UNITED STATES
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 1934

Date of earliest event reported: February 14, 2013

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)

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

American Airlines, Inc.
(Exact name of registrant as specified in its charter)

Delaware	**1-2691**	**13-1502798**
(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)

(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))

Item 7.01. Regulation FD Disclosure.

In connection with its consideration of a possible transaction with US Airways Group, Inc. ("US Airways"), AMR Corporation ("AMR") entered into non-disclosure agreements with certain significant holders of publicly traded bonds and other claims against AMR and other debtor subsidiaries in AMR's Chapter 11 case for the purpose of facilitating confidential discussions between AMR and those creditors. In the course of those discussions, AMR provided to the creditors certain background information regarding AMR and its views regarding a possible transaction between AMR and US Airways. Pursuant to the relevant non-disclosure agreements, AMR was contractually obligated under certain circumstances to make publicly available the materials it provided to the extent such materials could be deemed to constitute material non-public information. The sole purpose of this form 8-K is to satisfy the contractual obligation of AMR under the relevant non-disclosure agreements.

In furnishing the attached information, AMR notes that the information was prepared significantly prior to its completion of its due diligence review of US Airways. Accordingly, all such materials were preliminary and subject to material revision, and in many instances have been superseded; therefore, the attached information should not be relied upon by investors. Without limiting the generality of the foregoing, AMR specifically notes that all materials that estimate synergies potentially achievable in a merger transaction were preliminary in nature and have been superseded. Investors are urged to review the updated information furnished to the Securities and Exchange Commission ("SEC") on the date hereof, including the investor presentation attached thereto.

A copy of the materials provided to creditors is furnished as Exhibit 99.1 to this Current Report on Form 8-K and incorporated herein by reference. The information in this Current Report on Form 8-K, including Exhibit 99.1 attached hereto, is being furnished and shall not be deemed "filed" for purposes of Section 18 of the Securities Exchange Act of 1934 (the "Exchange Act") or otherwise subject to the liabilities of that section, nor shall it be deemed incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, regardless of any general incorporation language in such filing.

Item 9.01. Financial Statements and Exhibits.

(d) Exhibits

Exhibit No.	Description
99.1	Materials provided to certain creditors of AMR.

Additional Information and Where To Find It

This communication does not constitute an offer to sell or the solicitation of an offer to buy any securities or a solicitation of any vote or approval. The proposed merger transaction between AMR and US Airways will be submitted to the stockholders of US Airways for their consideration. AMR expects to file with the SEC a registration statement on Form S-4 that will include a prospectus of AMR and a proxy statement of US Airways, and US Airways expects to file with the SEC a definitive proxy statement on Schedule 14A. AMR and US Airways also plan to file other documents with the SEC regarding the proposed transaction. INVESTORS AND SECURITY HOLDERS OF US AIRWAYS ARE URGED TO READ THE PROXY STATEMENT, PROSPECTUS AND OTHER RELEVANT DOCUMENTS THAT WILL BE FILED WITH THE SEC CAREFULLY AND IN THEIR ENTIRETY WHEN THEY BECOME AVAILABLE BECAUSE THEY WILL CONTAIN IMPORTANT INFORMATION ABOUT THE PROPOSED TRANSACTION. Investors and security holders will be able to obtain free copies of the proxy statement, prospectus and other documents containing important information about AMR and US Airways, once such documents are filed with the SEC, through the website maintained by the SEC at http://www.sec.gov. Copies of the documents filed with the SEC by US Airways, when and if available, can be obtained free of charge on US Airways' website at www.usairways.com or by directing a written request to US Airways Group, Inc., 111 West Rio Salado Parkway, Tempe, Arizona 85281, Attention: Vice President, Legal Affairs. Copies of the documents filed with the SEC by AMR, when and if available, can be obtained free of charge on AMR's website at www.aa.com or by directing a written request to AMR Corporation, P.O. Box 619616, MD 5675, Dallas/Fort Worth International Airport, Texas 75261-9616, Attention: Investor Relations or by emailing investor.relations@aa.com.

US Airways, AMR and certain of their respective directors, executive officers and certain members of management may be deemed to be participants in the solicitation of proxies from the stockholders of US Airways in connection with the proposed transaction. Information about the directors and executive officers of US Airways is set forth in its proxy statement for its 2012 annual meeting of stockholders, which was filed with the SEC on April 27, 2012. Information about the directors and executive officers of AMR is set forth in its Annual Report on Form 10-K for the fiscal year ended December 31, 2011, which was filed with the SEC on February 15, 2012. These documents can be obtained free of charge from the sources indicated above. Other information regarding the participants in the proxy solicitation and a description of their direct and indirect interests, by security holdings or otherwise, will be contained in the prospectus and proxy statement and other relevant materials when and if filed with the SEC in connection with the proposed transaction.

Cautionary Statement Regarding Forward-Looking Statements

This document includes forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These forward-looking statements may be identified by words such as “may,” “will,” “expect,” “intend,” “anticipate,” “believe,” “estimate,” “plan,” “project,” “could,” “should,” “would,” “continue,” “seek,” “target,” “guidance,” “outlook,” “forecast” and other similar words. These forward-looking statements are based on AMR’s and US Airways’ current objectives, beliefs and expectations, and they are subject to significant risks and uncertainties that may cause actual results and financial position and timing of certain events to differ materially from the information in the forward-looking statements. The following factors, among others, could cause actual results and financial position and timing of certain events to differ materially from those described in the forward-looking statements: failure of a proposed transaction to be implemented; the challenges and costs of closing, integrating, restructuring and achieving anticipated synergies; the ability to retain key employees; and other economic, business, competitive, and/or regulatory factors affecting the businesses of US Airways and AMR generally, including those set forth in the filings of US Airways and AMR with the SEC, especially in the “Risk Factors” and “Management’s Discussion and Analysis of Financial Condition and Results of Operations” sections of their respective annual reports on Form 10-K and quarterly reports on Form 10-Q, their current reports on Form 8-K and other SEC filings, including the registration statement, proxy statement and prospectus. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statements. Neither AMR nor US Airways assumes any obligation to publicly update or supplement any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting these forward-looking statements except as required by law.

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, AMR Corporation has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

AMR Corporation

Date: February 14, 2013

By: /s/ Kenneth W. Wimberly
Kenneth W. Wimberly
Corporate Secretary

Pursuant to the requirements of the Securities Exchange Act of 1934, American Airlines, Inc. has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

American Airlines, Inc.

Date: February 14, 2013

By: /s/ Kenneth W. Wimberly
Kenneth W. Wimberly
Corporate Secretary

EXHIBIT INDEX

Exhibit	Description
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STRICTLY PRIVATE AND HIGHLY CONFIDENTIAL WORKING DRAFT
PRELIMINARY – SUBJECT TO SUBSTANTIAL REVISION

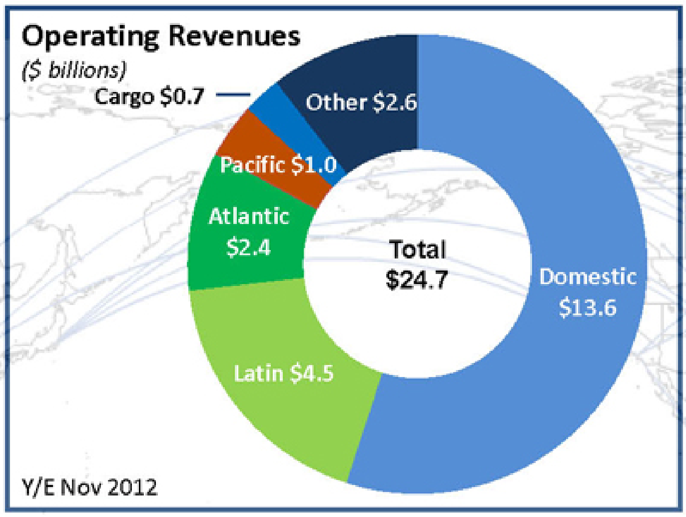
January 14, 2013

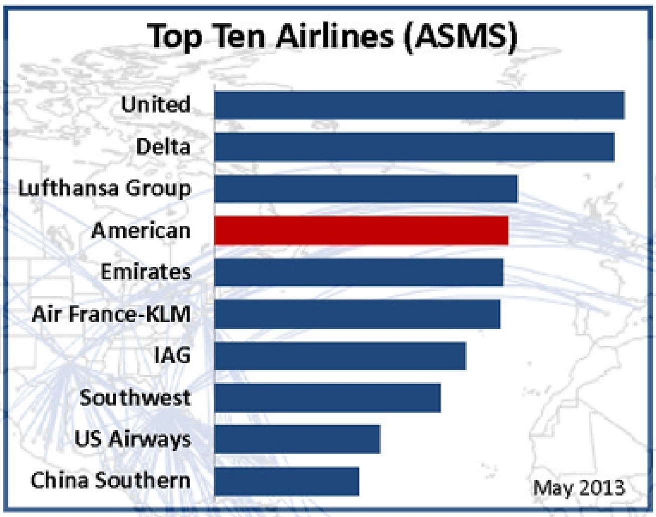
New American Airlines: Preferred carrier for investors and high value customers

Forward-looking statements

- This Presentation contains various forward-looking statements which represent our expectations or beliefs concerning future events. When used in this document, the words "expects," "estimates," "plans," "anticipates," "indicates," "believes," "projects," "forecast," "guidance," "outlook," "may," "will," "should," "could," "seeks," "targets" and similar expressions are intended to identify forward-looking statements. Similarly, statements that describe our strategies, objectives, plans or goals, or actions we may take in the future, are forward-looking statements. Forward-looking statements include, without limitation, statements about:
  – the results and benefits of our restructuring
  – our business strategies, plans and objectives, including the anticipated impact of such strategies, plans and objectives;
  – our future operating and financial performance, including changes in revenues and costs;
  – expectations regarding opportunities for growth;
  – our aircraft fleet plans and our future financing plans and needs; and
  – overall economic and industry conditions.
- Other forward-looking statements include statements which do not relate solely to historical facts, such as statements which discuss the possible future effects of current known trends or uncertainties, or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. All forward-looking statements in this presentation are based upon information available to us on the date of this Presentation. Neither we nor any of our subsidiaries, officers, directors, employees or retained professionals undertakes any obligation to update or revise any forward-looking statement, whether as a result of new information, future events or otherwise. Forward-looking statements are subject to a number of factors that could cause our actual results to differ materially from our expectations. For information concerning such factors, see our filings with the Securities and Exchange Commission, including but not limited to our Quarterly Reports on Form 10-Q for the quarters ended March 31, 2011, June 30, 2011, and September 30, 2011 and our Annual Reports on Form 10-K ended December 31, 2011
- This Presentation indicates how we expect to emerge from the bankruptcy as a "new" airline assuming a completed restructuring. Our restructuring is subject to the completion of many tasks in our Chapter 11 cases, various approvals from the Bankruptcy Court, and a successful confirmation of a plan of reorganization
- The information in this Presentation is based on our current reorganization plans and expectations, and is subject to change. This Presentation should not be regarded as a representation or warranty by the Debtors or any other person as to the accuracy of the projected financial or other information or that any projections set forth in the Presentation will be realized.

American Airlines Overview





YE 2012 Employees	81,700
YE 2012 Aircraft	599 Mainline, 291 Regional
Hubs	Chicago, Dallas, Los Angeles, Miami, New York
Destinations Served	280 (203 Domestic + 77 International)
Alliance	**one**world

Source: SEC Filings, internal company analysis, Diio

Highly successful restructuring

- **The majority of our milestones are on track to being achieved**
  - New labor agreements with all groups - mainline and regional
  - Achieved significant savings by freezing the pensions
  - Significant vendor savings
  - Renegotiated certain aircraft financings and reduced balance sheet debt
  - Reduced corporate overhead

- **End result to be a company that is well-positioned for long term success**
  - Sustained profitability
  - Labor stability with all groups
  - Management, labor, and unsecured creditors will all be financially aligned and invested in the company's success

- **Although much work remains, with the majority of our major milestones having been achieved, our plan is on track**

New American: Redesigned for long-term success

- **Lower cost structure and balance sheet that will generate highly attractive, long term financial results**
- **Expanded global network that, in conjunction with one**world **partners, will be the most attractive network to high value customer segments**
- **Revitalized products and services that will elevate American to an industry leadership position**

New American: Preferred global carrier for Investors

Cost Structure

- Among the lowest non-labor costs of any major US carrier
- Highly competitive labor costs
- Retirement and medical benefits in line with industry leaders

Operational Flexibility

- Fleet flexibility to adapt to changing market conditions
- Broad portfolio of aircraft choices to address network opportunities
- Market-based scope agreements allow expansion of regional operations and codesharing with domestic partners
- Ability to outsource aircraft maintenance and airport operations

Capital Structure

- Among the lowest leverage of any major US network carrier
- Low leverage should provide liquidity and financial resilience to better withstand market volatility

Projected best in class EBITDAR margin and significant balance sheet strength

New American: Preferred global carrier for High Value Customers

Global Network

- Hubs in the U.S. cities with the largest concentration of high value customers
- An expanding international network designed around the places the most important customers want to fly
- Deeper and broader partnerships with the world's premium airlines

Customer Experience and Brand

- Investment in product and service upgrades that high value customers desire
- Outstanding passenger productivity and connectivity through planned technology investments
- A seamless and comfortable total travel experience for high value customers

Fleet and Facilities

- Broad portfolio of aircraft facilitates a convenient schedule pattern
- Moving to youngest, most efficient fleet among US peers
- Premium terminals in hub cities

Increasing share of the high value customer spend will increase profitability

New American: Preferred global carrier for Investors

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Capital Structure

- Among the lowest leverage of any major US network carrier
- Low leverage should provide liquidity and financial resilience to better withstand market volatility

Projected best in class EBITDAR margin and significant balance sheet strength

Cost Structure

Non-labor cost savings initiatives nearly complete

Aircraft Ownership

- Rejected or renegotiated financing on more than 400 aircraft

Vendors and Facilities

- Renegotiated more than 9,000 vendor contracts
- Addressed over 500 real estate leases

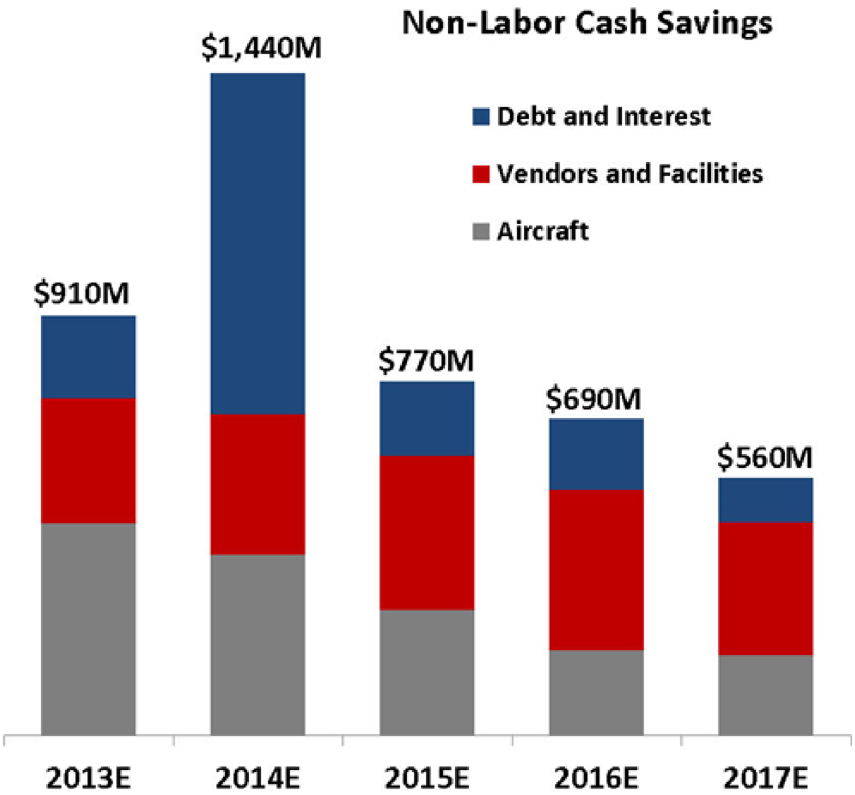
Debt and Interest Savings

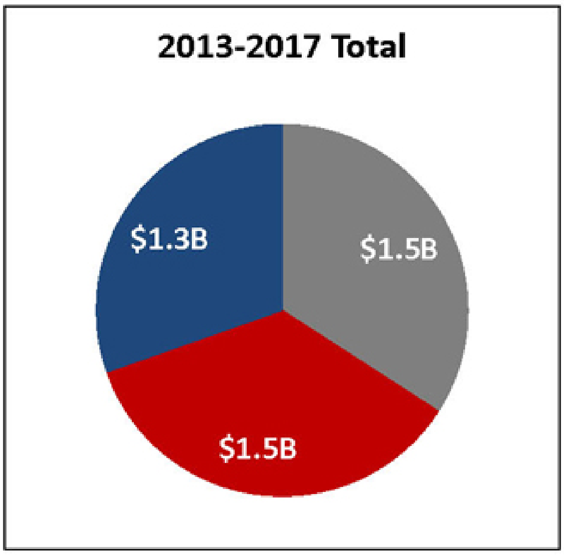
- Compromised $2.5 billion of debt, in addition to aircraft debt
- Planned refinancing of $1.3 billion of aircraft-backed debt

STRICTLY PRIVATE AND HIGHLY CONFIDENTIAL WORKING DRAFT
PRELIMINARY – SUBJECT TO SUBSTANTIAL REVISION

Cost Structure

Non-labor savings of $4.3 billion over five years





Source: Internal Company projections

STRICTLY PRIVATE AND HIGHLY CONFIDENTIAL WORKING DRAFT
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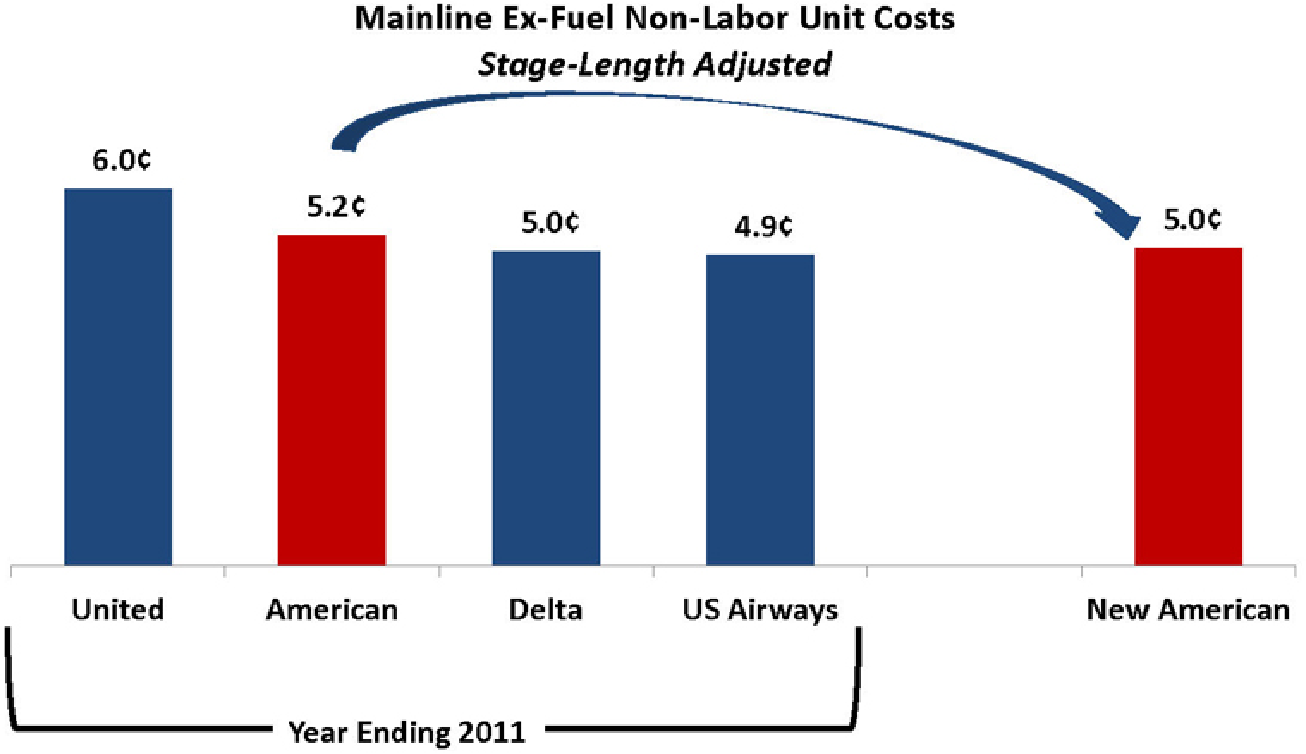
Cost Structure

