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

FORM 10-Q

[x]Quarterly Report Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934
For the Quarterly Period Ended March 31, 1997.

[ ]Transition Report Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934
For the Transition Period From to .

Commission file number 1-8400.

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

Delaware (State or other jurisdiction of incorporation or organization)	75-1825172 (I.R.S. Employer Identification No.)
4333 Amon Carter Blvd. Fort Worth, Texas (Address of principal executive offices)	76155 (Zip Code)

Registrant's telephone number, including area code (817) 963-1234

Not Applicable
(Former name, former address and former fiscal year , if changed since last report)

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter periods that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes x No .

Indicate the number of shares outstanding of each of the issuer's classes of common stock, as of the latest practicable date.

Common Stock, $1 par value - 91,197,689 as of May 7, 1997

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AMR CORPORATION

PART 1. FINANCIAL INFORMATION

Item 1. Financial Statements

AMR CORPORATION
CONSOLIDATED STATEMENT OF OPERATIONS
(Unaudited) (In millions, except per share amounts)

	Three Months Ended March 31, 1997	1996
Revenues		
Airline Group:		
Passenger - American Airlines, Inc.	$3,390	$3,287
- AMR Eagle, Inc.	248	267
Cargo	164	163
Other	204	197
	4,006	3,914
The SABRE Group	440	428
Management Services Group	161	157
Less: Intergroup revenues	(181)	(191)
Total operating revenues	4,426	4,308
Expenses		
Wages, salaries and benefits	1,540	1,487
Aircraft fuel	520	441
Commissions to agents	314	315
Depreciation and amortization	312	300
Other rentals and landing fees	218	216
Maintenance materials and repairs	195	168
Food service	161	156
Aircraft rentals	144	164
Other operating expenses	673	660
Total operating expenses	4,077	3,907
Operating Income	349	401
Other Income (Expense)		
Interest income	27	16
Interest expense	(103)	(146)
Minority interest	(12)	-
Miscellaneous - net	(4)	(6)
	(92)	(136)
Earnings Before Income Taxes	257	265
Income tax provision	105	108
Net Earnings	$ 152	$ 157
Earnings Per Common Share		
Primary	$ 1.65	$ 2.02
Fully Diluted	$ 1.65	$ 1.84
Number of Shares Used in Computation		
Primary	92	78
Fully Diluted	92	92

The accompanying notes are an integral part of these financial statements.

AMR CORPORATION
CONDENSED CONSOLIDATED BALANCE SHEET
(In millions)

	March 31, 1997 (Unaudited)	December 31, 1996 (Note 1)
Assets		
Current Assets		
Cash	$ 89	$ 68
Short-term investments	1,657	1,743
Receivables, net	1,493	1,382
Inventories, net	611	633
Deferred income taxes	404	404
Other current assets	257	240
Total current assets	4,511	4,470
Equipment and Property		
Flight equipment, net	9,055	9,251
Other equipment and property, net	1,865	1,882
	10,920	11,133
Equipment and Property Under Capital Leases		
Flight equipment, net	1,978	2,016
Other equipment and property, net	156	156
	2,134	2,172
Route acquisition costs, net	967	974
Other assets, net	1,791	1,748
	$ 20,323	$ 20,497
Liabilities and Stockholders' Equity		
Current Liabilities		
Accounts payable	$ 990	$ 1,068
Accrued liabilities	1,805	2,055
Air traffic liability	2,074	1,889
Current maturities of long-term debt	296	424
Current obligations under capital leases	134	130
Total current liabilities	5,299	5,566
Long-term debt, less current maturities	2,708	2,752
Obligations under capital leases, less current obligations	1,703	1,790
Deferred income taxes	744	743
Other liabilities, deferred gains, deferred credits and postretirement benefits	4,045	3,978
Stockholders' Equity		
Common stock	91	91
Additional paid-in capital	3,170	3,166
Retained earnings	2,563	2,411
	5,824	5,668
	$ 20,323	$ 20,497

The accompanying notes are an integral part of these financial statements.

