

Item 9. Regulation FD Disclosure

AMR Corporation (the "Company") is furnishing herewith certain data regarding its fleet plan, unit costs, capacity, operational considerations, 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: December 14, 2000

December 14, 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, 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, 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 December 5th order for two additional 757s for delivery in 2002, and four additional 737-800s also for delivery in 2002. Two 777-200ERs were also ordered but delivery is not planned until 2003.

WEATHER DISRUPTIONS

As most who follow the industry are aware, our 4th quarter operations have been plagued by a significant increase in the amount of adverse weather relative to the same period a year ago. Significant thunderstorm activity impacted the early part of the quarter, particularly at our key DFW hub. Weather has also taken its toll on operations in December. While we are pleased with the operational benefits of our Chicago hub restructuring during the recent winter storms there, the level of cancellations and delays were considerably higher than last year. Additionally, recent ice storms at DFW resulted in significant cancellations on both December 12th and 13th. Further compounding the problems at DFW have been strong winds and storms in the northeastern part of the United States. All of these events have resulted in a reduction in expected traffic and capacity (passenger and cargo), added overtime expenses for flight crew and customer service employees, and higher costs for weather related operational needs such as de-icing. Unfortunately, our meteorologists expect continued adverse weather to adversely affect operations into next week.

UNIT COSTS

As a result of the weather related disruptions, as well as a persistently wide "crack spread" between crude oil and jet fuel prices (which has ranged from \$9-12 per barrel), we have again raised our unit cost expectations for both AMR Consolidated and American Mainline Operations.

AMR CONSOLIDATED COST PER ASM (IN CENTS)

	ACTUAL	-----FORECAST-----
	NOV	DEC
	---	---
AMR Cost per ASM	11.39	11.48

AMERICAN MAINLINE OPERATIONS COST PER ASM (IN CENTS)

	ACTUAL	-----FORECAST-----
	NOV	DEC
	---	---
AA Cost per ASM	10.80	10.87

CAPACITY, TRAFFIC AND FUEL

December capacity and traffic for both AA Mainline Operations and American Eagle are expected to come in substantially below our prior forecast due to the weather disruptions noted above.

	ACTUAL	-----FORECAST-----
	NOV	DEC
	---	---
AA Mainline Ops:		
Capacity (yr/yr)	-2.9%	-2.4%
Traffic (yr/yr)	-1.1%	3.0%
Fuel (\$/gal incl. tax)	0.88	0.97
Fuel Consumption (mil)	250	258
American Eagle:		
Capacity (yr/yr)	+7.8%	+3.7%
Traffic (yr/yr)	+6.8%	+4.2%

FOURTH QUARTER STATISTICS. Assuming the estimates above, we expect AA's reported capacity to decrease approximately 3% and traffic to be approximately flat with last year's fourth quarter. Adjusting for the More Room Throughout Coach program, ASMs would be up approximately 2.9%.

FUEL. Our fourth quarter fuel forecast -- including all taxes -- is about 92(cen) per gallon, roughly 3% higher than our prior guidance.

Michael Thomas
Director, Investor Relations

AMR FLEET SUMMARY YE1999 TO YE2002*

AMERICAN AIRLINES

Aircraft Type	On Hand YE 1999	YOY Change			On Hand YE 2002
		2000	2001	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	7	125
B737	24	27	26	25	102
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	4	43
Total AA Fleet	697	717	736	740	740

AMERICAN EAGLE

Aircraft Type	On Hand YE 1999	YOY Change			On Hand YE 2002
		2000	2001	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