Best-in-class non-labor unit costs

- US Airways' costs are lower due to limited international operations and lesser product offering



Source: SEC documents and company analysis.
Note: New American adjusted for projected non-labor savings, offset by incremental outsourcing costs

Cost Structure

$1.1 billion in average annual labor savings

Employee Costs

- **Reduced management headcount by 15% and costs by 17%**
- **Six-year agreements with all organized labor groups**
- **Pensions frozen and competitive defined-contribution plans instituted**

- Substantial majority of labor savings achieved through long-lasting structural changes
  - Additional outsourcing flexibility, productivity increases and competitive retirement and medical benefits
- Labor groups' equity stakes in the New American better align employees' financial incentives with the Company's

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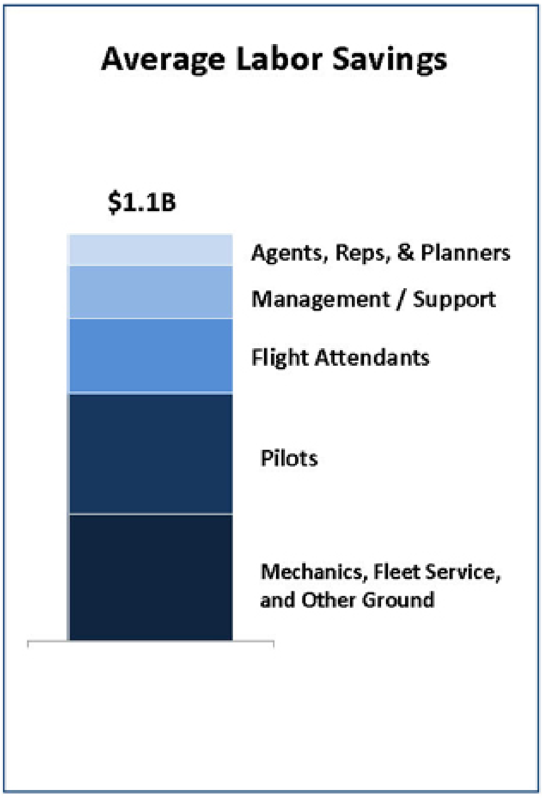
Cost Structure

$1.1 billion in average annual labor savings

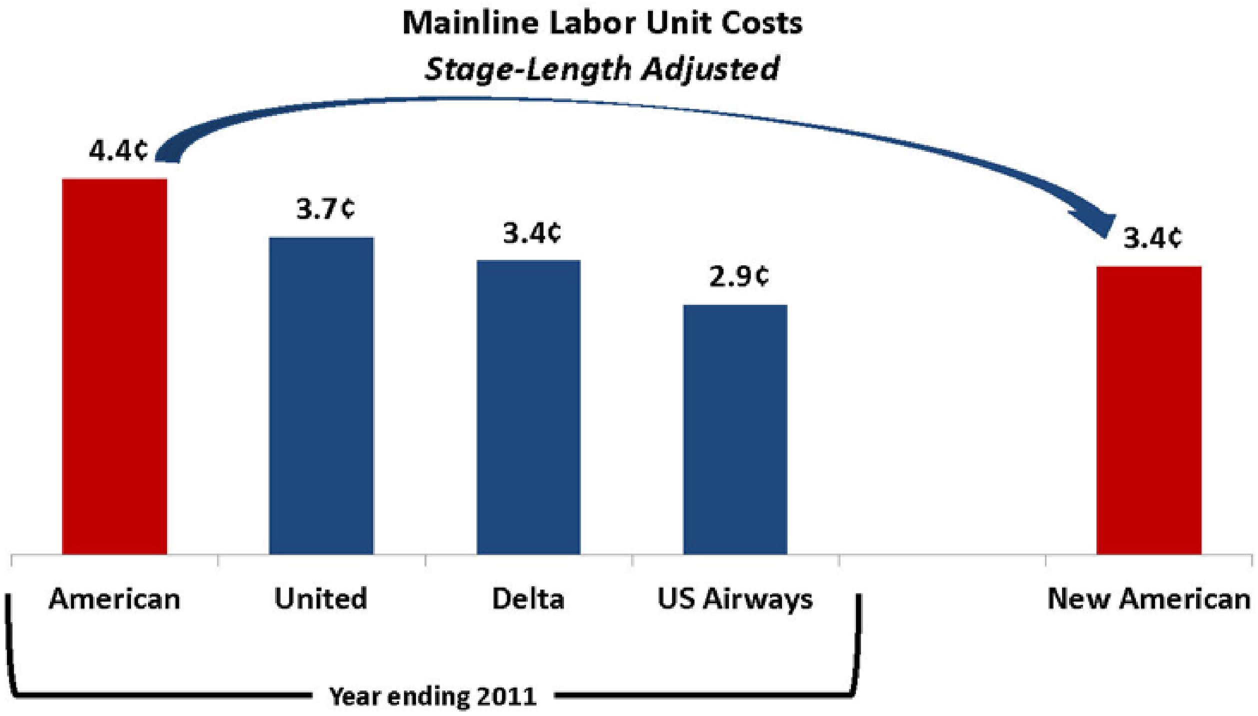


Source: Company analysis
Note: Excludes one-time payments related to early-outs and severance; Includes incremental outsourcing costs

Cost Structure

Results in competitive labor unit costs

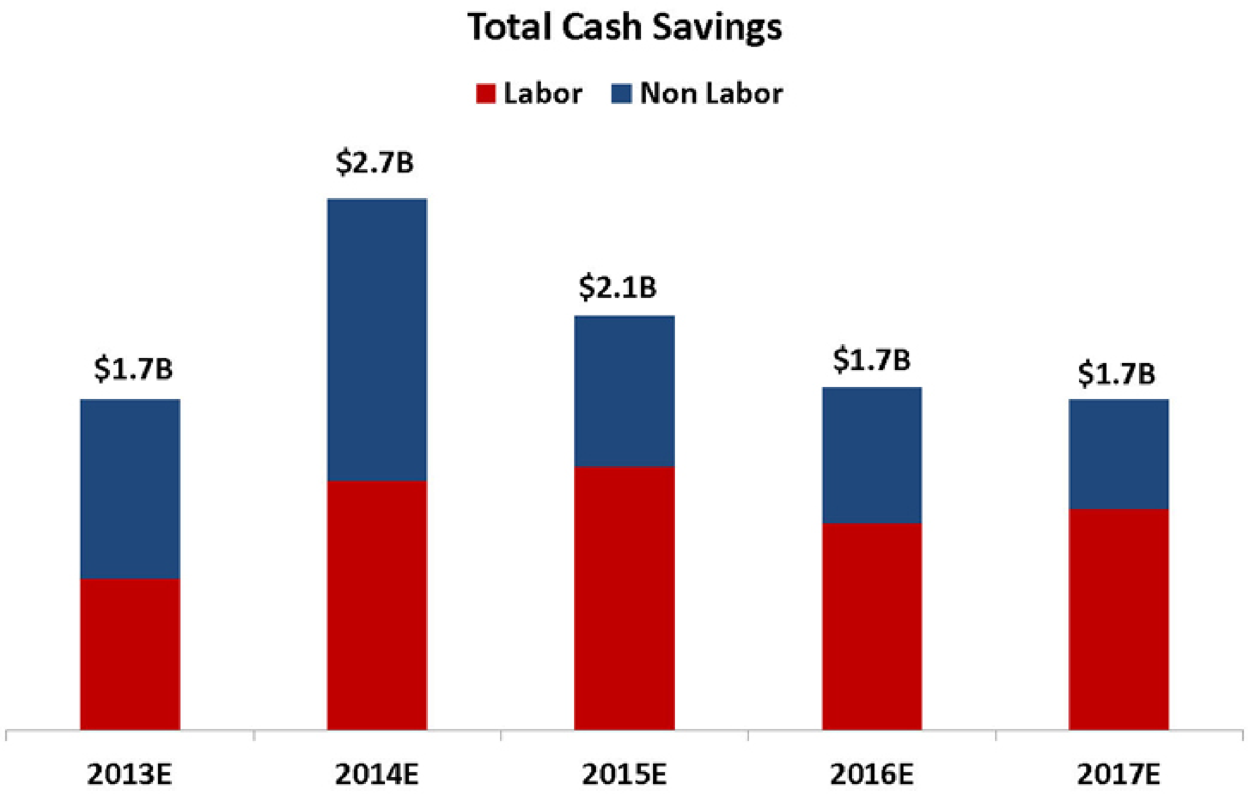
- Our relative position is expected to continue to improve as other carriers either have open labor contracts or new costlier agreements not reflected here



Source: SEC documents and company analysis.
Note: New American adjusted for projected labor savings, excluding one-time labor and incremental outsourcing costs

Cost Structure

Total cost savings average $2.0 billion per year



Source: Company analysis
Note: Excludes one-time labor payments related to early-outs and severance; Includes incremental outsourcing costs

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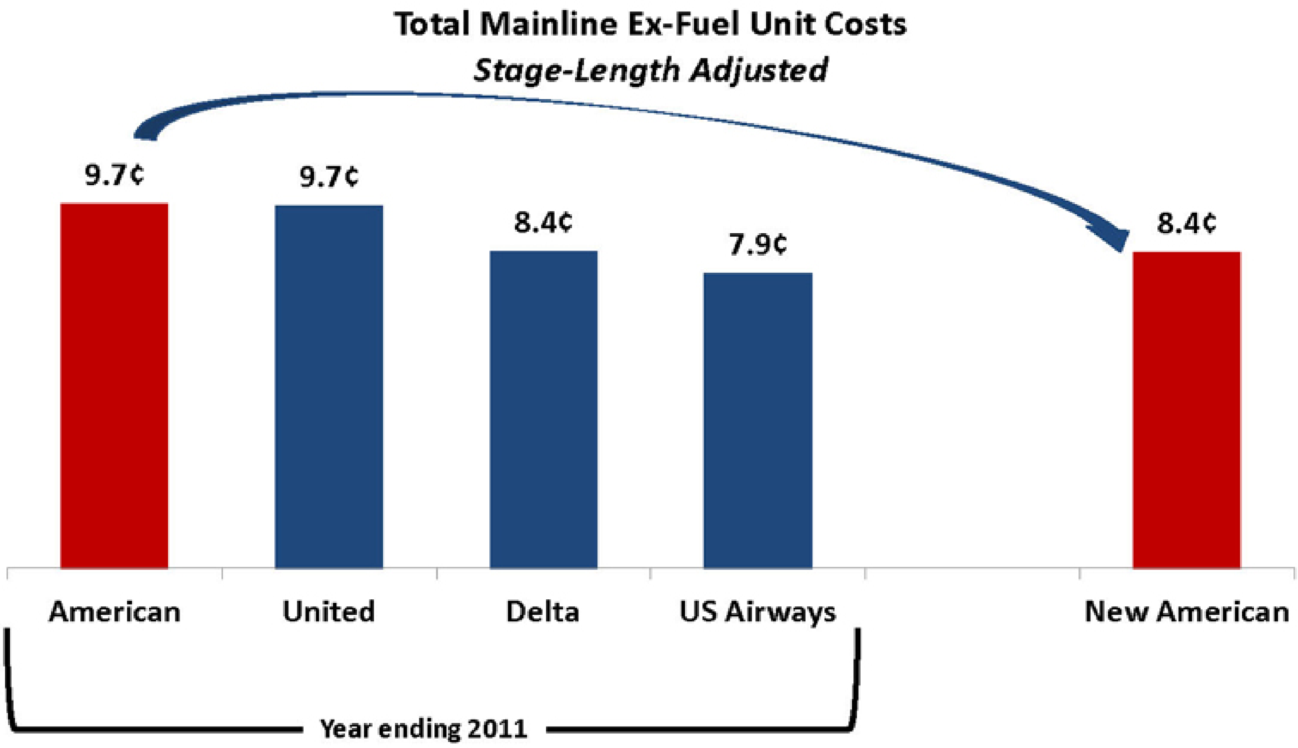
Highly competitive cost structure



Source: SEC documents and company analysis.
Note: New American adjusted for projected non-fuel operating savings, excluding one-time labor payments

New American: Preferred global carrier for Investors

Cost Structure

- Among the lowest non-labor costs of any major US carrier
- Highly competitive labor costs
- Retirement and medical benefits in line with industry leaders

Operational Flexibility

- **Fleet flexibility to adapt to changing market conditions**
- **Broad portfolio of aircraft choices to address network opportunities**
- **Market-based scope agreements allow expansion of regional operations and codesharing with domestic partners**
- **Ability to outsource maintenance and airport operations**

Capital Structure

- Among the lowest leverage of any major US network carrier
- Low leverage should provide liquidity and financial resilience to better withstand market volatility

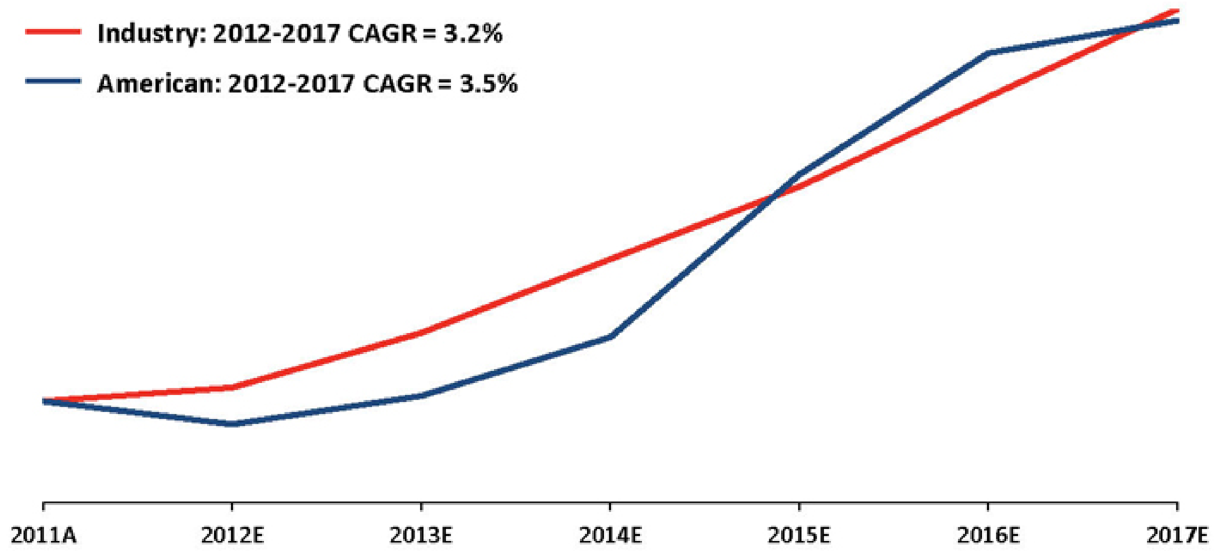
Projected best in class EBITDAR margin and significant balance sheet strength

Operational Flexibility

While American plans to grow with the industry…

- Growth is concentrated in the back half of the forecast period and can be tempered through adjustments to the fleet plan

American Capacity vs. Industry (ASMs)
Indexed to 2011 actual



Source: Innovata

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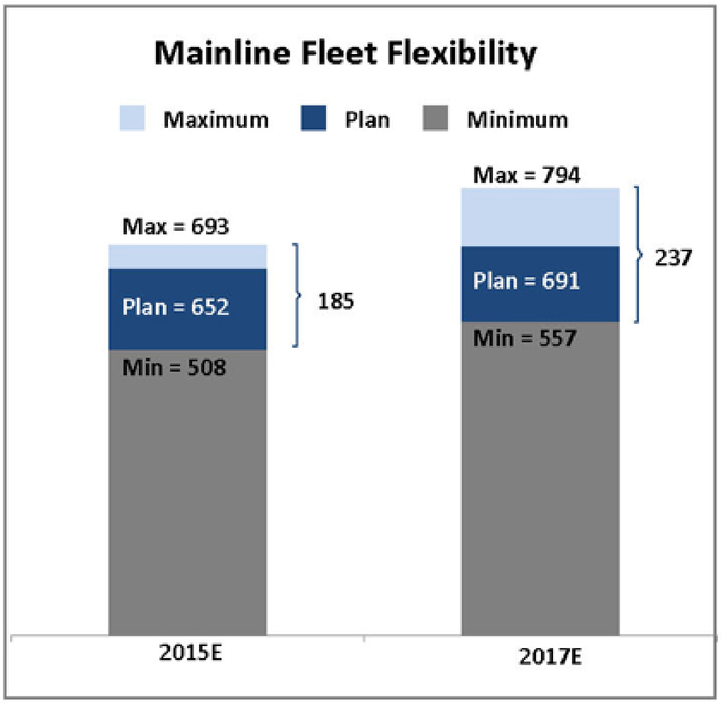
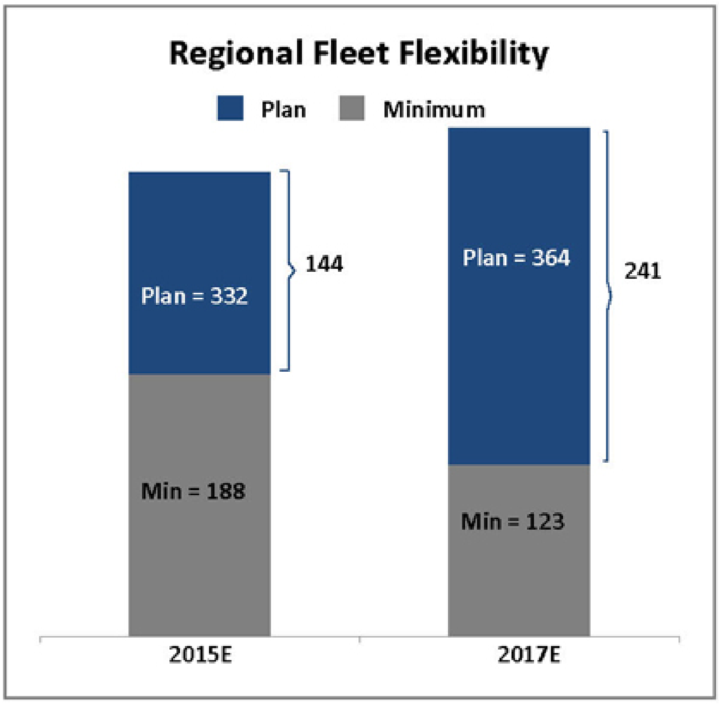
Operational Flexibility

. . . . American has very substantial fleet flexibility

- Options, lease expirations, and older unencumbered aircraft provide flexibility to respond to market conditions
- Capacity purchase renewals and expirations and unencumbered aircraft provide regional flexibility





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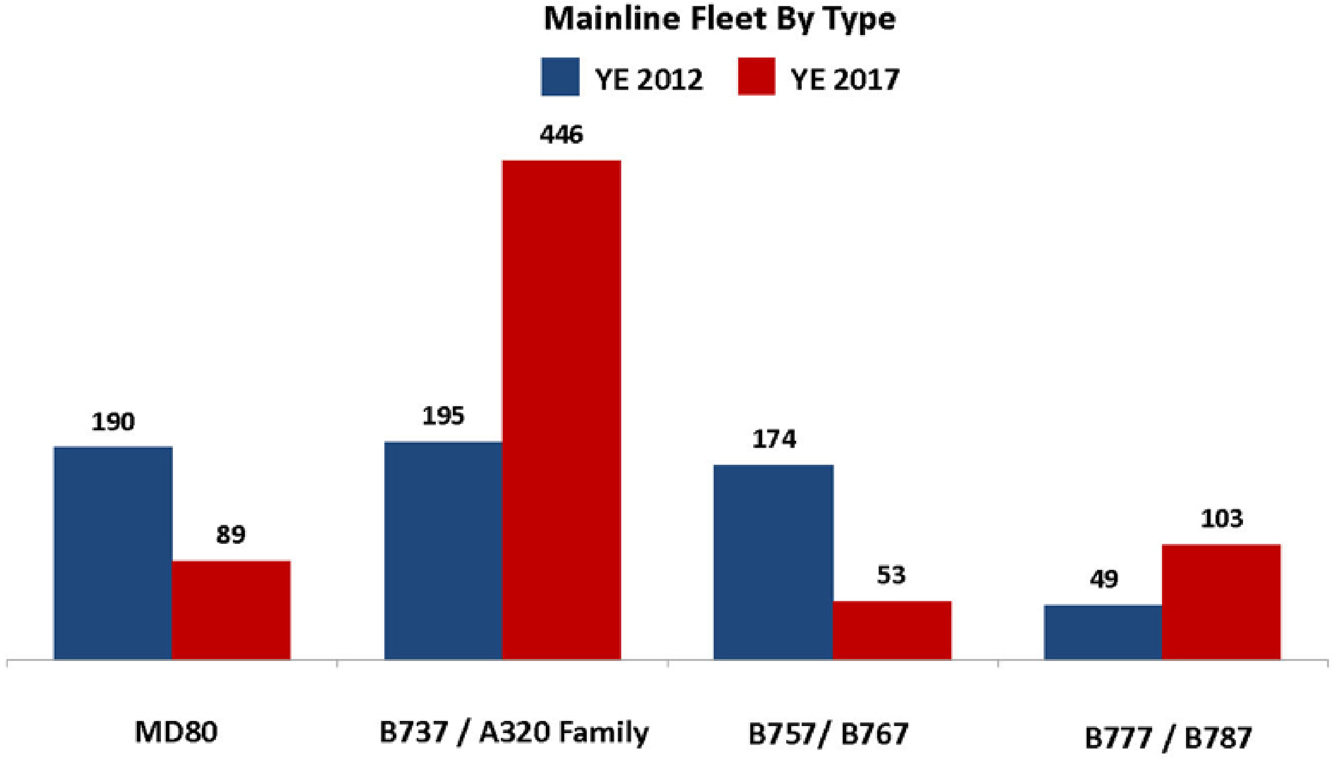
Operational Flexibility