AMR CORPORATION
CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS
(Unaudited) (In millions)

	Three Months Ended March 31, 1997	1996
Net Cash Provided by Operating Activities	$ 232	$ 325
Cash Flow from Investing Activities:		
Capital expenditures	(145)	(107)
Net decrease in short-term investments	86	23
Proceeds from sale of equipment and property	85	73
Net cash provided by (used for) investing activities	26	(11)
Cash Flow from Financing Activities:		
Payments on long-term debt and capital lease obligations	(240)	(379)
Other	3	21
Net cash used for financing activities	(237)	(358)
Net increase (decrease) in cash	21	(44)
Cash at beginning of period	68	82
Cash at end of period	$ 89	$ 38
Cash Payments For:		
Interest	$ 123	$ 138
Income taxes	104	133

The accompanying notes are an integral part of these financial statements.

AMR CORPORATION
NOTES TO CONDENSED CONSOLIDATED FINANCIAL STATEMENTS
(Unaudited)

1. The accompanying unaudited condensed consolidated financial statements have been prepared in accordance with generally accepted accounting principles for interim financial information and with the instructions to Form 10-Q and Article 10 of Regulation S-X. Accordingly, they do not include all of the information and footnotes required by generally accepted accounting principles for complete financial statements. In the opinion of management, these financial statements contain all adjustments, consisting of normal recurring accruals, necessary to present fairly the financial position, results of operations and cash flows for the periods indicated. Results of operations for the periods presented herein are not necessarily indicative of results of operations for the entire year. The balance sheet at December 31, 1996 has been derived from the audited financial statements at that date. For further information, refer to the consolidated financial statements and footnotes thereto included in the AMR Corporation (AMR or the Company) Annual Report on Form 10-K for the year ended December 31, 1996.

2. Accumulated depreciation of owned equipment and property at March 31, 1997 and December 31, 1996, was $6.2 billion and $6.1 billion, respectively. Accumulated amortization of equipment and property under capital leases at March 31, 1997 and December 31, 1996, was $1.0 billion and $971 million, respectively.

3. As discussed in the notes to the consolidated financial statements included in the Company's Annual Report on Form 10-K for the year ended December 31, 1996, the Miami International Airport Authority is currently remediating various environmental conditions at Miami International Airport (Airport) and funding the remediation costs through landing fee revenues. Future costs of the remediation effort may be borne by carriers operating at the Airport, including American Airlines, Inc. (American), through increased landing fees. The ultimate resolution of this matter is not expected to have a significant impact on the financial position or liquidity of AMR.

4. On May 5, 1997, the members of the Allied Pilots Association ratified a new labor agreement that was reached with American in March 1997. The new contract becomes amendable August 31, 2001. Among other provisions, the agreement granted pilots options to buy 5.75 million shares of AMR stock at $83.375, $10 less than the average fair market value of the stock on the date of grant, May 5, 1997. The options are immediately exercisable. To offset the potential dilution from the exercise of these options, and as previously announced, the Company intends to repurchase in the open market from time to time up to 5.75 million shares of its common stock.

5. On May 7, 1997, American confirmed the structure of its aircraft acquisition arrangement with Boeing announced in November 1996. The arrangement includes firm orders for 75 Boeing 737s, 12 Boeing 757s and four Boeing 767-300ERs, with deliveries commencing in 1998 and continuing through 2004. The arrangement also contemplates the purchase of Boeing 777 aircraft, although the Company has not yet decided which of the 777 variants it will order. In addition to the firm order, American has obtained "purchase rights" for additional aircraft. Subject to the availability of delivery positions, some of which are guaranteed, American will have the right to acquire, at specified prices, new standard-body aircraft with as little as 15 months prior notice; wide-bodied acquisitions will require 18 months notice. Also, in April 1997, the Company announced that AMR Eagle will acquire 12 new ATR 72 (Super ATR) aircraft, with deliveries beginning in July 1997 and continuing through May 1998, and will retire its 11 remaining Shorts 360 aircraft by January 1998. Excluding the acquisition of the Boeing 777 aircraft, payments for the new firm-order aircraft will approximate $550 million in 1997, $800 million in 1998, $900 million in 1999, and $1.7 billion in 2000 and thereafter.

