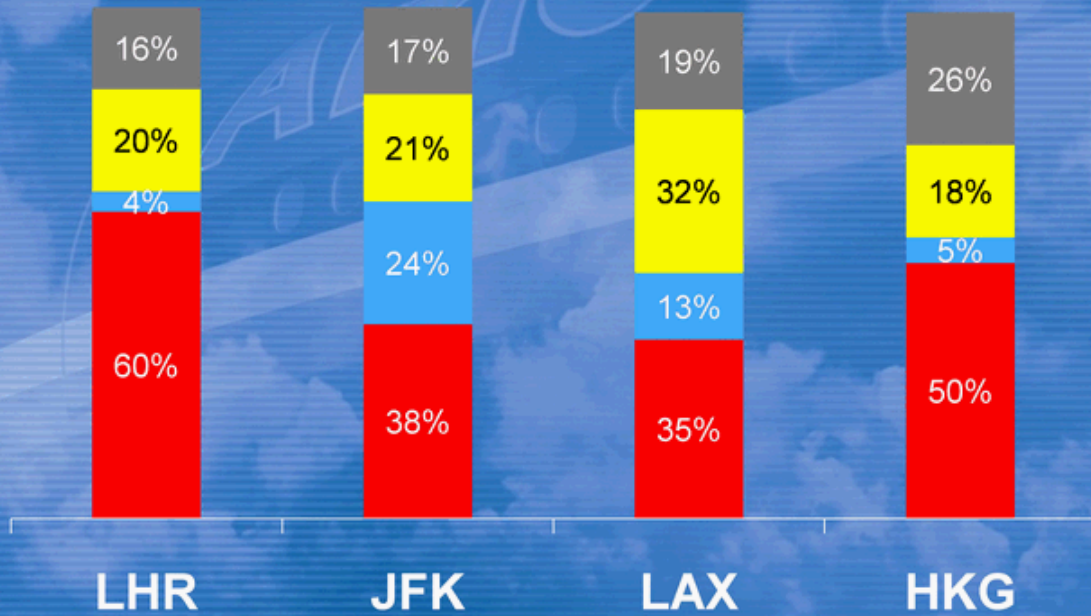
# oneworld Tokyo Network





# Premium Seats

■ oneworld ■ SkyTeam ■ Star ■ Unaffiliated



Share of Premium Capacity (Seats)  
Sources: OAG Summer 2010 Schedule and Seatguru.com

# oneworld Hubs

Largest Premium Airports  
(Premium Passengers / Day)



2009 CRS booking data, adjusted to carrier reported traffic.



# Global Alliances

## Progress with Joint Businesses & ATI



PACIFIC JBA WITH ATI  
SPRING 2011



**IBERIA**

ATLANTIC JBA WITH ATI  
4Q 2010



MULTI-LATERAL ATI  
JUL 2010

## Additions to oneworld Alliance



JOINED NOV 2010



TO JOIN LATE 2011



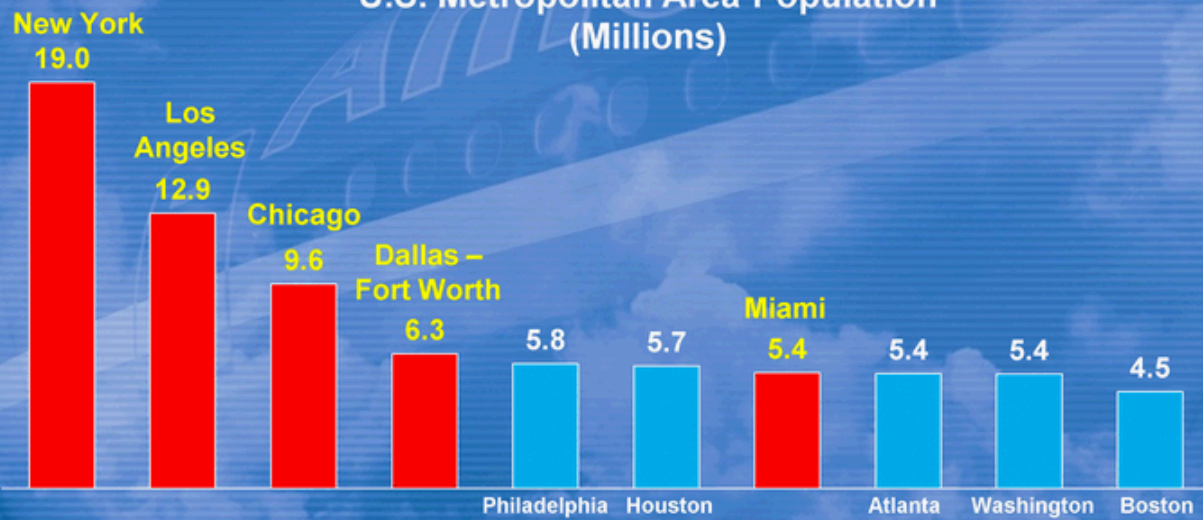
TO JOIN 2012

## Enhanced Bilateral Agreements



# AA Cornerstones

U.S. Metropolitan Area Population  
(Millions)