The fleet is transformed over the next five years

- The fleet plan calls for older, fuel inefficient aircraft such as MD80s and 767s to be replaced with newer, next generation aircraft such as 737s and B787s



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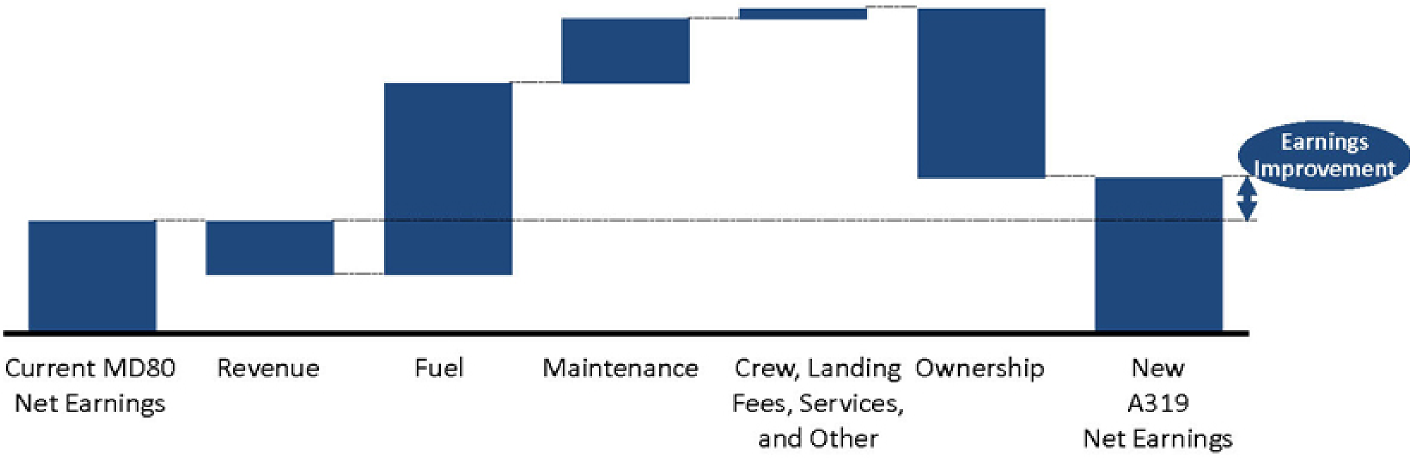
Operational Flexibility

Fleet replacement will improve earnings . . .

- Fuel efficiency and lower maintenance costs are expected to more than offset the increased ownership / leasing costs of the new aircraft
- Aircraft were evaluated on an absolute and replacement basis to ensure adequate return on the capital investment

Replacement Example: New A319 vs. 20 Year-Old MD-80
Annual economics per aircraft



Assume $3.00 fuel, 513 miles stage length 2,332 annual departures, in-sourced maintenance

. . . and better matches aircraft to market size

	Today: UNITED	Today: DELTA	Today: AA	Future: AA
Smallest narrow-body	108	124	140	102
Largest regional jet	76	76	66	76
"Gap"	**32**	**48**	**74**	**26**

Improved fleet "distribution" will enable American to deploy the right aircraft in the right markets

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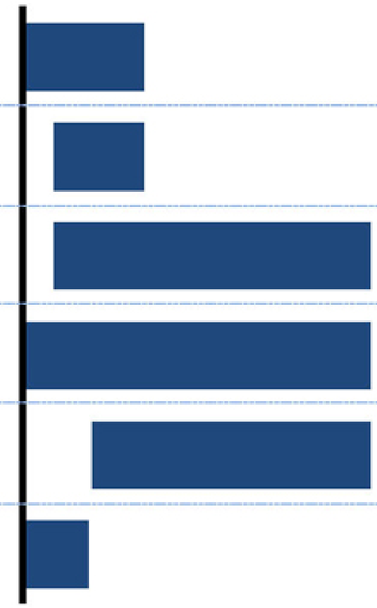
Operational Flexibility

Impact of gauge improvement on profitability

Revenue impact of gauge and regional flying

2012 to 2017



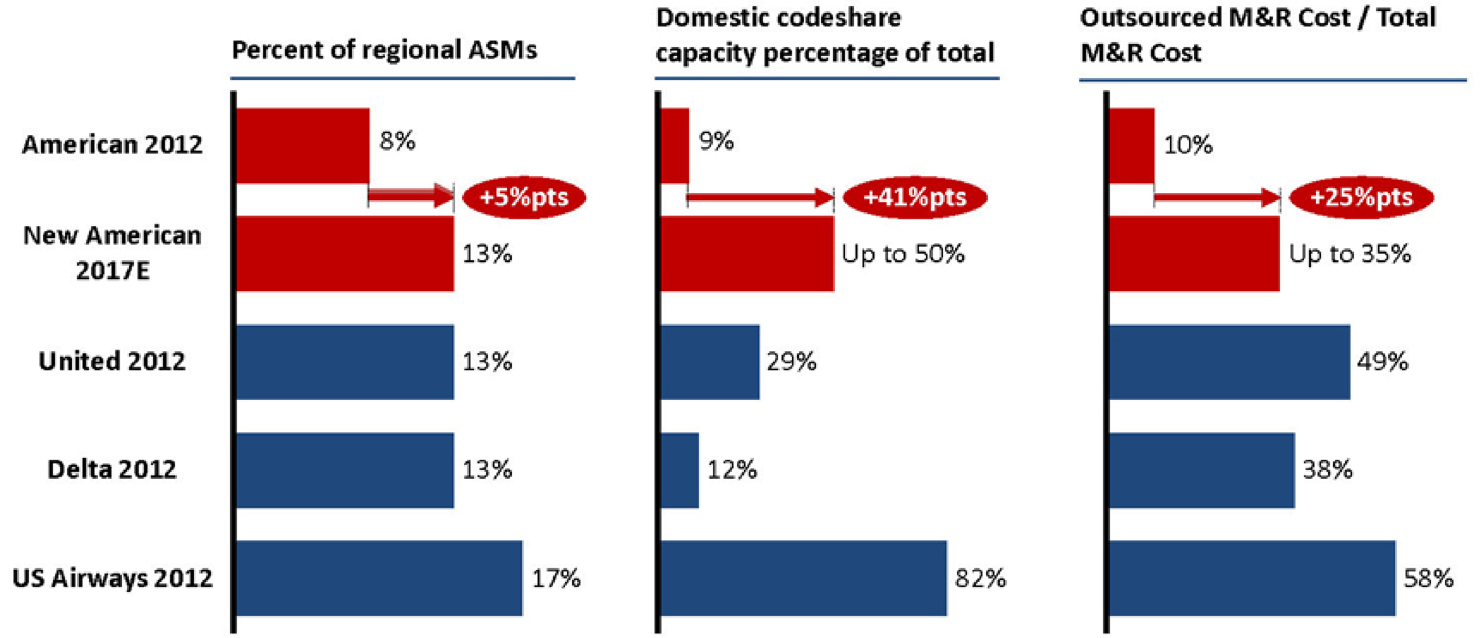
A. Mainline downgauge	Moving from ~160 to ~153 average seats per departure improves mainline PRASM
B. Regional upgauge	Moving from 51 to 64 average seats per departure decreases regional PRASM
C. Mainline to Regional downgauge	Shift from mainline to higher PRASM regional flying increases consolidated PRASM
D. Total revenue impact	D = A – B + C
E. Incremental cost[1]	Shift to more regional flying increases CASM
F. EBITDAR impact	F = D – E

1 Illustrative analysis of CASM change due to mix of regional and mainline flying. Full impact is implicit in BPM and is influenced by several factors (i.e., efficiency of new fleet, fuel, labor, etc.)

Operational Flexibility

Enhanced scope agreements provide operational flexibility

- Increased maximum number of large regional jets from 47 aircraft to 40% of narrowbody fleet size in 2016
- Increased codesharing up to 50% of domestic capacity
- M&R outsourcing of up to 35% of spend and ability to outsource airport services



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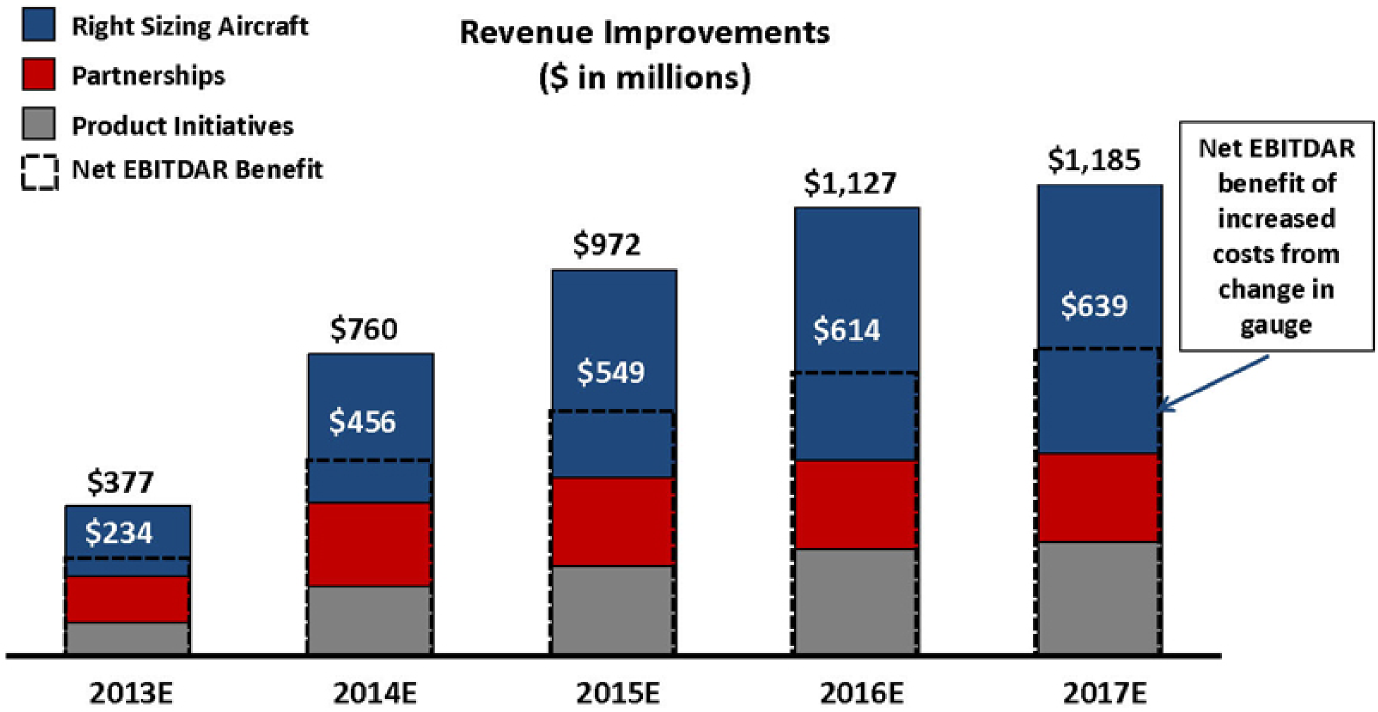
Operational Flexibility

Improved operational flexibility expected to drive significant portion of revenue improvement

- Majority of improvement is "catch up" as we remove constraints that our competitors do not have



Source: Internal Company projections

New American: Preferred global carrier for Investors

Cost Structure

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Capital Structure

- **Among the lowest leverage of any major US network carrier**
- **Low leverage should provide liquidity and financial resilience to better withstand market volatility**

Projected best in class EBITDAR margin and significant balance sheet strength

Significant balance sheet actions…

Unsecured and Tax-Exempt Debt

- Eliminated $2.5 billion of unsecured and tax exempt debt resulting in $1.3 billion in interest and principal savings over the forecast period

Retiree Benefits

- Addressed retiree medical benefits for active employees; negotiations regarding retired employees ongoing
- Froze pension plans for all employee groups

Aircraft Rent and Debt

- Restructured leases to reduce rent payments by over $1.1 billion over the forecast period which lowers capitalized aircraft lease debt
- Restructured BNDES debt resulting in $670 million in cash savings, $550 million to be realized in the forecast period

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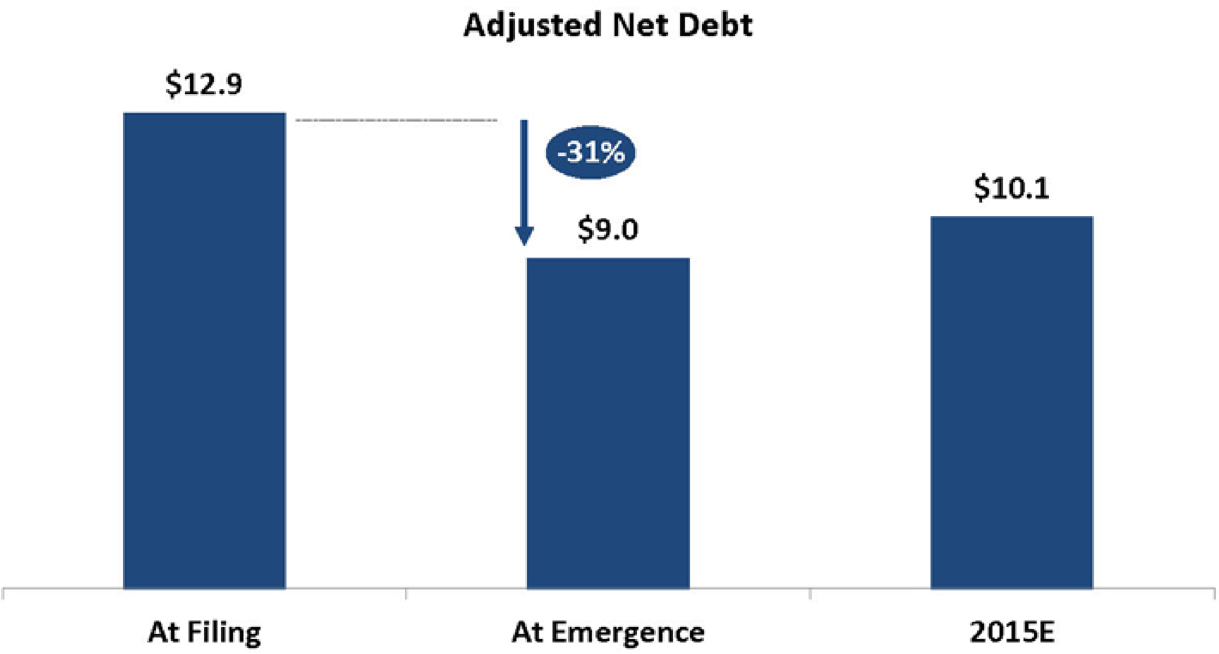
Capital Structure

Net debt levels will be reduced by over 30%



	At Filing	At Emergence	2015E
Total Cash		$5,362 million	$7,650 million
Unrestricted Cash		$4,775 million	$7,163 million

Note: Mainline aircraft leases capitalized at 7x; excludes post-employment liabilities

Exit financing assumption

- The forecast assumes $1 billion in new secured financing is in place at the time of emergence
- AMR will review the need for and size of such financing as the reorganization process moves forward
- Our cash position at emergence and the necessity, amount, form and timing of any financing will be influenced by a number of factors
  - Financial performance of the airline
  - Timing of the emergence and unwinding of restricted cash related to the chapter 11 process
  - Amount and timing of claims to be satisfied in cash pursuant to a plan of reorganization
    - Including administrative and priority claims and secured debt obligations
  - Outcome of assumed debt financing transactions
  - Market conditions at the time of emergence

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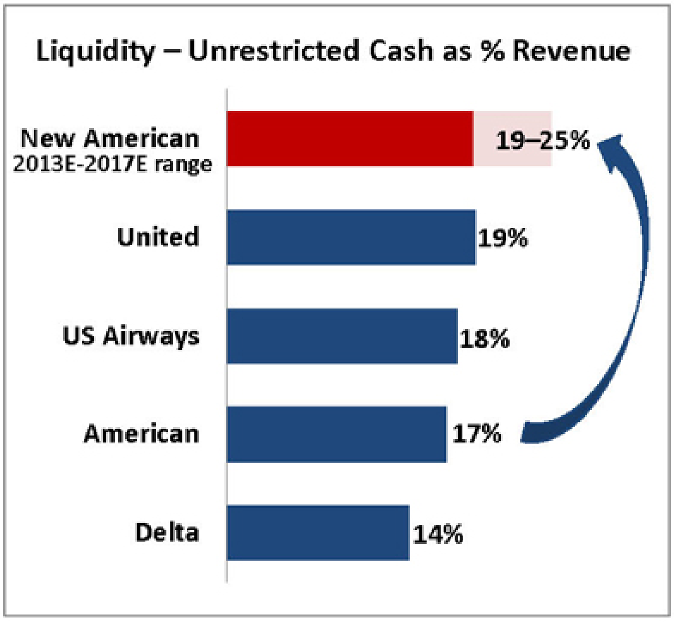
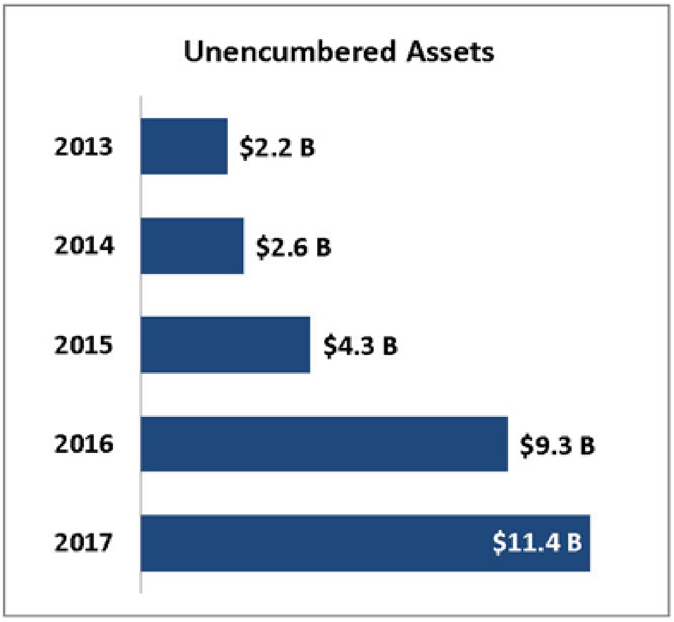
Capital Structure

Plan results in the highest liquidity in the industry while unencumbered assets grow





