

## 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: December 19, 2001

AMR CORPORATION  
(Exact name of registrant as specified in its charter)

Delaware (State of Incorporation)	1-8400 (Commission File Number)	75-1825172 (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)

## Item 9. Regulation FD Disclosure

AMR Corporation is furnishing herewith certain data regarding its unit costs, capacity, traffic and fuel, a monthly update, and an updated fleet plan.

## 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: December 19, 2001

December 17, 2001

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 monthly guidance on unit cost, fuel, traffic and capacity. As with recent month's update, we are including information for TWA LLC and have included TWA in the AMR unit cost guidance.

Additionally, unit costs for the Fourth Quarter are expected to be somewhat higher than earlier estimates due to higher than planned security and insurance costs.

Finally, as a follow-up to the recent series of aircraft retirement announcements and changes to planned deliveries, we have also attached an updated fleet plan reflecting the changes through 2002. As always, this plan remains subject to change.

Please call if you have additional questions.

Michael Thomas  
Director, Investor Relations

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AMR EAGLE EYE

#### Unit Costs

AMR Consolidated Cost per ASM (in cents) Including TWA LLC				
	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
AMR Cost per ASM	11.8	12.2	11.8	11.9
American Mainline Operations Cost per ASM (in cents)				
	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
AA Cost per ASM	11.3	11.7	11.3	11.5
Prior Year (2000) Restated*	11.0	10.9	11.6	11.2
TWA LLC Operating Cost per ASM (in cents)				
	Actual	Actual	---Forecast---	
	Oct	Nov	Dec	4Q01
TWA Cost per ASM	11.8	12.8	12.2	12.2

Capacity, Traffic and Fuel

	Actual Oct	Actual Nov	---Forecast---	
			Dec	4Q01
AA Mainline Ops:				
Capacity (yr/yr)	-15.4%	-15.5%	-11.2%	-14.1%
Traffic (yr/yr)	-27.9%	-19.8%	-15.3%	-21.2%
Fuel (cents/gal incl. tax)	78	74	67	73
Fuel Consumption (mil. gal.)	213	203	219	635
American Eagle:				
Capacity (yr/yr)	-3.0%	-4.5%	-1.7%	-3.1%
Traffic (yr/yr)	-10.0%	-4.9%	-4.3%	-6.5%
TWA Airlines LLC:				
Capacity (000,000) ASMs	1,952	1,821	1,831	5,604
yr/yr	-38%	-40%	-40%	-39%
Traffic (000,000) RPMs	1,095	1,117	1,072	3,284
yr/yr	-51%	-47%	-47%	-48%

\* Certain airline related small businesses have been reclassified under American Mainline Operations (e.g. contract maintenance and magazine). As a result, we have provided restated numbers for 2000 on a comparable basis. Please note that this minor change does not impact AMR Consolidated numbers.

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AMR Fleet  
Summary  
YE2000 to  
YE2002\*  
American  
Airlines  
On-Hand  
YOY Change  
On-Hand  
Aircraft  
Type YE  
2000-2001  
2002-YE  
2002-MD11  
7 (7) 0  
B777 27 13  
3 43 B767  
3ER 49 49  
B767 2ER  
22 (1) 21  
A300 ER 10  
10 B767  
200 8 8  
A300 2  
Class 25  
(1) 24  
B757 102  
15 6 123  
B737 51 26  
77 B727 60  
(27) (33)  
0 MD90 5  
(5) 0  
MD82/83/87  
276 (17)  
259 F100  
75 (1) 74  
Total AA  
Fleet  
Inc./(Dec.)  
(5) (24)  
(29) Total  
AA Fleet  
717 712  
688 688 At  
Ex TWA  
Close YOY  
Change On  
Hand  
Aircraft  
Type 09  
Apr 01  
2001-2002

~~YE-2002~~  
~~B767-300ER~~  
~~9 (3) 6~~  
~~B757-27-27~~  
~~MD82/83~~  
~~103-103~~  
~~B717-15-15~~  
~~30-DC9-19~~  
~~(19) 0~~  
~~Total ex~~  
~~TWA Fleet~~  
~~Inc./(Dec.)~~  
~~(4) (3)~~  
~~(7) Total~~  
~~ex TWA~~  
~~Fleet 173~~  
~~169-166~~  
~~166 On~~  
~~Hand YOY~~  
~~Change On~~  
~~Hand~~  
~~Aircraft~~  
~~Type YE~~  
~~2000-2001~~  
~~2002 YE~~  
~~2002~~  
~~Combined~~  
~~Fleet~~  
~~Inc./(Dec)~~  
~~164 (27)~~  
~~137~~  
~~Combined~~  
~~Fleet 717~~  
~~881-854~~  
~~854~~  
~~American~~  
~~Eagle On~~  
~~Hand YOY~~  
~~Change On~~  
~~Hand~~  
~~Aircraft~~  
~~Type YE~~  
~~2000-2001~~  
~~2002 YE~~  
~~2002-Saab~~  
~~340-104~~  
~~(13) (15)~~  
~~76-ATR-42~~  
~~31 (7) (8)~~  
~~16-S-ATR~~  
~~43 (1) 42~~  
~~Turboprop~~  
~~Totals 178~~  
~~(20) (24)~~  
~~134~~  
~~Embraer~~  
~~ERJ-145-50~~  
~~6-56~~  
~~Embraer~~  
~~ERJ-135-33~~  
~~7-40~~  
~~Embraer~~  
~~ERJ-140-0~~  
~~15-28-43~~  
~~CRJ-700-0~~  
~~2-9-11~~  
~~Total AE~~  
~~Fleet~~  
~~Inc./(Dec.)~~  
~~10-13-23~~  
~~Total AE~~  
~~Fleet 261~~  
~~271-284~~  
~~284~~

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