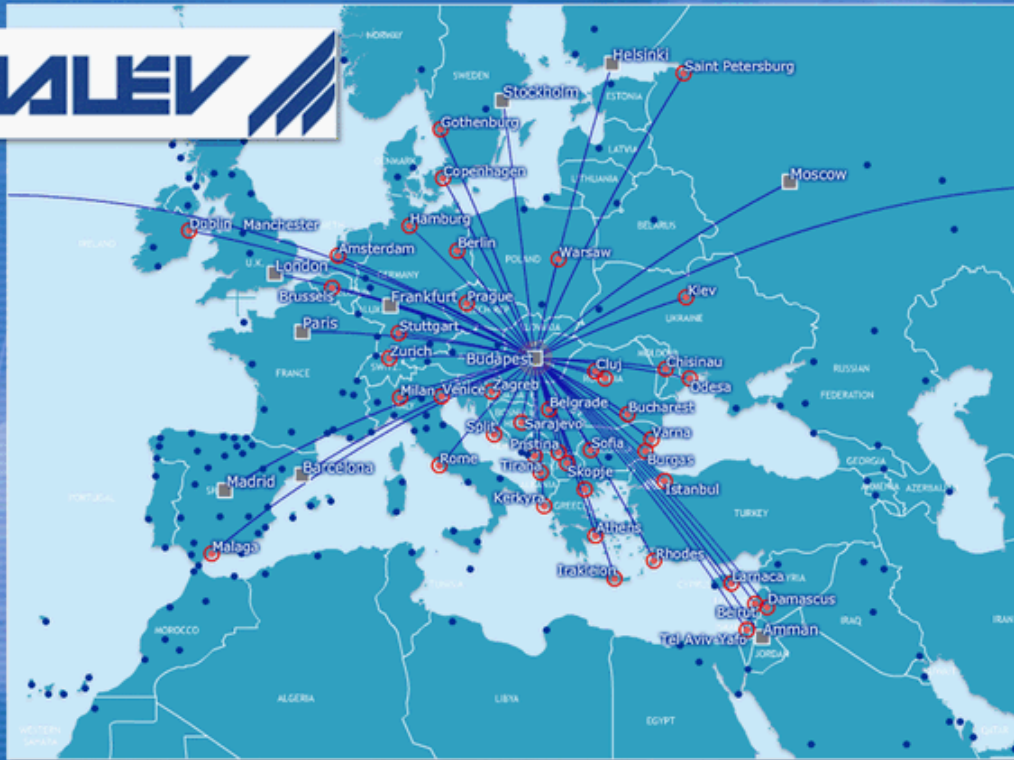
Source: US Census Bureau







# MALEV Budapest Hub









# Cost Management

- We are intensely focused on maintaining cost discipline
- Our 2011 ex-fuel CASM guidance, issued in January, reflected flat ex-fuel unit cost growth for the year despite a number of headwinds, including:
  - *Increased aircraft rent expense driven by new aircraft deliveries*
  - *Higher facilities expenses*
  - *Inflation in a number of areas, including healthcare costs*
- This guidance included over 60 cost reduction initiatives in our 2011 plan worth several hundred million dollars
- Today's announcement for lower capacity will put some modest pressure on our unit costs
  - *We continue efforts to find additional savings to maintain flat non-fuel unit cost*

# Industry Labor Contracts

## Contract Amendable Year

	AA	DL/NW	UA	CO	US	WN	FL
Pilots	2008 M	2012	2009 N	2008 N	2009 M	2012	2015
Flight Attendants	2008 M	2011	2010 M	2012	2011 N	2013	2008 M
Mechanics	2008 M		2009 N	2012	2011 N	2012	2013
Fleet Service	2008 M	2011	2009 M	2013	2011	2011	
Agents		2011	2009 M		2012	2012	
Amendable by 2011 / All Contracts	4 / 4	3 / 4	5 / 5	1 / 4	4 / 5	1 / 5	1 / 3

M=Mediation, N=Negotiations, Delta contracts are for pre-merger NW employees only and are currently under NMB review  
Source: Industry contracts

# Summary

- With our Cornerstone strategy, our network is focused on the biggest markets in the U.S. – NYC, LAX, ORD, DFW – and Miami, the hub of the Americas
  - Our oneworld alliance enhances our presence in the world's top premium travel markets, and is poised to get even stronger
  - We are making targeted investments in our fleet and product to improve efficiency, while enhancing competitiveness and the customer experience
  - 2011 ex-fuel CASM guidance demonstrates our focus on controlling costs
  - We are focused on addressing the challenges posed by our cost structure and higher fuel prices
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