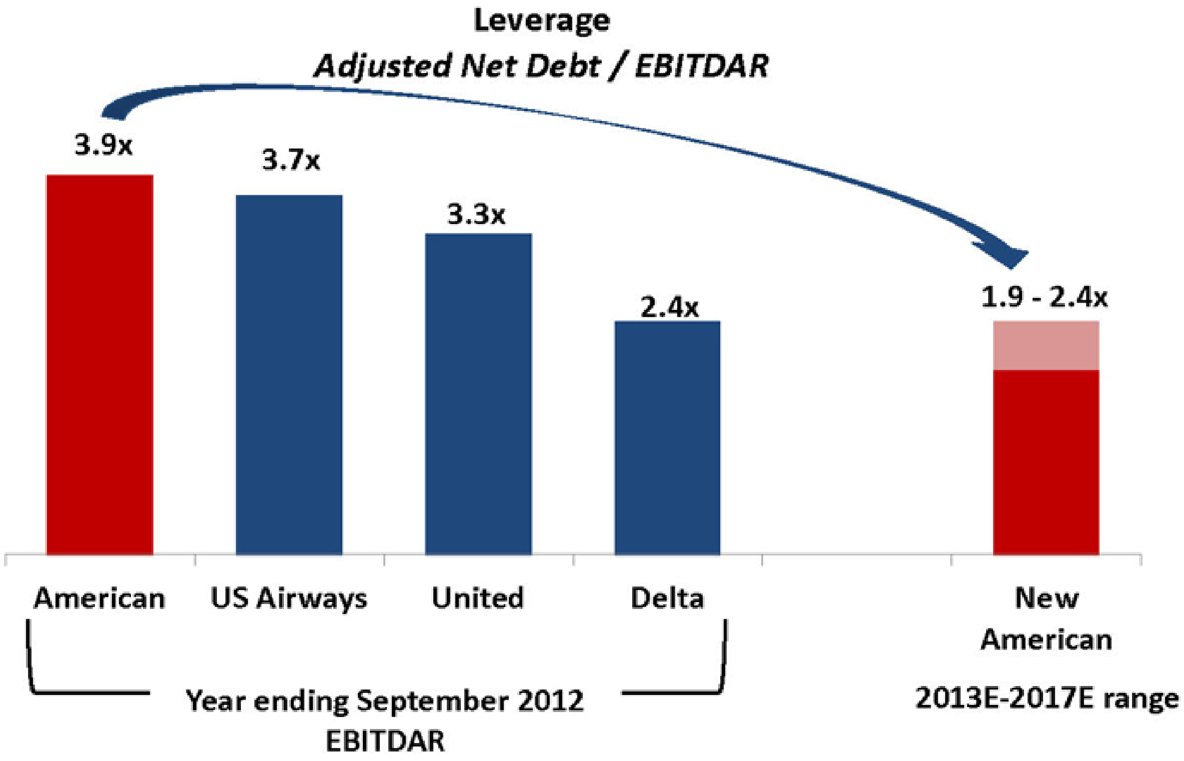
Note: Delta and United include undrawn revolvers

American expects to be able to make new investments, support future growth, and maintain flexibility to absorb macro shocks

Source: SEC filings and Company analysis; New American includes adjustments for debt reduction and operating improvement due to restructuring

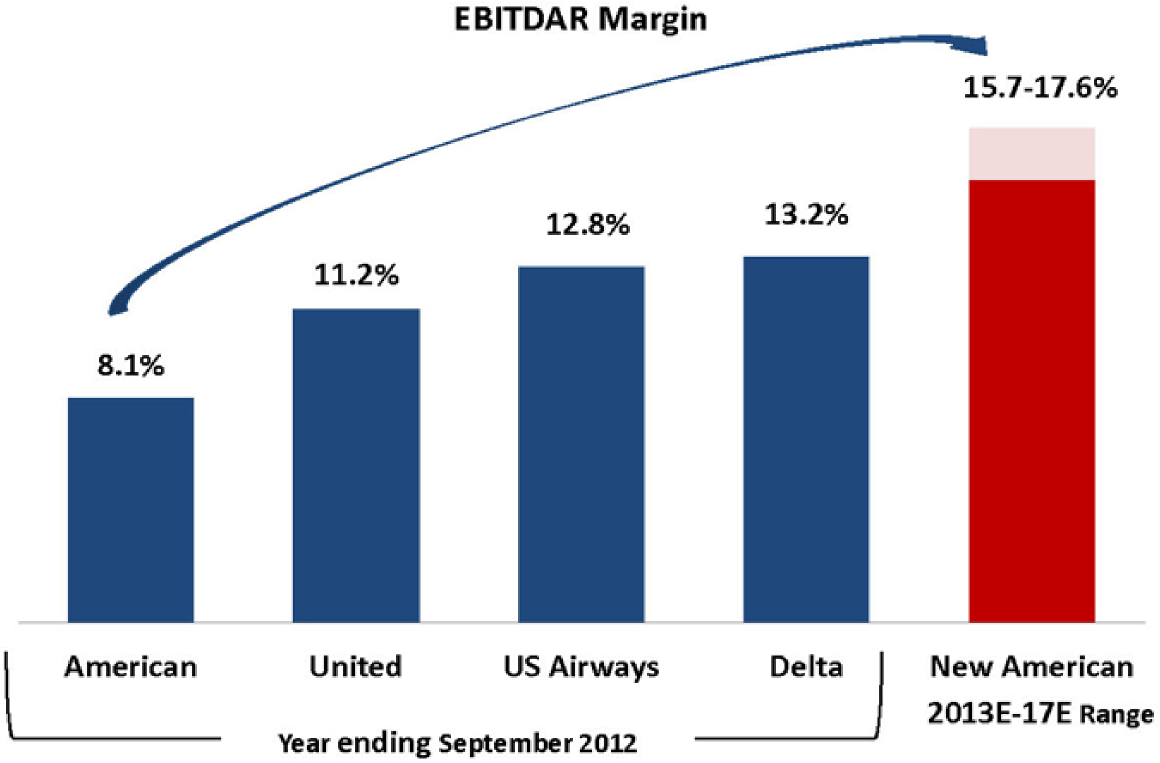
Capital Structure

Leverage ratio expected to improve to best-in-class



(1) Adjusted debt includes on and off balance sheet debt and mainline aircraft leases at 7x, excludes pensions

Cost improvements and revenue enhancements expected to produce industry leading profitability



Source: SEC documents and Company analysis

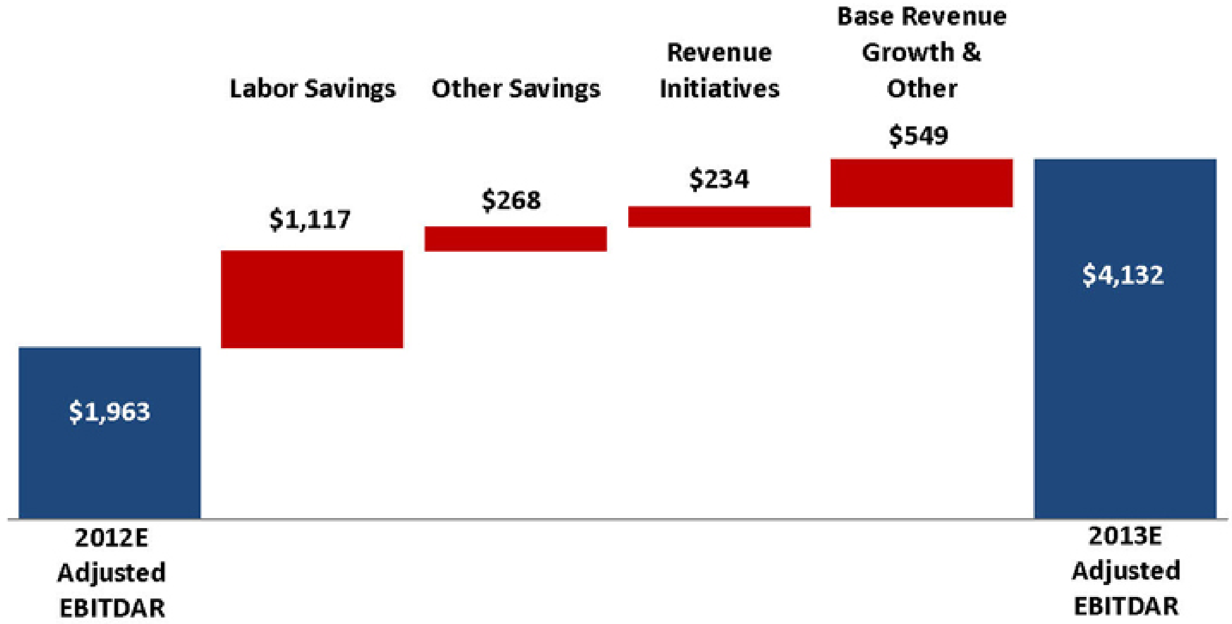
2012 results reflects improved revenue performance

- While we have started to see cost savings in 2012, the majority of the EBITDAR improvement in 2012 resulted from improved revenue performance

Note: Periods after 2011 exclude special and one-time costs associated with restructuring; Revenue initiatives are net of associated incremental costs

2013 improvement reflects the restructuring

- The improvement is expected to continue in 2013 as a substantial majority of cost savings begin to be realized in 2013 and revenue initiatives begin to ramp up



Note: Periods after 2011 exclude special and one-time costs associated with restructuring; Revenue initiatives are net of associated incremental costs

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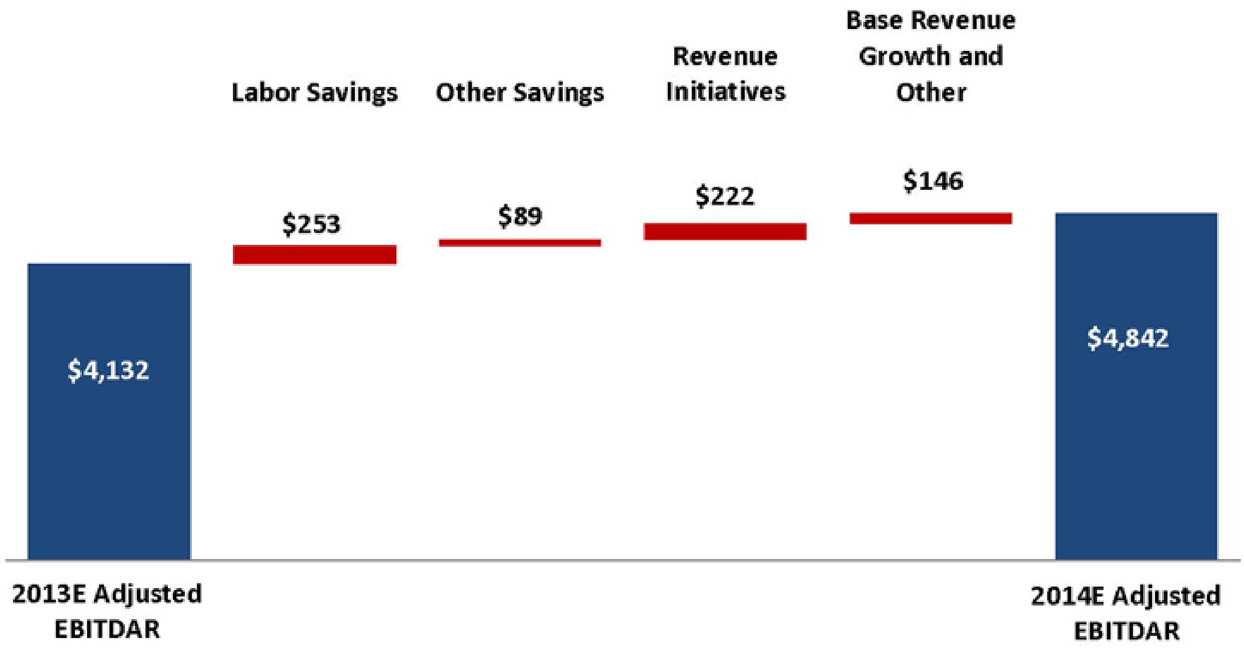
...and continue into 2014

- The implementation of the cost savings and revenue initiatives are forecast to continue in 2014



Note: Periods after 2011 exclude special and one-time costs associated with restructuring; Revenue initiatives are net of associated incremental costs

New American: Preferred global carrier for High Value Customers

Global Network

- Hubs in the cities with the largest concentration of high value customers
- An expanding international network designed around the places the most important customers want to fly
- Deeper and broader partnerships with the world's premium airlines

Customer Experience and Brand

- Leading-edge investment in product and service upgrades that high value customers desire
- Outstanding passenger productivity and connectivity through technology
- A seamless and comfortable total travel experience for high value customers

Fleet and Facilities

- Broad portfolio of aircraft facilitates a convenient schedule pattern
- Moving to youngest, most efficient fleet among US peers
- Premium terminals in hub cities

Increasing share of the high value customer spend will increase profitability

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Increasing share of the high value customer spend will increase profitability

Global Network

American's network is designed to meet high value customer demands

- American has hubs in the four largest metropolitan areas of the United States
- 139 of Fortune 500 companies are located in our key cities; many of our high value customers are their top travelers

	U.S. Metropolitan Population (millions)	Population Rank	Fortune 500 Corporations
New York	18.9	#1	68
Los Angeles	12.8	#2	19
Chicago	9.5	#3	29
Dallas/Fort Worth	6.4	#4	18
Miami	5.6	#8	5

Source: US Census, 2010, Fortune 2012

American is building on its enviable position in Latin America

	Latin		Atlantic		Pacific	
	Carrier	**Capacity share**	**Carrier***	**Capacity share**	**Carrier***	**Capacity share**
#1	American Airlines	28%	United, Lufthansa, Air Canada	29%	United, ANA	20%
		15pts		6pts		6pts
#2	United	13%	Delta, KLM, Air France, Alitalia	23%	American Airlines, JAL, Qantas	14%
#3	LAN	10%	American Airlines, British Airways, Iberia	22%	Delta	10%

*Atlantic and Pacific airlines include joint business agreements represented by U.S. carrier

Hubs are the foundation for network improvement

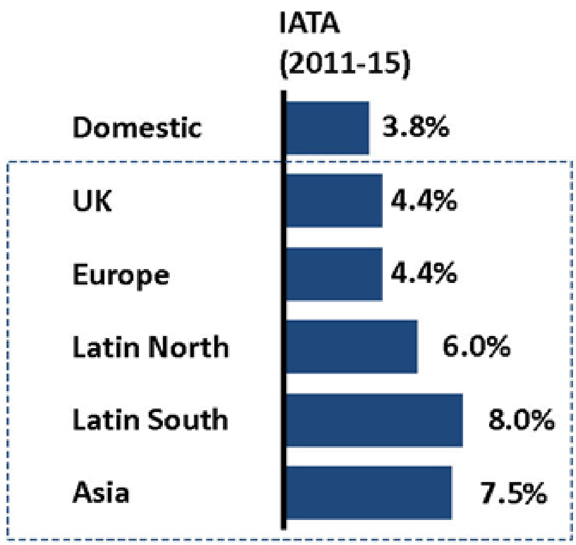
- The comprehensive hub strategy will strengthen American's network and better match our customers' travel demands domestically and internationally

	DFW	MIA	ORD	LAX	JFK
Increase Services to Existing Destinations	✓	✓	✓	✓	✓
Add New Markets/ Destinations Served	✓	✓	✓	✓	✓
Grow Positions of Strength	✓	✓			
Europe Diversification		✓	✓		✓
Grow Asia	✓			✓	
Capitalize on Latin Franchise	✓	✓			

Global Network

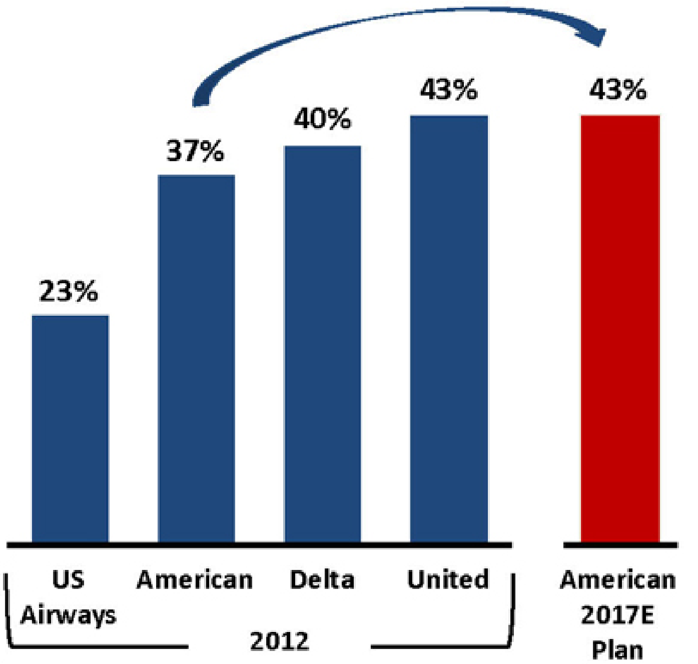
Growth is international - where demand is strongest

Demand Forecast



Higher growth is projected in all international regions

International Capacity



Source: FY 2012 DIIO Schedule Data

Global Network

Growth is focused in the most attractive markets

Demand and Capacity Growth

- Focus on higher yielding passengers with smaller aircraft and higher frequency
- Add new destinations for hub feed and network breadth
- Expand codesharing with domestic partners

- Diversify presence in the region
- Leverage joint business strength to increase key business market penetration
- Implement new routes and increase European connectivity and markets served

- Build on American's leading position in the region
- Growth with strong business ties to US and Europe
- Leverage partners' regional strength to further increase American's virtual network
- New service to secondary markets that currently do not have direct service to US

- Connects US and Latin America with fastest growing economic region
- Higher than industry capacity growth due to low current base in region
- Capitalize on large local market demand
- Leverage joint business agreements with JAL & Qantas

Source: FY 2012 DIIO Schedule Data, Company Analysis

Global Network

New routes now in place or announced for this year

- American added and announced many exciting new routes in 2012
- New routes include Dallas to Incheon, South Korea, Chicago to Dusseldorf, Germany, Los Angeles to Washington, DC, and Miami to Manaus, Brazil

New/Planned Routes (2012-2013)
Increased Frequency (2012-2013)

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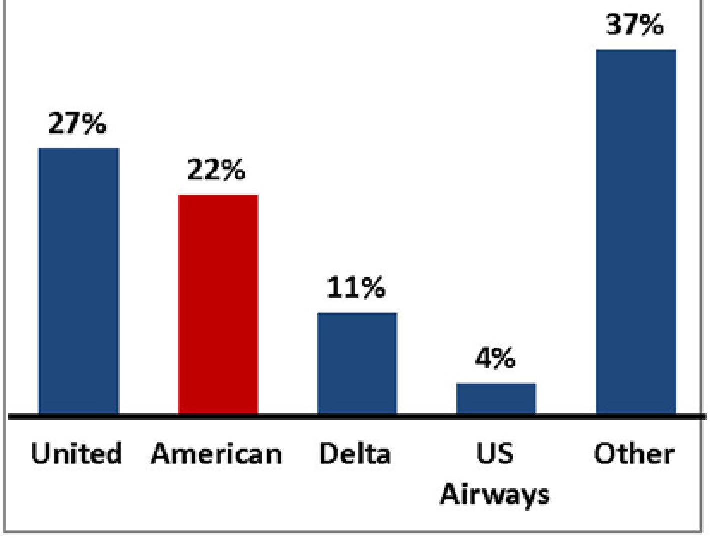
Global Network

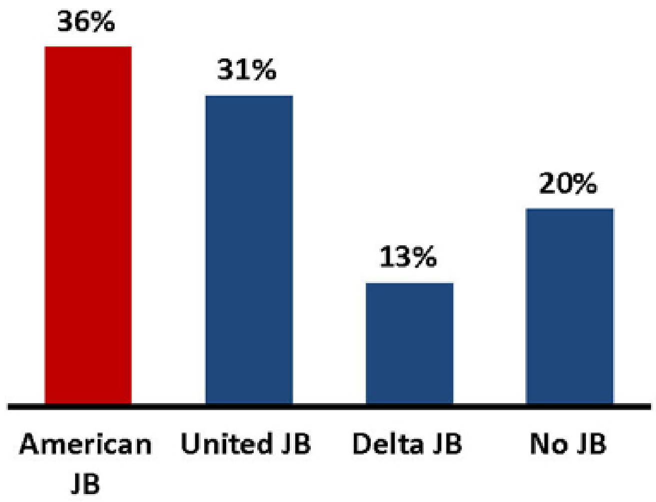
Partnerships increase expected share of high value customers

- American, with its Joint Business partnerships, is a leader in projected corporate revenue share in the biggest domestic and international markets

Projected Worldwide Corporate Revenue Share
Top 50 Markets by Carrier



Projected Worldwide Corporate Revenue Share
Top 50 Markets by Joint Business

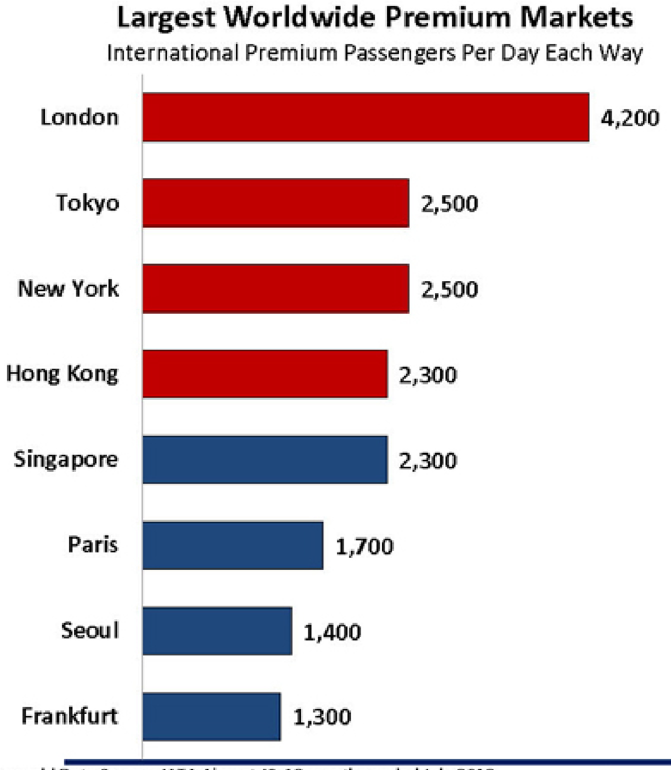


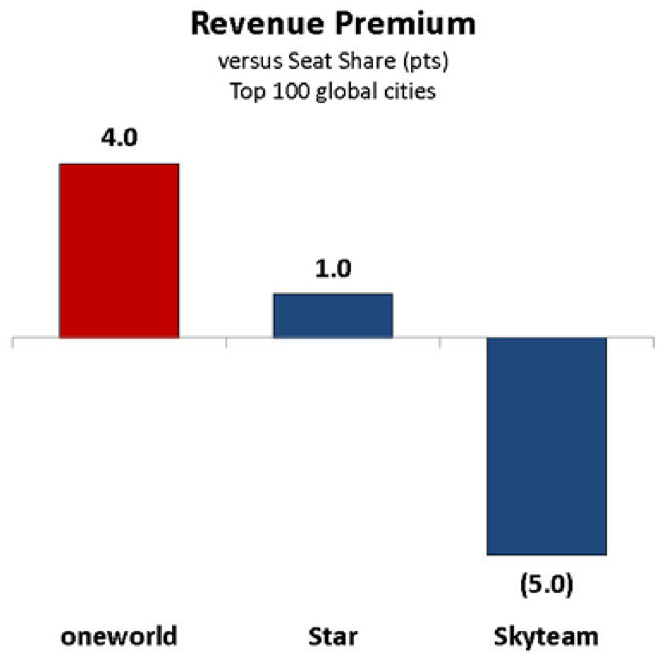
YE June 2012 Quality of Service Index (QSI) weighted for YE July 2012 PRISM company travel.
All companies in PRISM were used for industry revenue (contracted/non-contracted, domestically/internationally based).

