

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 1934Date of earliest event
reported: November 27, 2000

AMR CORPORATION

(Exact name of registrant as specified in its charter)

Delaware 1-8400 75-1825172
(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)

Item 9. Regulation FD Disclosure

AMR Corporation (the "Company") is furnishing herewith certain data regarding its fleet plan, unit costs, capacity, traffic and fuel.

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 27, 2000

November 27, 2000

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, 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, 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, 1999.

Fleet Plan

Attached you will find a copy of our most recent fleet plan for both American Airlines and American Eagle. This plan includes AA's recent order for one additional Boeing 757 and one Boeing 737-800, both for delivery in 2002.

Unit Costs

We have raised our unit cost expectations for both AMR Consolidated and American Jet Operations to reflect, in part, the continued upward pressure on fuel costs. While we have hedged close to 70% of our fuel needs for the 4th quarter, these hedges tend to be in crude oil. As a result of the continued divergence between crude oil and jet fuel prices, we remain exposed to this widening of this "crack spread".

AMR Consolidated Cost per ASM (in cents)

	Actual	-----Forecast-----	
	Oct	Nov	Dec
AMR Cost per ASM	11.40	11.29	11.04

American Jet Operations Cost per ASM (in cents)

	Actual	-----Forecast-----	
	Oct	Nov	Dec
AA Cost per ASM	10.87	10.75	10.48

Capacity, Traffic and Fuel

November capacity for AA Jet Operations is expected to come in below our prior forecast due to weather disruptions that impacted operations during the beginning of the month. Eagle capacity growth for the quarter is lower than previously planned due, in part, to the early retirement of aircraft acquired from Business Express.

	Actual	-----Forecast-----	
	Oct	Nov	Dec
AA Jet Ops:			
Capacity (yr/yr)	-2.9%	-2.9%	+0.8%
Traffic (yr/yr)	-1.4%	-1.6%	+7.8%
Fuel (\$/gal incl. tax)	0.89	0.88	0.87
Fuel Consumption (mil)	262	250	260
American Eagle:			
Capacity (yr/yr)	+6.6%	+6.4%	+5.3%
Traffic (yr/yr)	+4.4%	+3.4%	+7.9%

Fourth Quarter Statistics. Assuming the estimates above, we expect AA's reported capacity to decrease approximately 1.7% and traffic to increase about 1% compared to last year's fourth quarter. Adjusting for the More Room Throughout Coach program, ASMs would be up approximately 4%.

Fuel. Our fourth quarter fuel forecast -- including all taxes -- is about 89 cents per gallon, roughly 45% higher than last year.

Please call if you have additional questions.

Michael Thomas
Director, Investor Relations

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 AMR Fleet Summary
 YE1999 to YE2002*

American Airlines

Aircraft Type	On Hand		YOY Change		On Hand
	YE 1999	2000	2001	2002	YE 2002
MD11	11	(4)	(4)	(3)	0
B777	11	16	13	5	45
B767-3ER	49				49
B767-2ER	22				22
A300 ER	10				10
B767-200	8				8
DC10-10	3	(3)			0
DC10-30	5	(5)			0
A300 2-Class	25				25
B757	102		16	5	123
B737	24	27	26	21	98
B727	68	(8)	(14)	(26)	20
MD90	5		(5)		0
MD82/83/87	279	(3)	(13)	(4)	259
F100	75				75
Total AA Fleet					
Inc./(Dec.)		20	19	(2)	37
Total AA Fleet	697	717	736	734	734

American Eagle

Aircraft Type	On Hand		YOY Change		On Hand
	YE 1999	2000	2001	2002	YE 2002
Saab 340	145	(39)	(5)	(12)	89
ATR-42	31		(8)	(12)	11
S-ATR	43		(2)	(1)	40
Turboprop Totals	219	(39)	(15)	(25)	140
Embraer ERJ-145	45	5	9	(3)	56
Embraer ERJ-135	9	24	7	0	40
Embraer ERJ-140	0		12	28	40
CRJ-700	0		3	8	11
Total AE Fleet					
Inc./(Dec.)		(10)	16	8	14
Total AE Fleet	273	263	279	287	287

*Summary includes firm aircraft orders and planned fleet retirements