Item 2. Management's Discussion and Analysis of Financial Condition and Results of Operations

Results of Operations

Summary AMR recorded net earnings for the three months ended March 31, 1997, of $152 million, or $1.65 per common share (primary and fully diluted). This compares to net earnings of $157 million, or $2.02 per common share ($1.84 fully diluted) for the first quarter of 1996. AMR's operating income decreased 13.0 percent or $52 million.

AMR's operations fall within three major lines of business - the Airline Group, which includes American Airlines, Inc.'s Passenger and Cargo Divisions and AMR Eagle, Inc.; The SABRE Group, which includes AMR's information technology and consulting businesses; and the Management Services Group, which includes AMR's airline management, aviation services, and investment service activities.

The following sections provide a discussion of AMR's results by reporting segment, which are described in AMR's Annual Report on Form 10-K for the year ended December 31, 1996.

AIRLINE GROUP
FINANCIAL HIGHLIGHTS
(Unaudited) (Dollars in millions)

	Three Months Ended March 31,	
	1997	1996
Revenues		
Passenger - American Airlines, Inc.	$3,390	$3,287
- AMR Eagle, Inc.	248	267
Cargo	164	163
Other	204	197
	4,006	3,914
Expenses		
Wages, salaries and benefits	1,334	1,301
Aircraft fuel	520	441
Commissions to agents	314	315
Depreciation and amortization	262	252
Other operating expenses	1,352	1,343
Total operating expenses	3,782	3,652
Operating Income	224	262
Other Income (Expense)	(80)	(134)
Earnings Before Income Taxes	$ 144	$ 128
Average number of equivalent employees	90,000	89,900

Results of Operations (continued)

OPERATING STATISTICS

	Three Months Ended March 31, 1997	Three Months Ended March 31, 1996
American Airlines Jet Operations		
Revenue passenger miles (millions)	25,295	24,632
Available seat miles (millions)	37,520	37,554
Cargo ton miles (millions)	480	498
Passenger load factor	67.4%	65.6%
Breakeven load factor	62.7%	59.8%
Passenger revenue yield per passenger mile (cents)	13.40	13.34
Passenger revenue per available seat mile (cents)	9.04	8.75
Cargo revenue yield per ton mile (cents)	33.77	32.26
Operating expenses per available seat mile (cents)	9.40	8.97
Fuel consumption (gallons, in millions)	673	663
Fuel price per gallon (cents)	74.7	63.9
Fuel price per gallon, excluding fuel tax (cents)	69.7	59.0
Operating aircraft at period-end	643	632
AMR Eagle, Inc.		
Revenue passenger miles (millions)	602	636
Available seat miles (millions)	1,043	1,137
Passenger load factor	57.7%	56.0%
Operating aircraft at period-end	205	255

Operating aircraft at March 31, 1997, included:

Jet Aircraft:	
Airbus A300-600R	35
Boeing 727-200	81
Boeing 757-200	90
Boeing 767-200	8
Boeing 767-200 Extended Range	22
Boeing 767-300 Extended Range	41
Fokker 100	75
McDonnell Douglas DC-10-10	11
McDonnell Douglas DC-10-30	5
McDonnell Douglas MD-11	15
McDonnell Douglas MD-80	260
Total	643

Regional Aircraft:	
ATR 42	46
Super ATR	33
Saab 340B	90
Saab 340B Plus	25
Shorts 360	11
Total	205

87.4% of the jet aircraft fleet is Stage III, a classification of aircraft meeting the most stringent noise standards promulgated by the Federal Aviation Administration.