Global Network

oneworld, the preferred alliance for High Value Customers, generates disproportionate revenue share

- Outsized revenue share validates **one**world's positioning as the premium global alliance and its resonance with the High Value Customers





oneworld Data Source: IATA Airport-IS, 12 months ended July 2012, includes members-elect. Top 100 cities from Mastercard study

American continues to increase both the breadth and depth of partnerships

	No partnership	Interline	Code share	Alliance	Joint Business
Through-ticketing and check-in	○	◐	●	●	●
Place code on flights	○	○	●	●	●
Loyalty program alignment	○	○	◐	●	●
Facility coordination	○	○	◐	●	●
Network / schedule coordination	○	○	◐	●	●
Integrated marketing and sales	○	○	○	◐	●
Coordinated pricing	○	○	○	○	●
Revenue and cost sharing	○	○	○	○	●
Number of partners (YE 2011)		120	22	11	3
Recent additions			TAM Airlines, Air Tahiti Nui, 海南航空 Hainan Airlines	Malaysia, Qatar Airways	Qantas

New American: Preferred global carrier for High Value Customers

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Customer Experience and Brand

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Fleet and Facilities

- Broad portfolio of aircraft facilitates a convenient schedule pattern
- Moving to youngest, most efficient fleet among US peers
- Premium terminals in hub cities

Increasing share of the high value customer spend will increase profitability

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American is continuing its long history of leading products and services…

Samsung Galaxy Tab in Premium Cabins
Introduced 4Q 2011

Citi/ AAdvantage Primary Card Refresh
Launched 2Q 2012

Main Cabin Extra/Flight Attendant Tablets
Introduced 4Q 2012

777-300ER
1Q 2013

A319
3Q 2013

A321 Transcon
4Q 2013

Existing Widebody Redesign
Early 2014

Note: Club lounge refurbishments ongoing.

Customer Experience

...exemplified by fleet and product introductions that further enhance our position

- **First and only U.S. airline to take delivery of Boeing 777-300ER**
  - Redesigned industry leading Flagship suite
  - New fully flat, 100% aisle access Business Class
  - Walk-up snack bar, a first for a North American Airline
  - New international wi-fi connectivity and premium service enhancements

- **A321 Transcontinental**
  - Soon to be only airline to offer three classes of service
  - Exclusive First Class and fully flat Business Class
  - Best product for cross-country travel between JFK and LAX/SFO

- **All new mainline aircraft delivered late 2013 and beyond will have seat back In-Flight Entertainment**
  - New Airbus and Boeing aircraft will offer advanced In-Flight Entertainment

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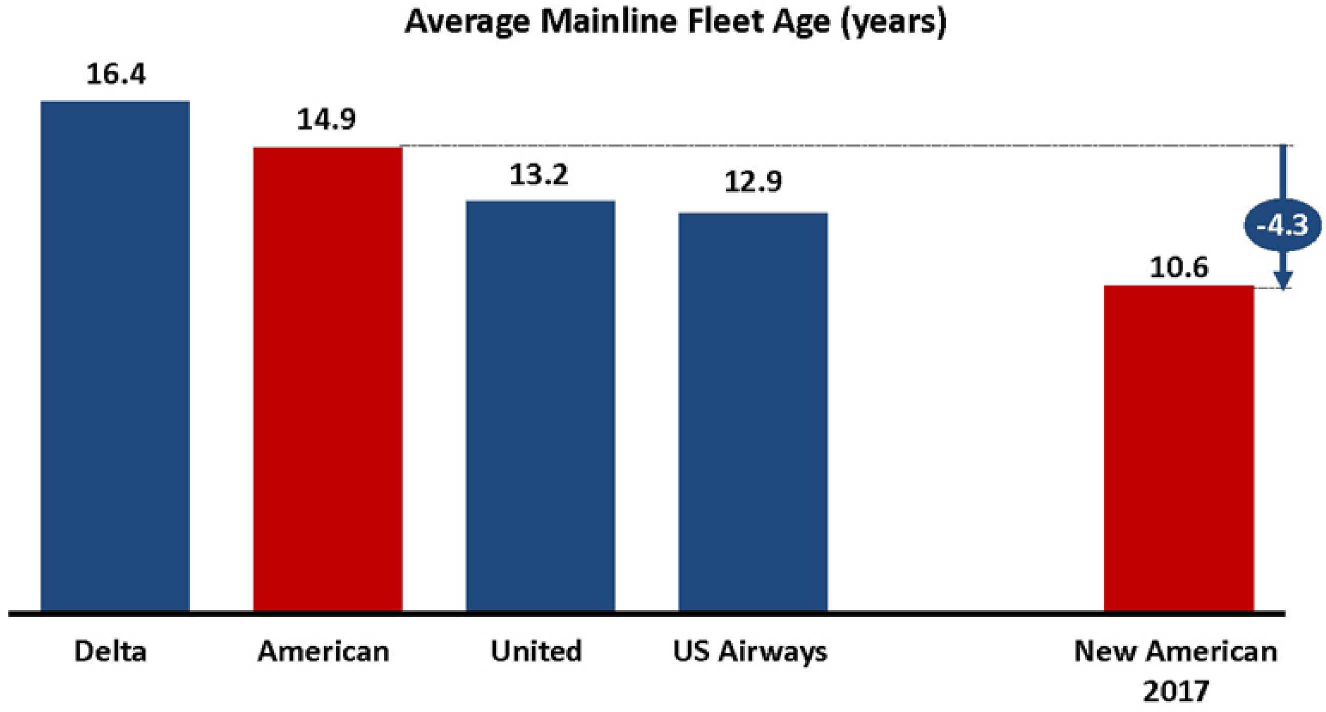
Fleet and Facilities

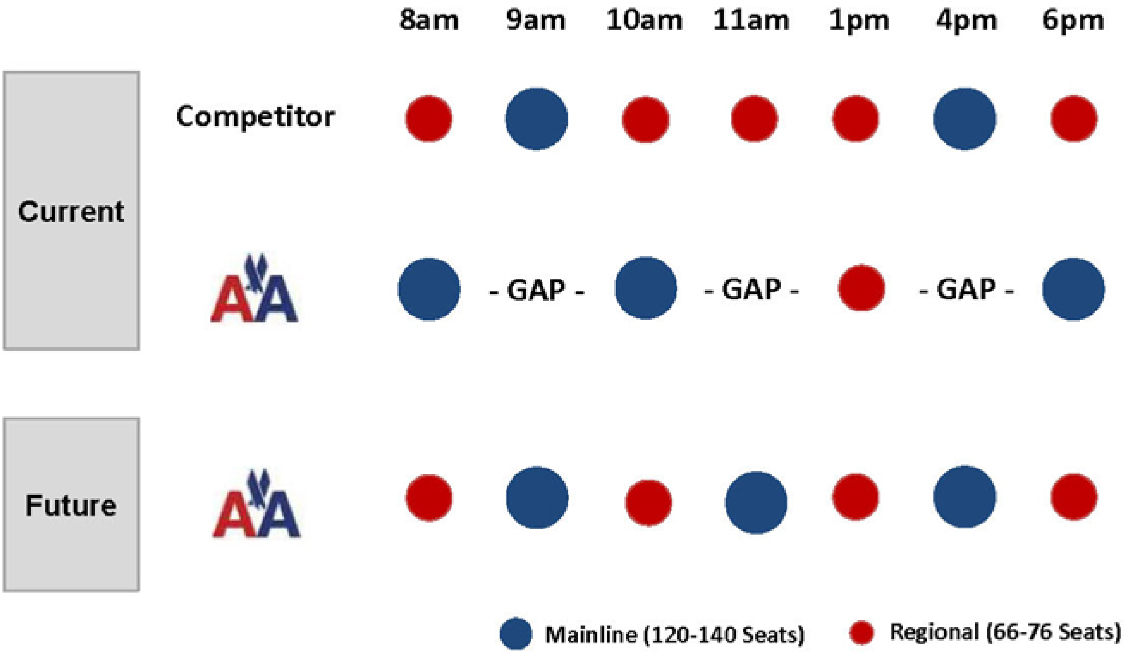
American will have the youngest fleet in the industry



Source: ACAS November 2012, Company Analysis

Regional flying will increase to improve connectivity

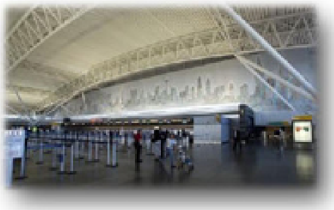
- Increasing regional capacity will allow American to increase frequency, with lower total capacity, at comparable costs
  - Regional flying grows to level proven successful and sustainable by United and Delta



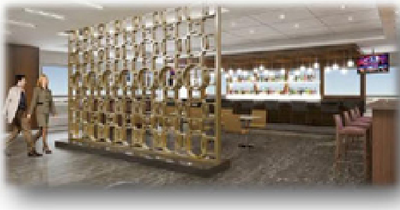
Fleet and Facilities

American's premium facilities further elevate the total travel experience

- American works with airport partners to provide passengers with the world-class amenities and services they value
  - New terminals at DFW, JFK and Miami



  - 37 Admirals Club and 4 Flagship lounges feature offer a professional environment, personalized service and exceptional amenities to make the travel experience more relaxing and productive



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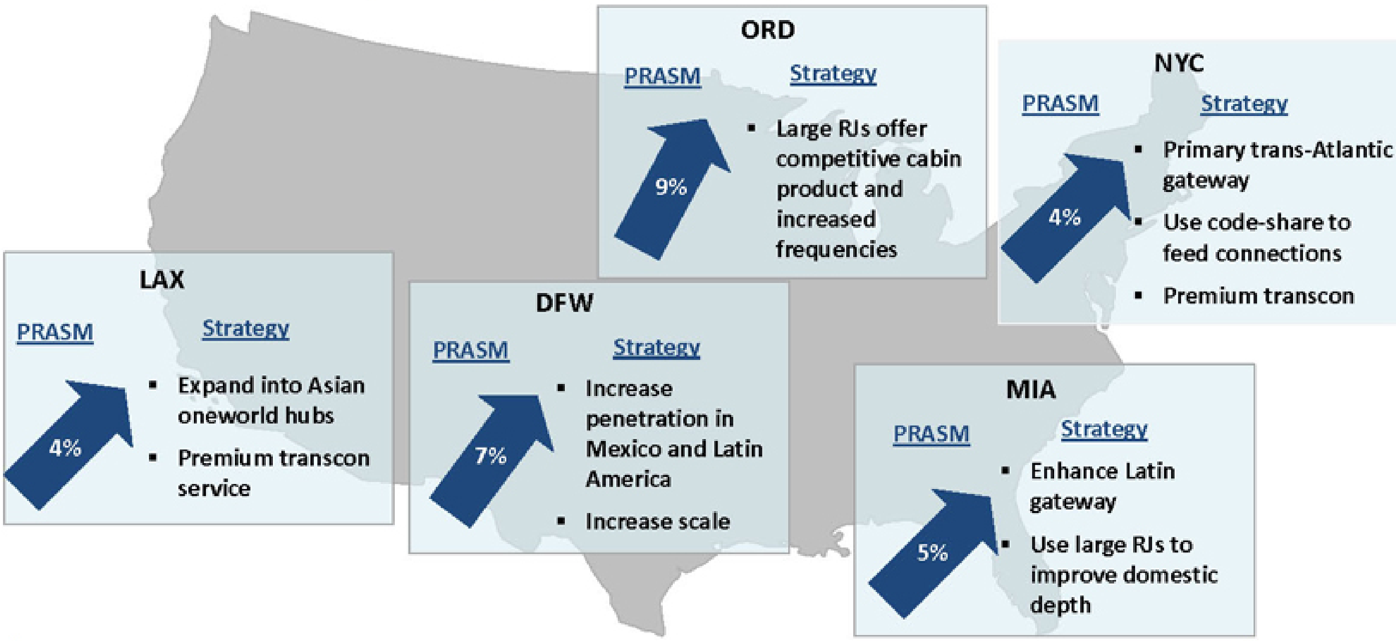
The strategy is working in each of our hubs…

- Unit revenue growth has been strong across all five hubs, and growth is expected to continue
- Domestic unit revenue grew 5.8% in the first eleven months of 2012

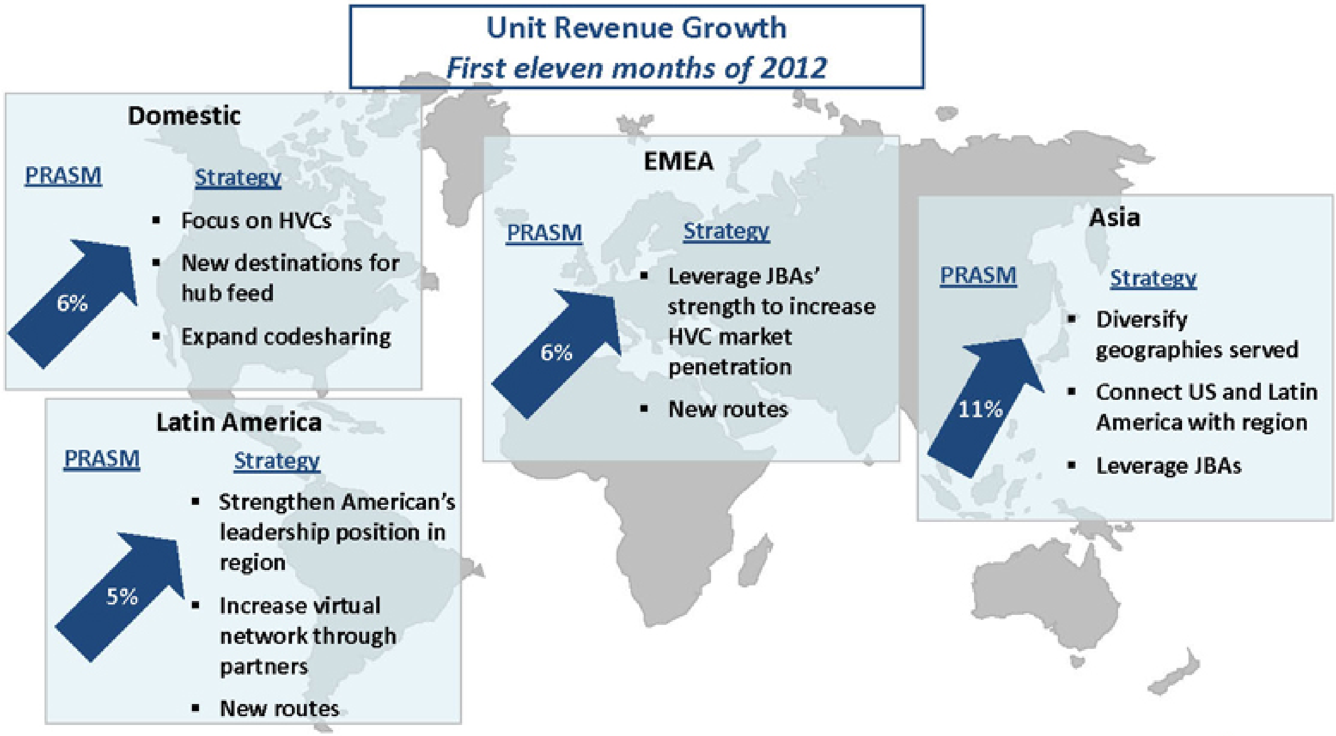
Hub Unit Revenue Growth
First eleven months of 2012



Source: Internal company report (Consolidated YTD November 2012 vs. YTD November 2011)

...and in each international region

- Unit revenue growth is robust in all four entities and reflects American's strengthening position in Asia and Latin America
- Unit revenue increased 6.2% in the first eleven months of 2012



Source: Internal company report (Mainline YTD November 2012 vs. YTD November 2011)

Conclusion

- New American: Preferred airline for investors
  - Best in class profitability
  - Strong capital structure
  - Operational flexibility to adapt as needed

- New American: Preferred airline for high value customers
  - Hubs in the right places and premier partners
  - Renewing and re-gauging our fleet
  - Leading products and services

- Our existing strategic assets combined with our restructured balance sheet and cost profile creates a long-term competitive advantage

Financial Summary

Summary Financial Projections

($ in millions)	2012E[1]	2013E[2]	2014E	2015E	2016E	2017E	CAGR '12E - '17E
Revenues	$24,798	$26,348	$27,559	$29,963	$31,807	$32,346	*5.5%*
Adjusted EBITDAR[3]	1,963	4,132	4,842	5,128	5,105	5,142	*21.2%*
% Margin	*7.9%*	*15.7%*	*17.6%*	*17.1%*	*16.1%*	*15.9%*	
Adjusted Net Income[4]	(228)	1,630	2,263	2,213	1,984	1,788	*n.m.*
% Margin	*(0.9%)*	*6.2%*	*8.2%*	*7.4%*	*6.2%*	*5.5%*	
Consolidated Operating Statistics:							
Available Seat Miles (bn)	166.0	168.2	172.8	185.3	194.7	197.2	*3.5%*
Pax Rev per Available Seat Mile (¢)	13.01	13.53	13.80	14.01	14.15	14.21	*1.8%*
CASM Ex-Fuel and Special Items (¢)	9.43	8.96	9.20	9.53	10.01	10.35	*1.9%*
Fuel Price Per Gallon	$3.20	$3.17	$3.14	$3.14	$3.13	$3.11	
Cash Flow from Operations	$1,375	$2,204	$3,357	$3,666	$3,167	$2,967	*16.6%*
Net Capex[5]	(492)	(1,353)	(1,834)	(2,643)	(2,657)	(2,372)	
Balance Sheet Summary							
Unrestricted Cash	$3,884	$5,559	$6,791	$7,163	$6,060	$6,066	
% of Revenue	*15.7%*	*21.1%*	*24.6%*	*23.9%*	*19.1%*	*18.8%*	
Total Debt[6]	$8,530	$9,075	$8,784	$8,167	$6,575	$6,011	
Off Balance Sheet Debt[6]	210	425	313	313	313	313	
Capitalized Aircraft Rent[7]	3,805	5,432	7,027	8,767	10,276	11,943	
Adjusted Net Debt	$8,662	$9,374	$9,332	$10,085	$11,103	$12,200	
Adj. Net Debt / Adj. EBITDAR	4.4x	2.3x	1.9x	2.0x	2.2x	2.4x	

