

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: December 20, 2002

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

Delaware	1-8400	75-1825172
(State of Incorporation)	(Commission File Number)	(IRS Employer Identification No.)

4333 Amon Carter Blvd.	Fort Worth, Texas	76155
(Address of principal executive offices)		(Zip Code)

(817) 963-1234
(Registrant's telephone number)

Item 9. Regulation FD Disclosure

AMR Corporation is furnishing herewith actual unit cost, fuel, traffic and capacity results for the month of November 2002, along with current expectations for the month of December 2002 and the full fourth quarter. AMR Corporation is also furnishing herewith an updated fleet plan for AMR.

SIGNATURE

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

AMR CORPORATION

/s/ Charles D. MarLett
Charles D. MarLett
Corporate Secretary

Dated: December 20, 2002

December 20, 2002

Statements in this report contain various forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended, which represent the Company's expectations or beliefs concerning future events. When used in this report, the words "expect", "forecast", "anticipates" and similar expressions are intended to identify forward-looking statements. All such statements are based on information available to the Company on the date of this report. The Company undertakes no obligation to update or revise any forward-looking statement, regardless of reason. This discussion includes forecasts of costs per ASM, capacity, traffic, fuel cost and fuel consumption, and demand, each of which is a forward-looking statement. There are a number of factors that could cause actual results to differ materially from our forecasts. Such factors include, but are not limited to: the continuing impact of the events of September 11, 2001 on the Company, the impact of the recent bankruptcies of United Airlines and US Airways, general economic conditions, competitive factors within the airline industry which could affect the demand for air travel, changes in the Company's business strategy, and changes in commodity prices. For additional information regarding these and other factors see the Company's filings with the Securities and Exchange Commission, including but not limited to the Company's Form 10-K for the year ended December 31, 2001.

Monthly Update

This Eagle Eye update includes actual unit cost, fuel, traffic and capacity results for the month of November 2002, along with our current expectations for the month of December 2002 and the full fourth quarter. I've also attached a new fleet plan, which reflects our recent decision to accelerate the F100 retirement schedule to 2004 from 2005. Apart from this change, the fleet plan remains unchanged from last month.

As a reminder AMR will report it's fourth quarter 2002 and full year financial results on Wednesday January 22nd. A conference call for members of the financial community and the media will take place as usual at 2pm Eastern Time, 1pm Central.

Please call if you have questions.

Michael Thomas
Director, Investor Relations

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AMR EAGLE EYE

Unit Costs

AMR Consolidated Cost per ASM (in cents)			
	Actual	----Forecast----	
	Nov	Dec	4Q02
AMR Cost per ASM	11.3	11.4	11.2
Yr/Yr B/(W)	8.0%	(1.3%)	4.4%

American Mainline Operations Cost per ASM (in cents)			
	Actual	----Forecast----	
	Nov	Dec	4Q02
AA Cost per ASM	11.0	11.0	10.9
Yr/Yr B/(W)	7.3%	(1.7%)	4.0%

Capacity, Traffic and Fuel

Actual ----Forecast----

AA Mainline Ops:	Nov	Dec	4Q02
Capacity yr/yr H/(L)	5.5%	4.3%	6.0%
Traffic yr/yr H/(L)	8.6%	12.8%	15.4%
Fuel (cents/gal incl. tax)	82	84	84
Fuel cost/gal yr/yr B/(W)	(11.7%)	(28.9%)	(15.8%)
Fuel Consumption (mil. gal.)	246	263	775
American Eagle:			
Capacity yr/yr H/(L)	16.8%	14.9%	17.5%
Traffic yr/yr H/(L)	18.6%	19.3%	22.1%

Note: Both AMR Consolidated and AA Mainline include TWA LLC operations in 2002
Note: TWA LLC became part of AA/AMR on April 10th, 2001

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AMR Fleet Summary YE2001 to YE2005*
American Airlines (includes ex-TW aircraft)

Aircraft Type	On Hand		YOY Change			YE 2002	On Hand		YE 2005
	YE 2001	2002					YE 2003	YE 2004	
B777	40	3	2			43	45	45	45
B767-3ER	58	(9)	9			49	58	58	58
B767-200/200ER	29		(14)		14	29	15	15	29
A300	34	(3)	3			31	34	34	34
B757	144	7	(1)	(10)		151	150	140	140
B737	77					77	77	77	77
B727	33	(33)				0	0	0	0
MD82/83	362	(4)	(24)		1	358	334	334	335
B717	30	(30)				0	0	0	0
F100	74		(36)	(38)		74	38	0	0
Total Inc./(Dec.)		(69)	(61)	(48)	15	(69)	(130)	(178)	(163)
Total	881	812	751	703	718	812	751	703	718

Temporary Storage	On Hand		YOY Change			YE 2002	On Hand		YE 2005
	YE 2001	2002					YE 2003	YE 2004	
B767-200/200ER	0		14		(14)	0	14	14	0
A300	0	3	(3)			3	0	0	0
MD82/83	0	4	24		(1)	4	28	28	27
Total Inc./(Dec.)		7	35	0	(15)	7	42	42	27
Total	0	7	42	42	27	7	42	42	27

Aircraft Type	On Hand		YOY Change			YE 2002	On Hand		YE 2005
	YE 2001	2002					YE 2003	YE 2004	
Combined Fleet									
-Inc./(Dec.)		(62)	(26)	(48)	0	(62)	(88)	(136)	(136)
Combined Fleet	881	819	793	745	745	819	793	745	745

American Eagle

Aircraft Type	On Hand		YOY Change			YE 2002	On Hand		YE 2005
	YE 2001	2002					YE 2003	YE 2004	
Saab 340	102	(25)	(16)	(12)	(12)	77	61	49	37
ATR-42	30	(3)	(11)	(4)		27	16	12	12
S-ATR	43	(1)		(2)		42	42	40	40
Turboprop Totals	175	(29)	(27)	(18)	(12)	146	119	101	89

Embraer ERJ-145	56	(6)	(8)			50	42	42	42
Embraer ERJ-135	40					40	40	40	40
Embraer ERJ-140	15	28	22	36	36	43	65	101	137
CRJ-700	1	7	10	7		8	18	25	25
Total AE Fleet									
Inc./(Dec.)		0	(3)	25	24	0	(3)	22	46
Total AE Fleet	287	287	284	309	333	287	284	309	333

On Hand	On Hand
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	YE	YOY Change				YE	YE	YE	YE
	2001	2002	2003	2004	2005	2002	2003	2004	2005
AMR Total Fleet	1,168	(62)	(29)	(23)	24	1,106	1,077	1,054	1,078

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