Average aircraft age is 9 years for jet aircraft and 4 years for regional aircraft.

Results of Operations (continued)

The Airline Group's revenues increased $92 million or 2.4 percent. American's passenger revenues increased by 3.1 percent, $103 million. American's yield (the average amount one passenger pays to fly one mile) of 13.40 cents increased by 0.4 percent compared to the same period in 1996. Domestic yields increased 0.4 percent from first quarter 1996, while international yields were flat.

American's traffic or revenue passenger miles (RPMs) increased 2.7 percent to 25.3 billion miles for the quarter ended March 31, 1997. American's capacity or available seat miles (ASMs) of 37.5 billion miles for the first quarter of 1997 were comparable to the same period in 1996. American's domestic traffic increased 2.9 percent on capacity increases of 0.5 percent and international traffic grew 2.3 percent on capacity decreases of 1.5 percent. The increase in international traffic was driven by a 9.3 percent increase in traffic to Latin America on capacity growth of 2.0 percent, partially offset by a 3.7 percent decrease in traffic to Europe on a capacity decrease of 4.8 percent.

The Airline Group's operating expenses increased 3.6 percent, $130 million. American's Jet Operations cost per ASM increased by 4.8 percent to 9.40 cents. Wages, salaries and benefits expense increased $33 million, $20 million of which was a charge associated with the 5.75 million stock options granted to American's pilots at $10 below market value. Aircraft fuel expense increased 17.9 percent, $79 million, due to a 16.9 percent increase in American's average price per gallon including tax. Other operating expenses increased by $9 million, including a $27 million increase in maintenance materials and repairs expense and a $20 million decrease in aircraft rentals. The increase in maintenance materials and repairs expense is due to additional aircraft check lines added at American's maintenance bases as a result of the maturing of its fleet. The decrease in aircraft rentals is a result of American's decision to prepay the cancelable operating leases it had on 12 of its Boeing 767-300 aircraft during June and July 1996. Following the prepayments, these aircraft have been accounted for as capital leases and the related costs included in amortization expense.

Other Income (Expense) decreased 40.3 percent or $54 million. Interest expense decreased $44 million primarily due to the retirement of debt prior to scheduled maturity and the conversion in May 1996 of $1.02 billion in convertible subordinated debentures. Interest income increased approximately $9 million due to higher investment balances.

Results of Operations (continued)

THE SABRE GROUP
FINANCIAL HIGHLIGHTS
(Unaudited) (Dollars in millions)

	Three Months Ended March 31, 1997	Three Months Ended March 31, 1996
Revenues	$ 440	$ 428
Operating Expenses	332	312
Operating Income	108	116
Other Income (Expense)	1	(1)
Earnings Before Income Taxes	$ 109	$ 115
Average number of equivalent employees	8,200	7,900

Revenues

Revenues for The SABRE Group increased 2.8 percent, $12 million, primarily due to growth in booking fees from associates. This growth was driven by an increase in booking volumes, both domestic and international, and an overall increase in the price per booking charged to associates.

Expenses

Operating expenses increased 6.4 percent, $20 million, due primarily to increases in salaries and benefits and subscriber incentive expenses. Salaries and benefits increased due to an increase in the average number of equivalent employees necessary to support The SABRE Group's revenue growth and annual salary increases. Subscriber incentive expenses increased in order to maintain and grow The SABRE Group's travel agency subscriber base.

Results of Operations (continued)

MANAGEMENT SERVICES GROUP
FINANCIAL HIGHLIGHTS
(Unaudited) (Dollars in millions)

	Three Months Ended March 31, 1997	1996
Revenues	$ 161	$ 157
Operating Expenses	144	134
Operating Income	17	23
Other Income (Expense)	(1)	(1)
Earnings Before Income Taxes	$ 16	$ 22
Average number of equivalent employees	15,400	13,500

Revenues

Revenues for the Management Services Group increased 2.5 percent, or $4 million. AMR Services Corporation experienced higher revenue as a result of increased airline passenger, ramp and cargo handling services provided by its AMR Airline Services division and increased revenues provided by its AMR Distribution Systems division. This increase was partially offset by a reduction in fees for services provided by Airline Management Services to Canadian Airlines International Limited (Canadian). In the fourth quarter of 1996, AMR conceptually agreed to reduce its fees as part of Canadian's restructuring program.