Notes
1. *Based on actuals from January – November and December forecast*
2. *Projected emergence date of April 30, 2013*
3. *Adjusted to exclude bankruptcy and special items of ($149m) in 2012 and $103m in 2013*
4. *Adjusted to exclude bankruptcy and special items of ($134m) in 2012 and $163m in 2013*
5. *Capex less sale leaseback proceeds*
6. *2012 values net of $1.9B and $1.3B, respectively, in liabilities subject to compromise*
7. *Represents LTM mainline aircraft rent capitalized at 7x*

Projected Consolidated Statements of Operations (1)

($ in millions)	2012E(2)	2013E(3)	2014E	2015E	2016E	2017E
	Years ending December 31,					
Operating Revenue:						
Passenger Revenue	$21,601	$22,754	$23,840	$25,974	$27,557	$28,038
Other Revenue	3,196	3,594	3,720	3,989	4,250	4,308
Total Operating Revenue	**$24,798**	**$26,348**	**$27,559**	**$29,963**	**$31,807**	**$32,346**
Operating Expenses						
Aircraft Fuel & Taxes	$8,739	$8,871	$8,816	$9,446	$9,807	$9,715
Salaries and Benefits	6,882	5,619	5,763	6,418	7,139	7,355
Maintenance, Materials & Repairs	1,401	1,628	1,613	1,753	1,863	1,790
Food and Service	532	567	598	659	704	727
Other Rentals and Landing Fees	1,321	1,356	1,466	1,650	1,807	1,906
Depreciation and Amortization	1,023	959	986	1,027	1,120	1,222
Aircraft Rentals	550	844	1,190	1,625	1,998	2,320
Special Charges	(149)	103	–	–	–	–
Other operating expenses	3,951	4,108	4,276	4,537	4,853	5,097
Total Operating Expenses	**$24,251**	**$24,053**	**$24,707**	**$27,114**	**$29,290**	**$30,132**
Operating Earnings	**$547**	**$2,295**	**$2,852**	**$2,848**	**$2,517**	**$2,214**
Other Income / (Expense)						
Net Interest Expense	($641)	($713)	($564)	($541)	($459)	($346)
Other	6	(114)	(25)	(94)	(74)	(79)
Total Other Income / (Expense)	**($635)**	**($828)**	**($589)**	**($636)**	**($534)**	**($425)**
Pretax Income	**($89)**	**$1,467**	**$2,263**	**$2,213**	**$1,984**	**$1,788**
Income Taxes	(5)	–	–	–	–	–
Net Income	**($93)**	**$1,467**	**$2,263**	**$2,213**	**$1,984**	**$1,788**

Notes
1. *Exclude bankruptcy and special items and does not reflect fresh start accounting*
2. *Based on actuals from January - November and December forecast*
3. *Projected emergence date of April 30, 2013*

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Projected Consolidated Balance Sheets (1)

($ in millions)	Years ending December 31,					
	2012E(2)	2013E(3)	2014E	2015E	2016E	2017E
Current Assets						
Cash and ST Investments	$4,733	$6,097	$7,279	$7,650	$6,548	$6,554
Other current assets	2,130	2,276	2,370	2,507	2,562	2,595
Total Current Assets	$6,863	$8,372	$9,648	$10,158	$9,110	$9,149
Flight and Other Equipment, Net	$13,622	$14,005	$14,868	$16,487	$18,014	$19,166
Intangibles, Routes, Slots and Gates	871	871	871	871	871	871
Other Non-Current Assets	2,053	2,053	2,053	2,053	2,053	2,053
Total Assets	**$23,409**	**$25,302**	**$27,441**	**$29,569**	**$30,048**	**$31,240**
Current Liabilities						
Accounts Payable	$1,183	$1,315	$1,334	$1,500	$1,599	$1,641
Accrued Liabilities	2,178	2,243	2,346	2,668	2,794	2,890
Air Traffic Liability	4,236	4,315	4,598	4,787	4,836	4,836
Total Current Liabilities	$7,597	$7,873	$8,279	$8,955	$9,229	$9,366
Debt and Capital Leases(4)	$8,530	$9,075	$8,784	$8,167	$6,575	$6,011
Pension and Post-Retirement Benefits(5)	$6,781	$6,242	$6,022	$5,804	$5,572	$5,317
Other Liabilities, Deferred Gains & Credits	1,580	1,715	1,832	1,940	2,017	2,123
Total Liabilities	**$24,489**	**$24,906**	**$24,917**	**$24,866**	**$23,393**	**$22,816**
Shareholders' Equity(6)	**(1,080)**	**396**	**2,524**	**4,703**	**6,655**	**8,423**
Total Liabilities and Shareholders' Equity	**$23,409**	**$25,302**	**$27,441**	**$29,569**	**$30,048**	**$31,240**

Notes
1. *Exclude bankruptcy and special items and does not reflect fresh start accounting*
2. *Based on actuals from January - November and December forecast*
3. *Projected emergence date of April 30, 2013*
4. *2012 net of $1.9B in liabilities subject to compromise*
5. *Assumes termination of post retirement benefits*
6. *For purposes of the Consolidated Financial Projections, no value has been ascribed to the common equity of the Reorganized Debtors*

Projected Consolidated Statements of Cash Flows (1)

($ in millions)	Years ending December 31, 2012E(2)	2013E(3)	2014E	2015E	2016E	2017E
Cash Flows From Operating Activities:						
Net Income (Loss)	($93)	$1,467	$2,263	$2,213	$1,984	$1,788
Depreciation	1,023	959	986	1,027	1,120	1,222
Special Charges	(100)	100	–	–	–	–
Pension Expense (Addback)(4)	663	(85)	(134)	(151)	(171)	(187)
Pension Funding(4)	(271)	(433)	(88)	(68)	(63)	(68)
Working Capital	339	(90)	312	538	220	103
Other, Net	(185)	287	18	107	77	108
Net Cash Provided by Operating Activities	**$1,375**	**$2,204**	**$3,357**	**$3,666**	**$3,167**	**$2,967**
Cash Flows From Investing Activities:						
Capital Expenditures, Net of Sale-Leaseback Proceeds	($492)	($1,353)	($1,834)	($2,643)	($2,657)	($2,372)
Other	(47)	(7)	(48)	(32)	(16)	(23)
Net Cash Provided by Investing Activities	**($538)**	**($1,360)**	**($1,881)**	**($2,674)**	**($2,673)**	**($2,394)**
Cash Flows From Financing Activities:						
Payments on Long-Term Debt and Capital Leases	($1,259)	($2,636)	($938)	($834)	($1,811)	($567)
Issuance of Long-Term Debt	268	3,155	644	215	215	–
Other	148	–	–	–	–	–
Net Cash Provided by Financing Activities	**($843)**	**$520**	**($294)**	**($619)**	**($1,597)**	**($567)**
Net Increase (Decrease) in Cash	**($7)**	**$1,364**	**$1,182**	**$372**	**($1,103)**	**$6**
Beginning Cash Balance	**$4,739**	**$4,733**	**$6,097**	**$7,279**	**$7,650**	**$6,548**
Change in Cash	(7)	1,364	1,182	372	(1,103)	6
Ending Cash Balance	**$4,733**	**$6,097**	**$7,279**	**$7,650**	**$6,548**	**$6,554**

Notes
1. *Exclude bankruptcy and special items and does not reflect fresh start accounting*
2. *Based on actuals from January - November and December forecast*
3. *Projected emergence date of April 30, 2013*
4. *Assumes termination of medical benefits for retirees*

Relative 2012 Performance adjusted for expected 2013 improvements

January through September 2012 performance

	AA					
	Actual Results	With 2013 Cost Benefits	With 2013 Cost and Revenue Benefits	US Airways	United	Delta
EBITDAR	1,612	2,753	2,947	1,424	3,272	3,498
Margin	8.5%	14.6%	15.3%	13.5%	11.5%	12.5%
Operating Income	432	1,581	1,774	759	1,388	2,124
Margin	2.3%	8.4%	9.2%	7.2%	4.9%	7.6%
Pre-Tax Income	(39)	1,078	1,272	492	792	1,326
Margin	-0.2%	5.7%	6.6%	4.7%	2.8%	4.7%

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January 8, 2013

Discussion materials: synergies

Forward-looking statements

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Revenue synergies

- **Revenue synergies include:**
  - Network scale: enhanced spoke presence, passenger mix, and alliance partner benefits
  - Network optimization: flight frequency, flight timing, connectivity, gauge and reallocation of flights
  - Corporate travel: enhanced share of corporate travel that exceeds the base network scale share
  - Frequent flier: revenue driven by enhanced program penetration

- **Revenue synergies phase in over 3 years and reach approximately $800 million in year 3**

($ in millions)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Thereafter
Net revenue synergies	$320	$710	$780	$750	$720	$720	$720

Source: *AMR mgmt synergy estimates as of 1/8/13*

Cost synergies and labor dis-synergies

- **Year 3 cost synergies of approximately $500 million**
  - Management: Benefits from rationalization of overlapping management positions
  - Information Technology: Consolidating and reducing IT projects and services
  - Facilities: Rationalize headquarters and optimize footprint at common stations and associated utilities savings
  - Other: Scale benefit in purchasing materials and airport services, advertising

($ in millions)	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Thereafter**
Cost synergies	$200	$400	$490	$560	$590	$590	$590

- **The cost synergies will be offset by increased labor costs as a result of harmonizing American and US Air workforces**

Source: *AMR mgmt synergy estimates as of 1/8/13*

One time costs

- **Total one time costs of $1.3 billion**
  - Integration to be completed in 3-4 years with majority of integration costs in years 1 and 2
  - Costs driven primarily by aircraft and facility standardization but also include integration of IT systems, training and relocation of employees

($ in billions)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Thereafter
Total one-time costs(1)	$1.3						
One-time cost timing	0.6	0.5	0.2	0.1	–	–	–

Source: *AMR mgmt synergy estimates as of 1/8/13*
Note
(1) Total one-time costs do not equal sum of annual one-time cost amounts due to rounding

Synergy summary

($ in billions)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Thereafter
Net revenue synergies	$0.3	$0.7	$0.8	$0.8	$0.7	$0.7	$0.7
Cost synergies	0.2	0.4	0.5	0.6	0.6	0.6	0.6
Labor dis- synergies (6 years) (1)	(0.5)	(0.5)	(0.5)	(0.9)	(1.0)	(1.0)	–
Total net synergies	0.1	0.7	0.8	0.4	0.3	0.3	$1.3
Total one-time costs (2)	$1.3						
One-time cost timing	0.6	0.5	0.2	0.1	–	–	–

Source: *AMR mgmt synergy estimates as of 1/8/13*
Notes
(1) Labor dis-synergies net of profit sharing
(2) Total one-time costs do not equal sum of annual one-time cost amounts due to rounding

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January 8, 2013

Discussion materials: Claims

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AMR et al. Preliminary Estimate of Claims by Corporate Group [1]

In millions

	Class	AMR	AA	Eagle	Total
Administrative claims	Professional fees and expenses [2]	$35	$35	$35	**$105**
	503(b)(9) claims	$0	$30	$3	**$33**
	Post-Petition Pension Payment	$0	$45	$0	**$45**
	Cure claims (assumed executory contracts)	$0	$90	$13	**$104**
Priority claims	Tax claims	$0	$0	$0	**$0**
	Non-tax claims (incl. pension payment)	$0	$227	$0	**$227**
Secured claims	Non-tax exempt debt	$0	$7,516	$0	**$7,516**
	Tax exempt	$0	$1,743	$0	**$1,743**
Unsecured claims [3]	Funded debt (incl. unsecured tax exempt)	$851	$1,656	$0	**$2,507**
	Aircraft lease rejection/restructured claims (1110) (incl. BNDES)	$0	$2,421	$0	**$2,421**
	Pre-petition accounts payable	$0	$85	$15	**$100**
	1113 claim (American Eagle Unions)	$0	$32	$0	**$32**
	1114 claim (OPEB), if any	TBD	TBD	TBD	**TBD**
	Executory contracts (non-aircraft rejection claims)	$0	$26	$0	**$26**
	Guarantees of funded debt (incl. BNDES)	$2,033	$851	$0	**$2,884**
	Intercompany claims (payable to AMR)	$0	$2,438	$0	**$2,438**
	Intercompany claims (payable to AA)	$60	$0	$21	**$81**
	Intercompany claims (payable to Eagle)	$0	$320	$0	**$320**
	Other	$0	$80	$3	**$83**

1 Claims to be addressed under Plan of Reorganization; Debtor legal entities roll up to one of three Corporate Groups; Assumes emergence date of April 30, 2013
2 Allocation of fees and expenses among Corporate Groups is preliminary and subject to material change
3 Figures do not take into account equity of reorganized entity to be distributed to AA unions pursuant to court-approved settlements

January 15, 2013

American's International Strategy: Network and Partnerships

Forward Looking Statements

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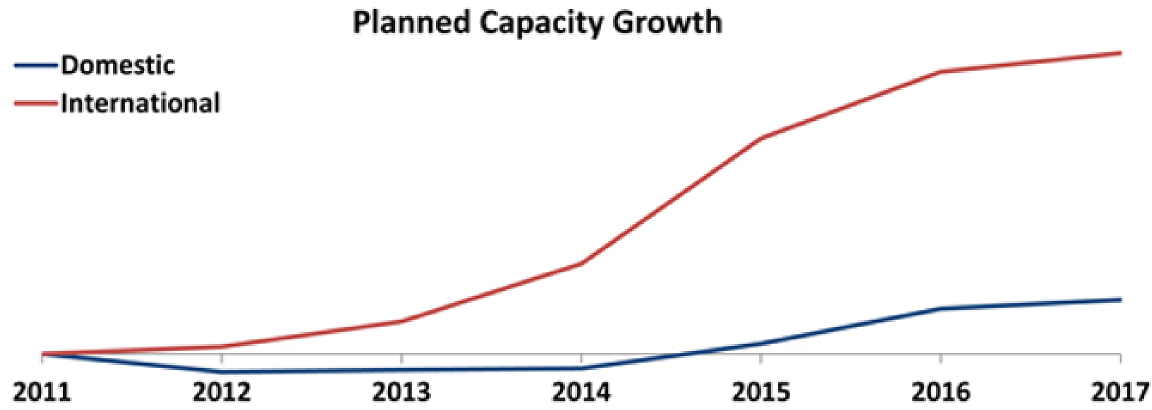
American will build an even stronger international network

- A critical element of the strategy is to continue to further strengthen our international operations by . . .
  - . . . Growing the size of our international operations
  - . . . Growing the number and depth of our partnerships
- American has a strong foundation and is well-positioned to take advantage of International growth



American has always recognized the importance of a global network

American Airlines International Launch/Expansion

1942	1970	1982	1987	1990s	2000s
MEXICO	CARIBBEAN	LONDON	JAPAN	LATIN	CHINA

MEXICO: American operates 390 flights per week to 18 cities in Mexico

CARIBBEAN: American has more departures than any other U.S. carrier in the Caribbean with 450 flights per week to 29 cities

LONDON: American has the largest Heathrow operation of any non-U.K. carrier

JAPAN: American now serves Tokyo from 4 of its 5 hubs and has service to Narita and Haneda

LATIN: American offers more flights to more destinations in Latin America than any airline with 450 flights per week to 33 cities

American is the #1 airline by revenue from 35 Latin American countries to the U.S.

CHINA: American serves Beijing and Shanghai daily

TODAY

Sources: American's operational stats: American network plan (average weekly departures planned for 2013); Diio; DB1B

Contents

- **American has a comprehensive international operation**

- American is well-positioned to take advantage of the increasing demand for international travel

- Industry-leading partnerships are the hallmark of American's international growth plan

- A highly experienced and multinational organization continues to lead this very complex aspect of American's business

American has 2,000 weekly departures to 100 international cities

Europe

12 Destinations
220+ Departures per Week

- London-Heathrow
- Paris-De Gaulle
- Madrid
- Manchester
- Barcelona
- Rome-Da Vinci
- Dublin
- Milan-Malpensa
- Frankfurt
- Zurich
- Duesseldorf
- Helsinki

Canada

6 Destinations
350+ Departures per Week

- Toronto
- Montreal-PET
- Ottawa
- Calgary
- Vancouver
- Kitchener

Asia

5 Destinations
60 Departures per Week

- Tokyo-Narita
- Shanghai
- Tokyo-Haneda
- Beijing
- Seoul

Central America

10 Destinations
170+ Departures per Week

- San Jose
- Guatemala City
- Panama City
- Belize City
- Managua
- San Pedro Sula
- San Salvador
- Liberia
- Tegucigalpa
- Roatan

South America

20 Destinations
290+ Departures per Week

- Sao Paulo-Guarulhos
- Caracas
- Buenos Aires
- Rio De Janeiro
- Lima
- Bogota
- Santiago
- Quito
- Guayaquil
- Maracaibo
- Cali
- Montevideo
- La Paz
- Manaus
- Medellin
- Brasilia
- Belo Horizonte
- Recife
- Salvador
- Asuncion

Caribbean

29 Destinations
540+ Departures per Week

- Nassau
- Santo Domingo
- Port Au Prince
- Punta Cana
- Montego Bay
- Tortola
- Freeport
- Barbados
- Grand Cayman Island
- Kingston
- St. Maarten
- Antigua
- St. Kitts
- Santiago
- Providenciales
- Bermuda
- Curacao
- Aruba
- Port Of Spain
- George Town
- Pointe A Pitre
- Fort De France
- Marsh Harbour
- North Eleuthera
- Dominica
- St. Lucia-Vieux Fort
- Puerto Plata
- La Romana
- Grenada

Mexico

18 Destinations
380+ Departures per Week

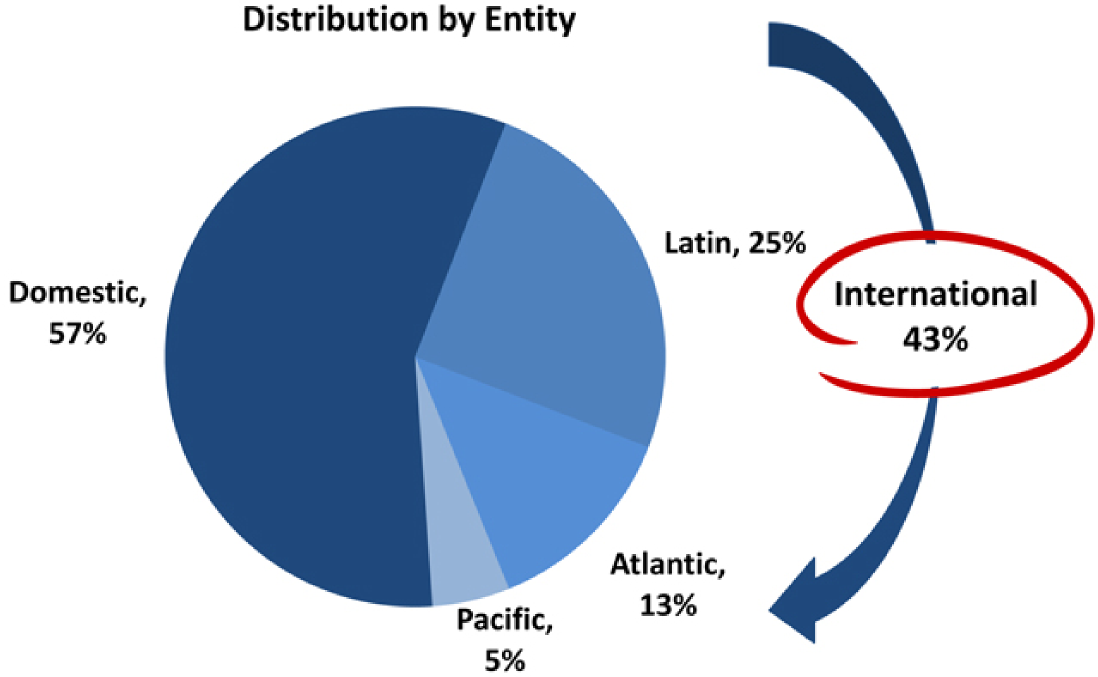
- Cancun
- Mexico City
- San Jose Cabo
- Monterrey
- Guadalajara
- Leon/Guanajuato
- San Luis Potosi
- Queretaro
- Aguascalientes
- Chihuahua
- Torreon
- Puerto Vallarta
- Cozumel
- Morelia
- Puebla
- Veracruz
- Mazatlan
- Ixtapa/Zihuatanejo

Source: Innovata schedule data for 2013 as of January 14, 2013

American's drives significant revenue from international

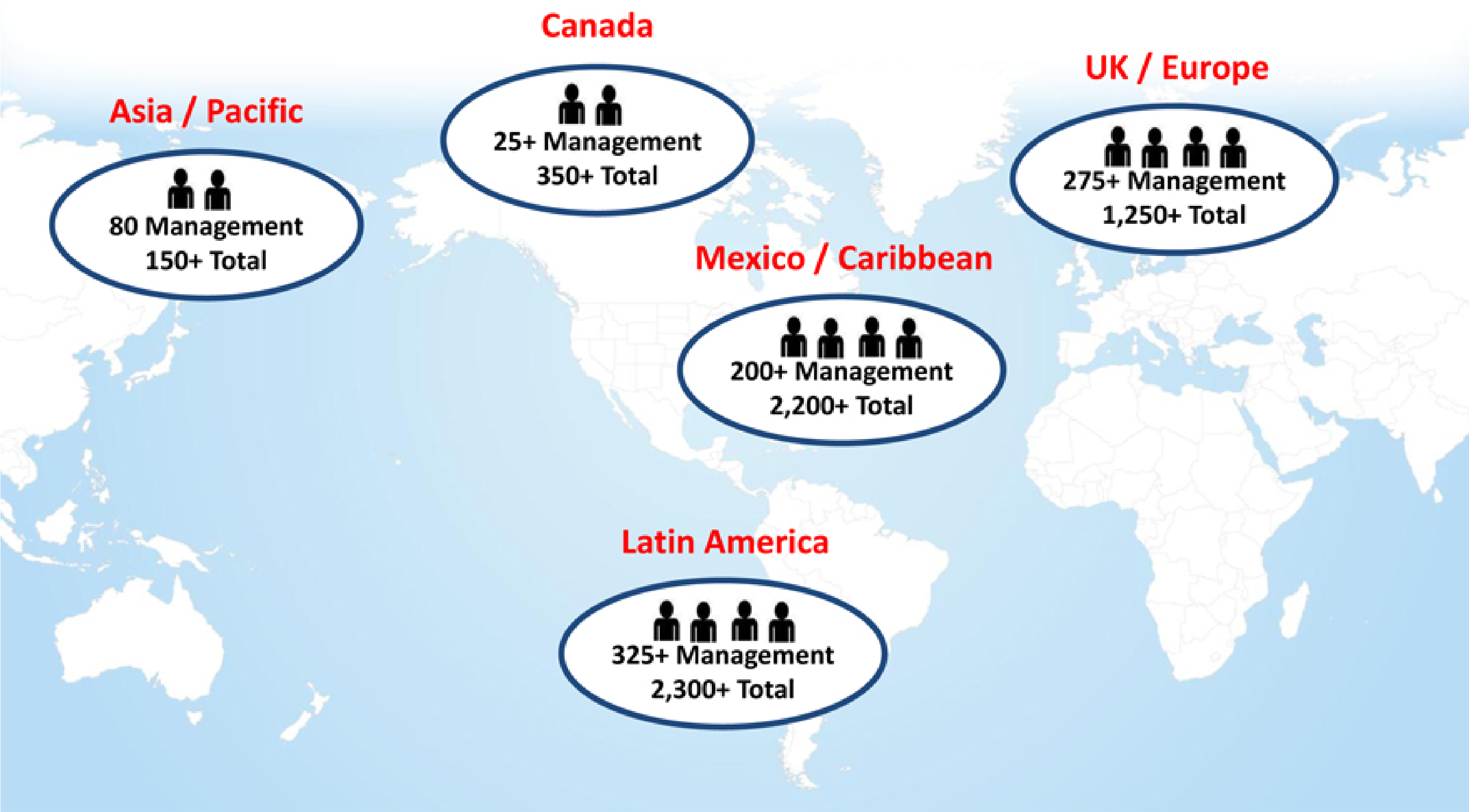
- International business has always been at the core of American's business, and provides a substantial percentage of revenue today

American's Mainline Passenger Revenue Distribution by Entity



Source: Company Analysis

It takes significant resources to manage the international network…



…as well as significant investment in facilities

- American Airlines serves over 100 international airports, has 11 international Admirals Clubs and nearly 100 international ticket sales offices

Contents

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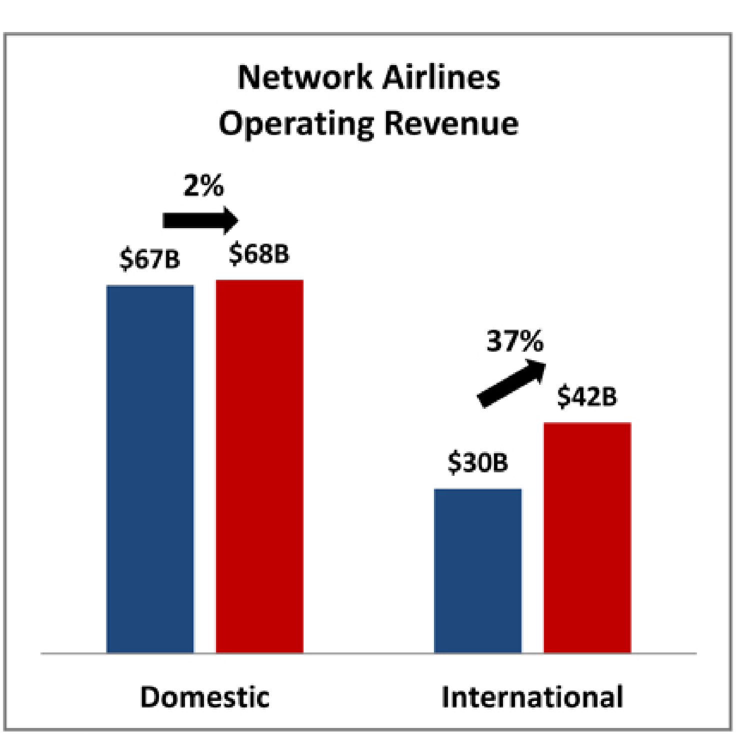
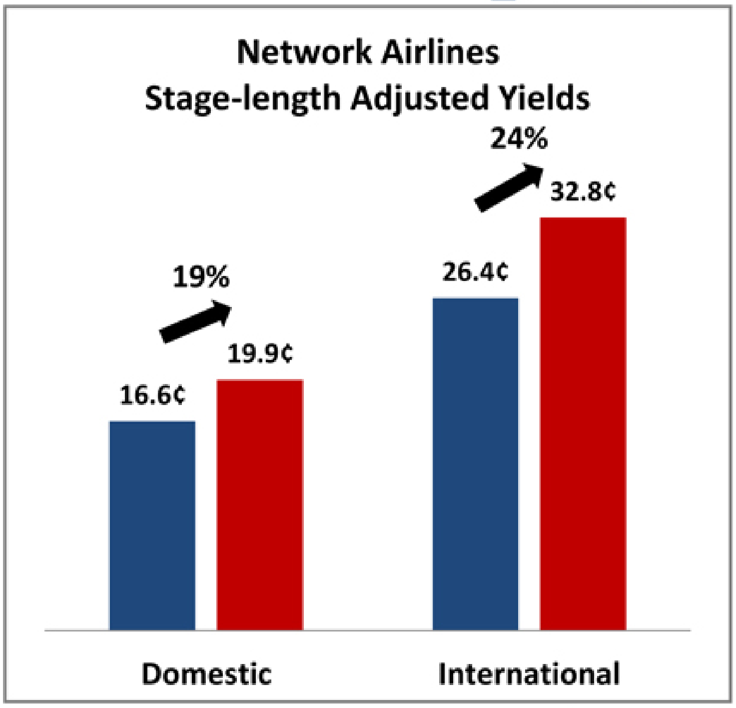
Industry increasingly shifting focus to higher yield international business

- Legacy airlines grew their international revenues by more than 35% between 2006 and 2011
- International yields for major carriers outperformed domestic yields in the same period





Source: Form 41

American's fleet investment enables international growth

- American's dedicated international fleet will grow 23% by YE 2017

Planned International Aircraft

	2012	2013	2014	2015	2016	2017
Boeing 757 International	20	20	20	20	20	20
Boeing 767-300s	58	58	58	58	43	33
Boeing 777s	49	57	63	65	62	62
Boeing 787s	0	0	2	13	26	41
Total	127	135	143	156	151	156

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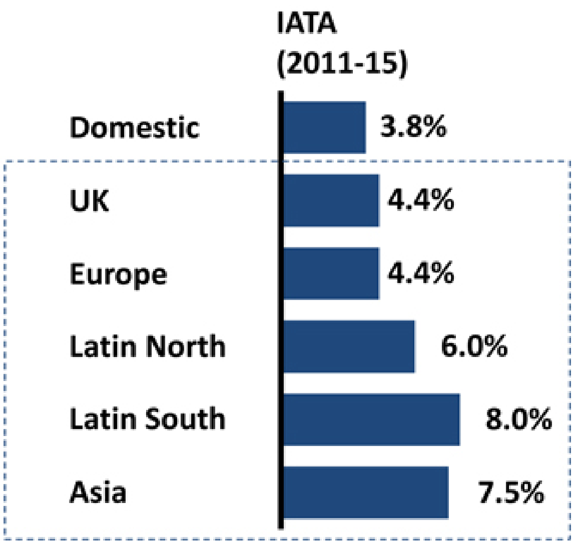
American will capitalize on high growth international markets

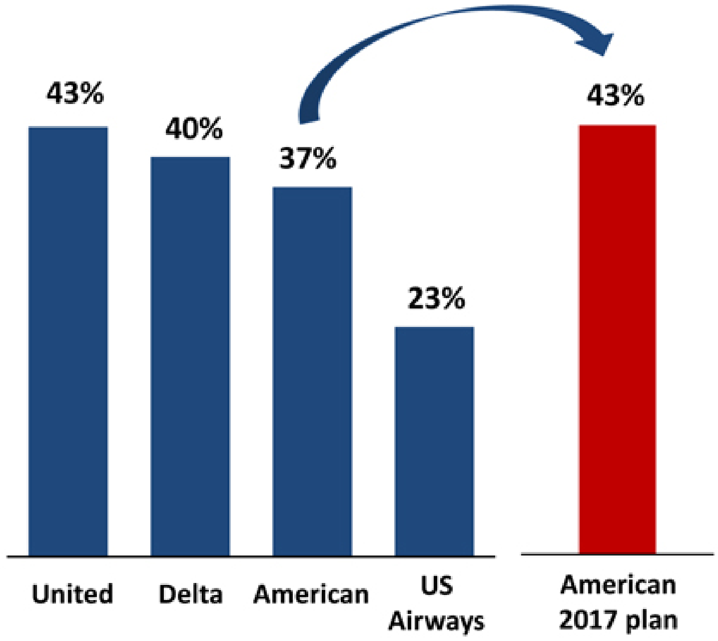
Demand Forecast



Higher growth is projected in all international regions

2012 International Capacity

Percent of Mainline ASMs



American has either started or announced many new routes this year

- In 2012, American added and announced a number of new routes, including Dallas to Seoul, South Korea, Chicago to Dusseldorf, Germany and Miami to Manaus, Brazil

New/Planned Routes (2012-2013)
Increased Frequency (2012-2013)

Contents

- American has a comprehensive international operation
- American is well-positioned to take advantage of the increasing demand for international travel
- **Industry-leading partnerships are the hallmark of American's international growth plan**
- A highly experienced and multinational organization continues to lead this very complex aspect of American's business

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Our partners provide our high value customers a more expansive global network

CURRENT & ANNOUNCED PARTNERS

Over 280 codeshare cities and over 520 routes
1,800+ departures per day

Partnerships enable international growth for airlines

- Partnerships solve a number of constraints that limit organic international expansion

Fleet

- Increase the number of long-haul aircraft available

Facilities/Slots

- Provide access to lucrative facility or slot constrained markets

Market Knowledge

- Share local market knowledge and relationships

Cost Efficiencies

- Allow efficient expansion with limited investment in facilities and staff

Capacity Discipline

- Provide incremental capacity while maintaining supply/demand balance

Partnerships come in various forms

	Interline	Codeshare	Alliance	Joint Business
Through-ticketing and check-in	◑	●	●	●
Place code on flights	○	●	●	●
Loyalty program alignment	○	◑	●	●
Facility coordination	○	◑	●	●
Network / schedule coordination	○	◑	●	●
Integrated marketing and sales	○	○	◑	●
Coordinated pricing	○	○	○	●
Revenue and cost sharing	○	○	○	●
Number of partners (YE 2011)	**120**	**22**	**11**	**4**

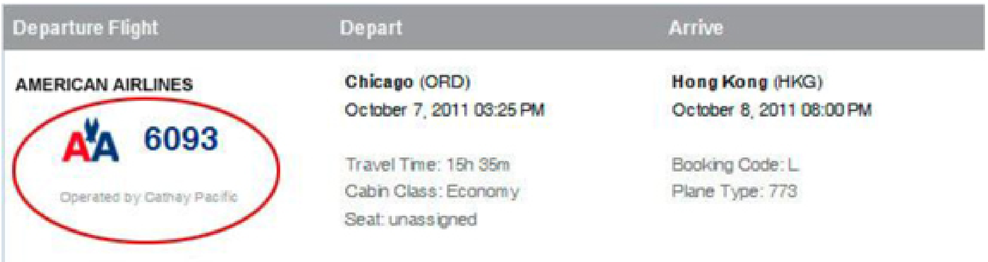
INCREASE IN VALUE

INCREASE IN COMPLEXITY

While codesharing provides valuable benefits for customers…

Codeshare Benefits

Broader network	Codeshares provide customers more destinations around the world
Customer experience	Codeshare provide customers with a seamless travel experience throughout the customer journey ▪ Reserve and ticket an itinerary all in one place ▪ Check baggage and obtain a boarding pass to final destination ▪ Easier flight connections due to better coordination of schedule
Frequent flyer benefits	Frequent flyer benefits are extended to customers traveling on partner airlines, with more ways to earn and redeem miles



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oneworld

…Alliances offer even more customer value

oneworld Benefits

	oneworld Benefits
Codeshare Benefits	Broader network
	Customer experience
	Frequent flyer benefits
Incremental Alliance Benefits	Global coverage
	Broader product offering
	More FFP rewards & recognition
	More lounges and smoother transfers
	Greater support

Alliances allow each carrier to offer services beyond what any individual carrier can provide by itself

- Access to more destinations across a significant number of airlines
- Innovative, flexible and attractively priced alliance fares and sales products
- Top tier frequent flyers enjoy all of the privileges to which their status entitles them across all airlines
- Members of an alliance airline's frequent flyer program can earn and redeem miles on eligible flights
- Access to a network of airport lounges

oneworld

American: A founding member of **one**world Alliance

- As one of the founding members in 1999, American has been instrumental in the direction of **one**world
  - AMR's CEO and Chairman, Tom Horton, is also the Chairman of **one**world

oneworld

American is oneworld's largest member

Carrier Size and Rank by ASM

	#1	#2	#3	#4	#5
oneworld	American Airlines	British Airways / Iberia	Cathay Pacific	Qantas	JAL Japan Airlines
	28%	23%	12%	10%	8%
Star Alliance	United	Lufthansa	US Airways	Singapore Airlines	Air China
	21%	14%	8%	7%	6%
SkyTeam	Delta	Air France / KLM	中国南方航空 China Southern	中國東方航空 China Eastern	Korean Air
	28%	20%	10%	9%	7%

Source: Rankings based on YE 3Q 2013 Scheduled ASMs, Diio

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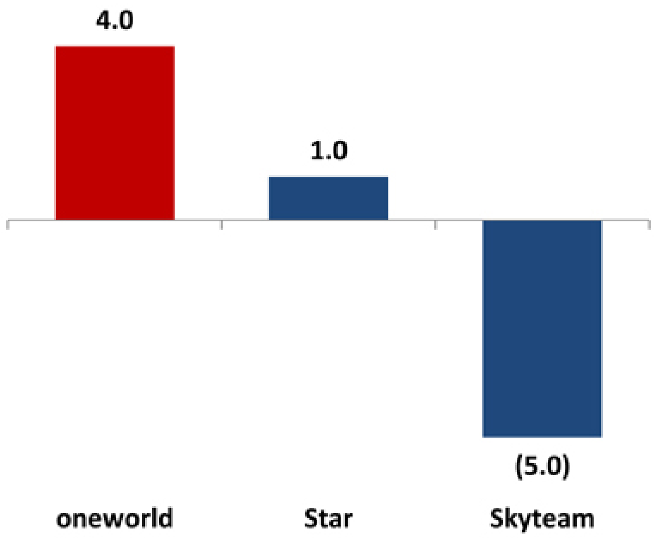
oneworld

oneworld: preferred alliance for High Value Customers

- Outsized revenue share demonstrates **one**world's positioning as the premium global alliance and its resonance with High Value Customers

Largest Worldwide Premium Markets
International Premium Passengers Per Day Each Way

Revenue Premium
versus Seat Share (pts)
Top 100 global cities



oneworld Data Source: IATA Airport-IS, 12 months ended July 2012, includes members-elect . Top 100 cities from Mastercard study

Joint Business Agreements

Joint Businesses provide the most customer benefits

Codeshare Benefits	oneworld Benefits	
Broader network	Global coverage	Broader product offering
Customer experience	More lounges and smoother transfers	
Frequent flyer benefits	More rewards & recognition	Greater customer support

In addition to codeshare and oneworld member benefits, joint business agreements provide customers the following incremental benefits

Coordinated schedules	Greater convenience
Joint sales agreements	Corporate customers benefit across larger network
Superior product standards	Commitment to high standards of quality, service and safety
Seamless customer experience	Superior customer service integration
Frequent flyer program consistency	Consistent frequent flyer benefits and recognition

American's international network is bolstered by its three strategic global joint business agreements

- A joint business is a cooperative arrangement that allows for balanced growth across the carriers and mutually shared revenues, risk and reward
- Each carrier retains its separate brand, corporate identity and individual operations
- American established joint business agreements with:
  – British Airways and Iberia in 2010
  – Japan Airlines in 2011
  – Qantas in 2012

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- Industry-leading partnerships are the hallmark of American's international growth plan
- **A highly experienced and multinational organization continues to lead this very complex aspect of American's business**

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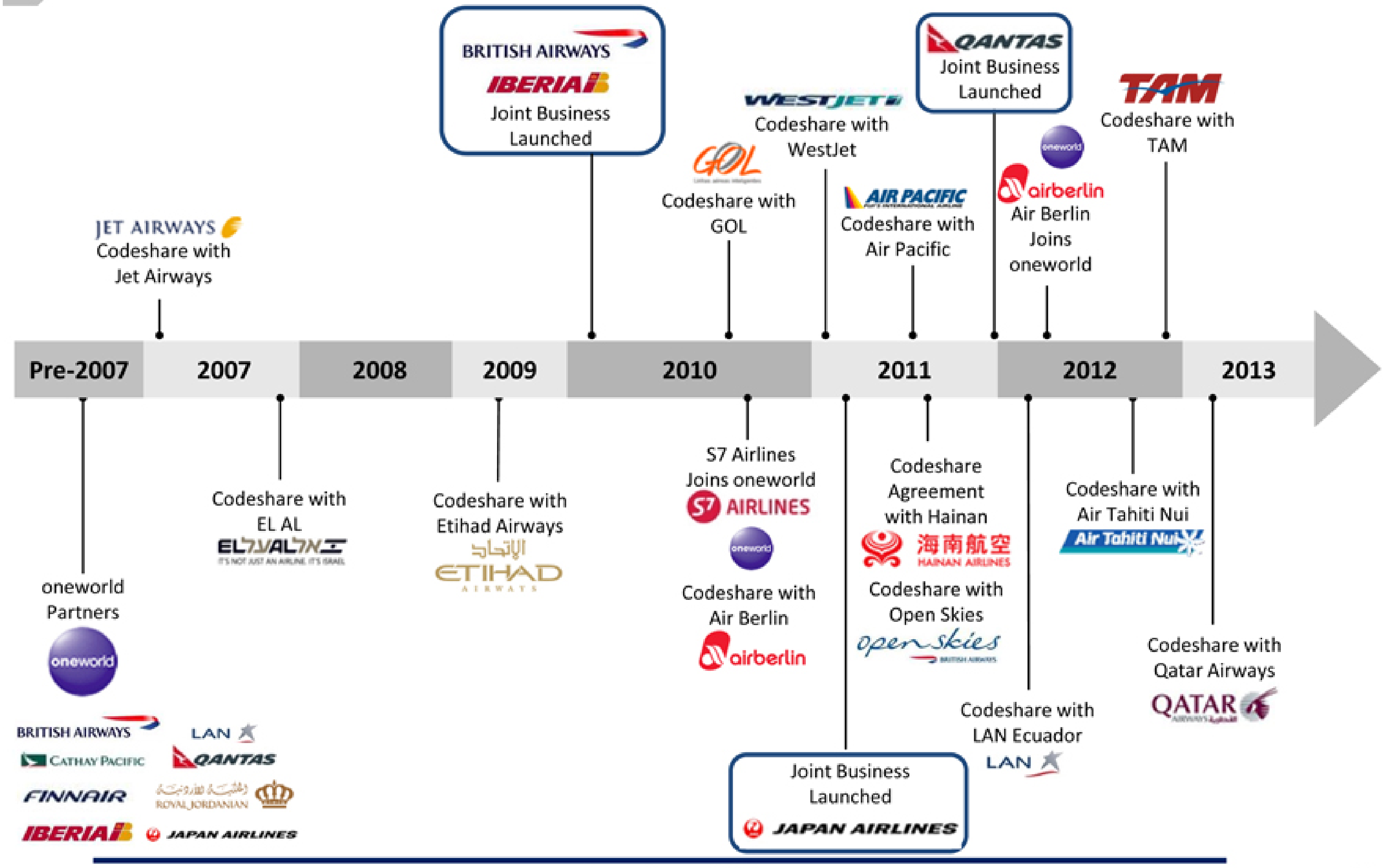
American has built many partnerships over the past several years