Expenses

Operating expenses increased 7.5 percent, $10 million, due to an increase in wages, salaries and benefits resulting primarily from an increase in the average number of equivalent employees.

LIQUIDITY AND CAPITAL RESOURCES

Net cash provided by operating activities in the three month period ended March 31, 1997, was $232 million, compared to $325 million in 1996. The $93 million decrease resulted primarily from increased tax and profit sharing payments in the first quarter of 1997 compared to the same period in 1996. Capital expenditures for the first quarter of 1997 were $145 million. These capital expenditures were financed with internally generated cash. Proceeds from the sale of equipment and property of $85 million include proceeds received upon the delivery of one of American's McDonnell Douglas MD-11 aircraft to Federal Express Corporation in accordance with the 1995 agreement between the two parties.

On May 7, 1997, American confirmed the structure of its aircraft acquisition arrangement with Boeing announced in November 1996. The arrangement includes firm orders for 75 Boeing 737s, 12 Boeing 757s and four Boeing 767-300ERs, with deliveries commencing in 1998 and continuing through 2004. Also, in April 1997, the Company announced that AMR Eagle will acquire 12 new ATR 72 (Super ATR) aircraft, with deliveries beginning in July 1997 and continuing through May 1998, and will retire its 11 remaining Shorts 360 aircraft by January 1998. Payments for the new firm-order aircraft will approximate $550 million in 1997, $800 million in 1998, $900 million in 1999, and $1.7 billion in 2000 and thereafter.

PART II: OTHER INFORMATION

Item 1. Legal Proceedings

In January 1985, American announced a new fare category, the "Ultimate SuperSaver," a discount, advance purchase fare that carried a 25 percent penalty upon cancellation. On December 30, 1985, a class action lawsuit was filed in Circuit Court, Cook County, Illinois entitled Johnson vs. American Airlines, Inc. The Johnson plaintiffs allege that the 10 percent federal excise transportation tax should be excluded from the "fare" upon which the 25 percent penalty is assessed. The case has not been certified as a class action. Summary judgment was granted in favor of American but subsequently reversed and vacated by the Illinois Appellate Court. American believes the matter is without merit and is vigorously defending the lawsuit.

American has been sued in two class action cases that have been consolidated in the Circuit Court of Cook County, Illinois, in connection with certain changes made to American's AAdvantage frequent flyer program in May 1988. (Wolens et al v. American Airlines, Inc., No. 88 CH 7554, and Tucker v. American Airlines, Inc., No. 89 CH 199.) In both cases, the plaintiffs seek to represent all persons who joined the AAdvantage program before May 1988. Although the complaint originally involved numerous claims, after a January 18, 1995 preemption ruling by the U.S. Supreme Court, only the plaintiffs' breach of contract claim remains. Currently, the plaintiffs allege that in May 1988, American implemented changes that limited the number of seats available to participants traveling on certain awards and established blackout dates during which no AAdvantage seats would be available for certain awards and that these changes breached American's contracts with AAdvantage members. The case has not been certified as a class action. Although the case has been pending for numerous years, it still is in a preliminary stage. American believes the matter is without merit and is vigorously defending it. Plaintiffs seek money damages for the alleged breach and attorneys' fees.