While implementing a codeshare requires coordination in various areas…

Scope	Define terms of agreement, including exclusivity, commission, routes, prorate, etc.
Regulatory	Coordinate various government approvals
System Testing	Determine technical requirements and test system processes
Sell	Place code on flights and coordinate marketing efforts

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. . . Implementing a Joint Business is more complex

- Unlike a codeshare, defining a fair financial settlement in a joint business that rewards airlines for jointly growing the joint business is more difficult yet critical

Metal neutrality	▪ **Promote neutrality regarding sales and pricing decisions**
Proportionality	▪ **Balanced growth for all parties**
Incentive alignment	▪ **Creates a framework for cooperation & optimal joint decisions** ▪ **Incentives for alignment of product/service**
Anti-Trust Immunity	▪ **Increased scrutiny from government officials**
Alignment of Product	▪ **Aligned pricing, sales and network strategy** ▪ **Co-location at airports and sales offices**
Fairness	▪ **Share the risk and reward of beneficial decisions** ▪ **Dis-incentive for damaging unilateral actions**

Managing a Joint Business also continues to be more resource-intensive after implementation

- For a joint business to be successful, carriers must be aligned on objectives and develop a financial mechanism that drives incentives to grow the joint business successfully

Alignment of Strategic Direction

- **Maintain a single view of key functions, including sales, marketing, schedules and pricing**
- **Allow for balanced growth**
- **Develop a complex financial structure to incentivize appropriate behavior to benefit all carriers jointly**

Alignment of Management Teams

- **Expedite critical decision-making**
- **Align motives and incentive programs**

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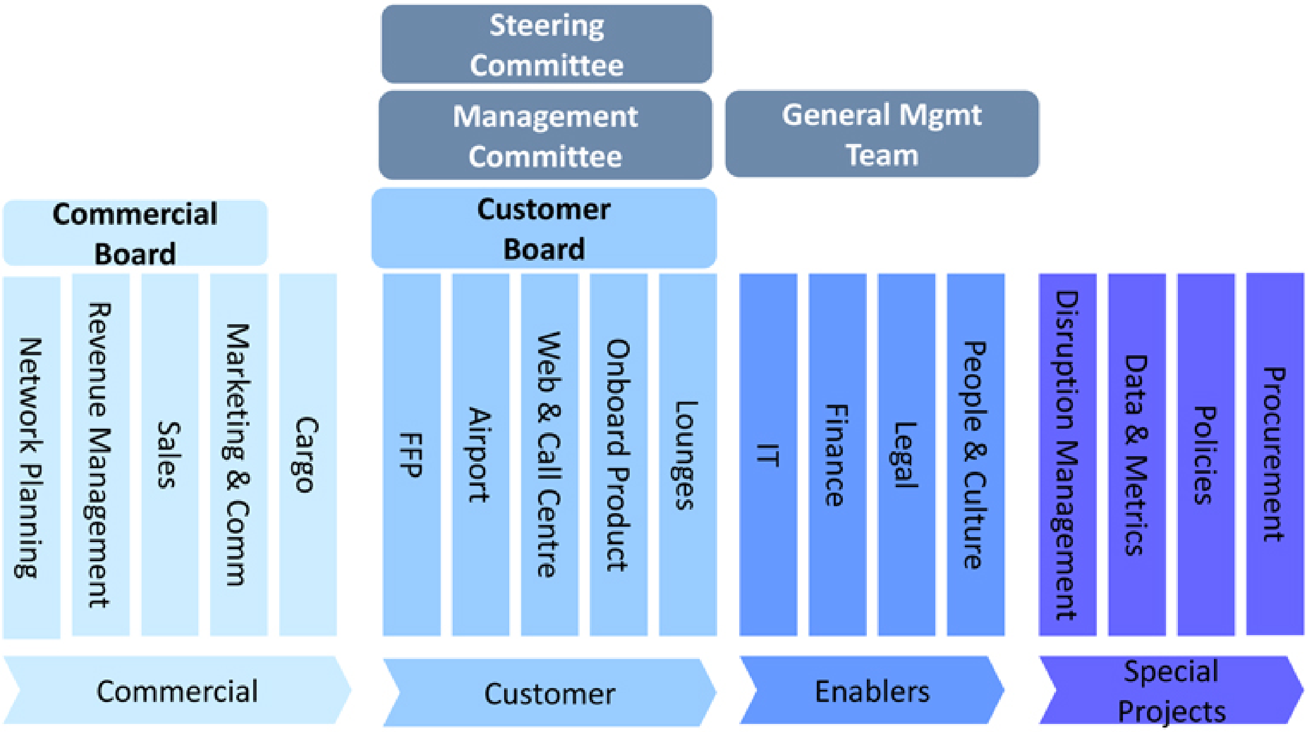
We have put together a governance structure to ensure success

- Developing a joint business governance structure helps expedite proper implementation



Maintaining a partnership's value is an iterative process

- Significant effort is put into implementing a partnership. To ensure long term success and durability, partnerships are contemplated in everyday decisions
- Beyond processes, it is essential to maintain and develop new personal and business relationships with our partners

Joint Business Agreements

When implemented successfully, the benefits from a joint business are rewarding

- Two years after implementation, the Atlantic Joint Business is showing strong results

Revenue +23%
Unit Revenue +10%

Capacity +11%

Premium Load Factor +4 points to 77.1%

Non-Premium Market Share +1.0 points

Premium Market Share +1.6 points

American's global network, coupled with the best partners, is positioned to capitalize on international growth

- American has a strong foundation and is well-positioned to take advantage of international growth
  - Significant revenue from international
  - A Latin America franchise unmatched by any carrier
  - A founding member of the most premium alliance
- American will continue to build complex partnerships that return the most value to stakeholders
- American's experienced multinational organization is ideally positioned to capitalize on international demand growth

($ in millions)	Actual 2011	Actual 4Q11	Actual YTD Sep-12	YE Sep 2012	YTD Sep 2012	4Q12 Projected	2012E	($ in millions)	2013E	2014E	2015E	2016E	2017E
Operating Earnings	($ 1,054)	($ 784)	$ 104	($ 681)	$ 104	$ 114	$ 218	Operating Earnings	$ 2,295	$ 2,852	$ 2,848	$ 2,517	$ 2,214
Plus: Depreciation	$ 1,086	$ 271	$ 777	$ 1,047	$ 777	$ 246	$ 1,023	Depreciation	$ 959	$ 986	$ 1,027	$ 1,120	$ 1,222
Plus: Mainline Aircraft Rent	$ 631	$ 172	$ 404	$ 575	$ 404	$ 139	$ 542	Mainline Aircraft Rent	$ 776	$ 1,004	$ 1,252	$ 1,468	$ 1,706
Plus: Special Items	$ 725	$ 725	$ 329	$ 1,054	$ 329	($ 149)	$ 179	Special Items	$ 103	$ 0	$ 0	$ 0	$ 0
Adjusted EBITDAR	1,388	383	1,612	1,995	1,612	350	1,963	Adjusted EBITDAR	4,132	4,842	5,128	5,105	5,142
Revenue	24,022	5,956	18,918	24,874	18,918	5,879	24,798	Revenue	26,348	27,559	29,963	31,807	32,346
EBITDAR Margin	*5.8%*	*6.4%*	*8.5%*	*8.1%*	*8.5%*	*5.9%*	*7.9%*	*EBITDAR Margin*	*15.7%*	*17.6%*	*17.1%*	*16.1%*	*15.9%*
Net Income	($ 1,979)	($1,095)	($ 2,139)	($ 3,234)	($ 2,139)	($ 50)	($ 2,189)	Net Income	$ 1,467	$ 2,263	$ 2,213	$ 1,984	$ 1,788
Plus: Reorganization Items	$ 118	$ 118	$ 1,767	$ 1,885	$ 1,767	$ 15	$ 1,782	Reorganization Items	$ 60	$ 0	$ 0	$ 0	$ 0
Plus: Special Items	$ 725	$ 725	$ 329	$ 1,054	$ 329	($ 149)	$ 179	Special Items	$ 103	$ 0	$ 0	$ 0	$ 0
Adjusted Net Income	($ 1,136)	($ 252)	($ 43)	($ 295)	($ 43)	($ 185)	($ 228)	Adjusted Net Income	1,630	2,263	2,213	1,984	1,788
Adj Net Income Margin	*(4.7%)*	*(4.2%)*	*(0.2%)*	*(1.2%)*	*(0.2%)*	*(3.1%)*	*(0.9%)*	*Adj Net Income Margin*	*6.2%*	*8.2%*	*7.4%*	*6.2%*	*5.5%*
Consolidated Operating Statistics:													
Available Seat Miles (bn)							166		168.2	172.8	185.3	194.7	197.2
Pax Rev per Available Seat Mile (¢)							13.01		13.53	13.8	14.01	14.15	14.21
CASM Ex-Fuel and Special Items (¢)							9.43		8.96	9.2	9.53	10.01	10.35
Fuel Price Per Gallon							$ 3.20		$ 3.17	$ 3.14	$ 3.14	$ 3.13	$ 3.11
Cash Flow from Operations							$ 1,375		$ 2,204	$ 3,357	$ 3,666	$ 3,167	$ 2,967
Net Capex[5]							-492		-1,353	-1,834	-2,643	-2,657	-2,372
Balance Sheet Summary													
Unrestricted Cash							$ 3,884		$ 5,559	$ 6,791	$ 7,163	$ 6,060	$ 6,066
% of Revenue							*15.70%*		*21.10%*	*24.60%*	*23.90%*	*19.10%*	*18.80%*
Total Debt[6]							$ 8,530		$ 9,075	$ 8,784	$ 8,167	$ 6,575	$ 6,011
Off Balance Sheet Debt[6]							210		425	313	313	313	313
Capitalized Aircraft Rent[7]							3,805		5,432	7,027	8,767	10,276	11,943
Adjusted Net Debt							$ 8,662		$ 9,374	$ 9,332	$ 10,085	$ 11,103	$ 12,200
Adj. Net Debt / Adj. EBITDAR							4.4x		2.3x	1.9x	2.0x	2.2x	2.4x

			From BPM		Op Earnings	546496.071		2294974.27	2852236.57	2848434.84	2517261.9	2213725.65
					Dep	1022742.25		958583.704	986154.306	1027025.59	1120237.95	1222031.08
					Rent	550159.795		843593.376	1189670.44	1624869.75	1998136.36	2319743.42
					Special Items	-149396.75		102540.316	0	0	0	0
					Reg Rent	6575.23587		67564.1208	185879.411	372428.213	530178.693	613581.9
					ML Rent	543584.56		776029.255	1003791.03	1252441.53	1467957.67	1706161.52
					Revenue	24797509.1		26347598.9	27559208.7	29962816.2	31807180	32345708.8
					Net Income			1467248.16	2263462.89	2212814.66	1983680.91	1788404.54
Adjusted Net Debt			7,832			**$8,662**	Adjusted Net Debt	**$ 9,374**	**$ 9,332**	**$ 10,085**	**$ 11,103**	12200
Adj Net Debt / EBITDAR			3.9			4.4	Adj Net Debt / EBITDAR	2.3	1.9	2.0	2.2	2.4

YE September 2012 Financials

($ Millions)	YE September 12
Long-Term Debt and Capital Leases	$ 8,033
Present Value of Operating Leases	4,026
Less: Unrestricted Cash and Short-Term Investments	$ (4,227)
Adjusted Net Debt	**$ 7,832**

($ in millions)	Actual 4Q11	Actual YTD Sep-12	YE Sep 2012
Operating Earnings	$ (784)	$ 104	$ (681)
Plus: Depreciation	$ 271	$ 777	$ 1,047
Plus: Mainline Aircraft Rent	$ 172	$ 404	$ 575
Plus: Special Items	$ 725	$ 329	$ 1,054
Adjusted EBITDAR	$ 383	$ 1,612	$ 1,995
Revenue	$5,956	$ 18,918	$24,874
EBITDAR Margin	*6.4%*	*8.5%*	***8.1%***
Unrestricted Cash and Short-Term Investments at 9/30/12			$ 4,227
Unrestricted Cash as % of Revenue			**17%**
Adjusted Net Debt / Adjusted EBITDAR			**3.9**

Adjusted Net Debt - 2012-17

($ Millions)	At Filing (11/29/11)	At Emergence (4/30/13)	2012E	2013E	2014E	2015E	2016E	2017E
Long-Term Debt and Capital Leases	$ 11,316	$ 9,149	$10,472	$ 9,075	$ 8,784	$ 8,167	$ 6,575	$ 6,011
Liabilities Subject to Compromise	$ —	$ —	$ (3,278)	$ —	$ —	$ —	$ —	$ —
Present Value of Operating Leases and Off-Balance Sheet Obligations	$ 5,943	$ 4,579	$ 5,352	$ 5,857	$ 7,340	$ 9,080	$10,589	$12,256
Less: Unrestricted Cash and Short-Term Investments	$ (4,350)	$ (4,775)	$ (3,884)	$ (5,559)	$ (6,791)	$ (7,163)	$ (6,060)	$ (6,066)
Adjusted Net Debt	**$ 12,908**	**$ 8,953**	**$ 8,662**	**$ 9,374**	**$ 9,332**	**$10,085**	**$11,103**	**$12,200**

($ in millions)	2011	2012E	2013E	2014E	2015E	2016E	2017E
Operating Earnings	$ (1,054)	$ 218	$ 2,295	$ 2,852	$ 2,848	$ 2,517	$ 2,214
Depreciation	$ 1,086	$ 1,023	$ 959	$ 986	$ 1,027	$ 1,120	$ 1,222
Mainline Aircraft Rent	$ 631	$ 542	$ 776	$ 1,004	$ 1,252	$ 1,468	$ 1,706
Special Items	$ 725	$ 179	$ 103	$ —	$ —	$ —	$ —
Adjusted EBITDAR	**$ 1,388**	**$ 1,963**	**$ 4,132**	**$ 4,842**	**$ 5,128**	**$ 5,105**	**$ 5,142**
Revenue	$ 24,022	$24,798	$26,348	$27,559	$29,963	$31,807	$32,346
EBITDAR Margin	*5.8%*	*7.9%*	*15.7%*	*17.6%*	*17.1%*	*16.1%*	*15.9%*
Net Income	$ (1,979)	$ (2,189)	$ 1,467	$ 2,263	$ 2,213	$ 1,984	$ 1,788
Reorganization Items	$ 118	$ 1,782	$ 60	$ —	$ —	$ —	$ —
Special Items	$ 725	$ 179	$ 103	$ —	$ —	$ —	$ —
Adjusted Net Income	**$ (1,136)**	**$ (228)**	**$ 1,630**	**$ 2,263**	**$ 2,213**	**$ 1,984**	**$ 1,788**
Adj Net Income Margin	*-4.7%*	*-0.9%*	*6.2%*	*8.2%*	*7.4%*	*6.2%*	*5.5%*

Mainline CASM

($ Millions / CASM in Cents)	2011
Total Operating Expenses	$ 25,033
Less: Special Items	$ (756)
Less: Mainline Fuel	$ (7,358)
Less: Expenses Related to Regional Affiliates	$ (2,960)
Mainline Operating Expenses - Ex-Fuel & Special Items	$ 13,959
Mainline ASMs	154,321
Mainline CASM - ExFuel & Special Items	**9.0**
Stage-Length Adjustor Multiplier	1.07
Stage-Length Adjusted Mainline CASM - Ex-Fuel & Special Items	**9.7**
Mainline Labor Expenses	$ 6,385
Mainline ASMs	154,321
Mainline Labor CASM	**4.1**
Stage-Length Adjustor Multiplier	1.07
Stage-Length Adjusted Mainline Labor CASM	**4.4**
Mainline Operating Expenses - Ex-Fuel & Special Items	$ 13,959
Less: Labor Expenses	$ (6,385)
Mainline Non-Labor Ex-Fuel Expenses	$ 7,574
Mainline ASMs	154,321
Mainline Non-Labor Ex-Fuel CASM	**4.9**
Stage-Length Adjustor Multiplier	1.07
Stage-Length Adjusted Mainline Non-Labor Ex-Fuel CASM	**5.2**

	New American
Mainline Operating Expenses - Ex-Fuel & Special Items	$ 13,959
Projected Cost Savings	$ (1,736)
New American Mainline Operating Expenses - Ex-Fuel & Special Items	$ 12,223
Mainline ASMs	154,321
New American Mainline CASM - Ex-Fuel & Special Items	**7.9**
Stage-Length Adjustor Multiplier	1.07
New American Stage-Length Adjusted Mainline CASM - Ex-Fuel & Special Items	**8.4**
Mainline Labor Expenses	$ 6,385
Projected Labor Savings	$ (1,490)
New American Mainline Labor Expenses	$ 4,895
Mainline ASMs	154,321
New American Mainline Labor CASM	**3.2**
Stage-Length Adjustor Multiplier	1.07
New American Stage-Length Adjusted Mainline Labor CASM	**3.4**
Mainline Non-Labor Ex-Fuel Expenses	7,574
Projected Net Non-Labor Savings	$ (246)
New American Mainline Non-Labor Ex-Fuel Expenses	$ 7,328
Mainline ASMs	154,321
New American Mainline Non-Labor Ex-Fuel CASM	**4.7**
Stage-Length Adjustor Multiplier	1.07
New American Stage-Length Adjusted Mainline Non-Labor Ex-Fuel CASM	**5.0**

	YTD 3Q12
Operating Revenue	$ 18,918
Operating Expenses	$(18,815)
Operating Earnings	**$ 104**
Other Income	$ (476)
Pre-Tax Earnings Before Reorganization Items	**$ (373)**
Reorganization Items, Net	$ (1,767)
Pre-Tax Earnings Before Reorganization Items	**$ (2,139)**
Pre-Tax Earnings	$(2,139)
Add: Special Items	$ 2,100
Pre-Tax Earnings Ex-Special Items	**$ (39)**
Operating Earnings	$ 104
Add: Special Items	$ 329
Operating Earnings Ex-Special Items	**$ 432**
Operating Earnings, Ex-Special Items	$ 432
Add: Mainline Aircraft Rent	$ 404
Add: Depreciation	$ 777
EBITDAR Ex-Special Items	**$ 1,612**

	w/ 2013 Cost Benefits
Pre-Tax Earnings Ex-Special Items	$ (39)
Add: Projected Costs Benefits in Pre-Tax Earnings	$ 1,117
Adjusted Pre-Tax Earnings	**$ 1,079**
Operating Earnings Ex-Special Items	$ 432
Add: Projected Costs Benefits in Operating Earnings	$ 1,149
Adjusted Operating Earnings	**$ 1,581**
EBITDAR Ex-Special Items	$ 1,612
Add: Projected Costs Benefits in EBITDAR	$ 1,141
Adjusted EBITDAR	**$ 2,753**

	w/ 2013 Cost & Rev Benefits
Pre-Tax Earnings Ex-Special Items	$ (39)
Add: Projected Total Benefits in Pre-Tax Earnings	$ 1,311
Adjusted Pre-Tax Earnings	**$ 1,273**
Operating Earnings Ex-Special Items	$ 432
Add: Projected Total Benefits in Operating Earnings	$ 1,342
Adjusted Operating Earnings	**$ 1,774**
Operating Earnings, Ex-Special Items	$ 1,612
Add: Projected Total Benefits in EBITDAR	$ 1,335
Adjusted EBITDAR	**$ 2,947**