In December 1993, American announced that the number of miles required to claim a certain travel award under American's AAdvantage frequent flyer program would be increased effective February 1, 1995. On February 1, 1995, a class action lawsuit entitled Gutterman vs. American Airlines, Inc., was filed in the Circuit Court of Cook County, Illinois. The Gutterman plaintiffs claim that this increase in mileage level violated the terms and conditions of the agreement between American and AAdvantage members. On February 9, 1995, a virtually identical class action lawsuit entitled Benway vs. American Airlines, Inc., was filed in District Court, Dallas County, Texas. After limited discovery and prior to class certification, a summary judgment dismissing the Benway case was entered by the Dallas County court in July 1995. Although American's motion to dismiss the Gutterman lawsuit was denied, American's motion for summary judgment is still pending. No class has been certified in the Gutterman lawsuit and to date only very limited discovery has been undertaken. American believes the Gutterman complaint is without merit and is vigorously defending the lawsuit.

On February 10, 1995, American capped travel agency commissions for one-way and round-trip domestic tickets at $25 and $50, respectively. Immediately thereafter, numerous travel agencies, and two travel agency trade association groups, filed class action lawsuits against American and other major air carriers (Continental, Delta, Northwest, United, USAir and TWA) that had independently imposed similar limits on travel agency commissions. The suits were transferred to the United States District Court for the District of Minnesota, and consolidated as a multi-district litigation captioned In Re: Airline Travel Agency Commission Antitrust Litigation. On September 3, 1996, American reached a tentative settlement with plaintiffs whereby American agreed, inter alia, to pay $21.3 million in exchange for a release from all claims. The court entered a final judgment approving the settlement on February 7, 1997.

PART II

Item 6. Exhibits and Reports on Form 8-K

The following exhibits are included herein:

11	Computation of earnings per share.
27	Financial Data Schedule.

On January 15, 1997, AMR filed a report on Form 8-K relative to a press release announcing the Company's fourth quarter 1996 earnings.

On January 21, 1997, AMR filed a report on Form 8-K relative to the Company's negotiations with the Allied Pilots Association.

On February 6, 1997, AMR filed a report on Form 8-K relative to American's drawing under its credit facility agreement and negotiation of an additional credit facility agreement.

On March 3, 1997, AMR filed a report on Form 8-K relative to the Company's negotiations with the Allied Pilots Association.

On April 16, 1997, AMR filed a report on Form 8-K relative to the Company's negotiations with the Allied Pilots Association and a press release announcing the Company's first quarter 1997 earnings.

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 thereunto duly authorized.

AMR CORPORATION

Date: May 12, 1997

BY: /s/ Gerard J. Arpey
Gerard J. Arpey
Senior Vice President and Chief
Financial Officer

EXHIBIT 11

AMR CORPORATION
Computation of Earnings Per Share
(In millions, except per share amounts)

	Three Months Ended March 31, 1997	1996
Primary:		
Earnings applicable to common shares	$ 152	$ 157
Average shares outstanding	91	77
Add shares issued upon assumed conversion of dilutive options, stock appreciation rights and warrants and shares assumed issued for deferred stock granted	3	3
Less assumed treasury shares purchased	(2)	(2)
Total primary shares	92	78
Primary earnings per share	$ 1.65	$ 2.02
Fully diluted:		
Earnings applicable to common shares	$ 152	$ 157
Adjustments:		
Add interest upon assumed conversion of 6.125% convertible subordinated debentures, net of tax	-	11
Add dividends upon assumed conversion of convertible preferred stock	-	1
Earnings, as adjusted	$ 152	$ 169
Average shares outstanding	91	77
Add shares issued upon:		
Assumed conversion of 6.125% convertible subordinated debentures	-	13
Assumed conversion of preferred stock	-	1
Assumed conversion of dilutive options, stock appreciation rights and warrants and shares assumed issued for deferred stock granted	3	3
Less assumed treasury shares purchased	(2)	(2)
Total fully diluted shares	92	92
Fully diluted earnings per share	$ 1.65	$ 1.84

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AMR CORPORATION
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DEC-31-1997
MAR-31-1997
89
1,657
1,512
19
611
4,511
20,301
7,247
20,323
5,299
4,411
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103
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152
1.65
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