

American Airlines, Inc.

Series 2017-2 EETC Class B

Investor Presentation



September 2017

Cautionary Statement Regarding Forward-Looking Statements and Information



This document includes forward-looking statements within the meaning of the Securities Act of 1933, as amended (the "Securities Act"), the Securities Exchange Act of 1934, as amended (the "Exchange Act") and 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," "if current trends continue," "optimistic," "forecast" and other similar words. Such statements include, but are not limited to, statements about future financial and operating results, the Company's plans, objectives, estimates, expectations and intentions, and other statements that are not historical facts. These forward-looking statements are based on the Company's 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. These risks and uncertainties include, but are not limited to, those set forth in the Company's Annual Report on Form 10-K for the year ended December 31, 2016 (especially in Part I, Item 1A—Risk Factors and Part II, Item 7—Management's Discussion and Analysis of Financial Condition and Results of Operations), in the Company's Quarterly Reports on Form 10-Q for the quarters ended March 31, 2017 and June 30, 2017 (especially in Part I, Item 2, Management's Discussion and Analysis of Financial Condition and Results of Operations and Part II, Item 1A, Risk Factors) and in the Company's other filings with the Securities and Exchange Commission (the "SEC"), and other risks and uncertainties listed from time to time in the Company's other filings with the SEC. There may be other factors of which the Company is not currently aware that may affect matters discussed in the forward-looking statements and may also cause actual results to differ materially from those discussed. The Company does not assume any obligation to publicly update or supplement any forward-looking statement to reflect actual results, changes in assumptions or changes in other factors affecting such forward-looking statements other than as required by law. Any forward-looking statements speak only as of the date hereof or as of the dates indicated in the statements.

This Investor Presentation highlights basic information about the issuer and this offering. Because it is a summary, it does not contain all of the information that you should consider before investing.

The issuer has filed a registration statement (including a prospectus) with the SEC for the offering to which this communication relates. Before you invest, you should read the prospectus in that registration statement and other documents the issuer has filed with the SEC for more complete information about the issuer and this offering. You may get these documents for free by visiting EDGAR on the SEC Web site at www.sec.gov. Alternatively, the issuer, any underwriter or any dealer participating in the offering will arrange to send you the prospectus if you request it by calling Deutsche Bank Securities Inc. ("Deutsche Bank") toll-free at 1-800-503-4611 or Credit Suisse Securities (USA) LLC ("Credit Suisse") toll-free at 1-800-221-1037.

2017-2 EETC Class B Offering



American 2017-2 EETC Class B Transaction Overview



- American Airlines, Inc. ("American") intends to issue \$220,723,000 in aggregate face amount of Pass Through Certificates, Series 2017-2 Class B ("American 2017-2 Class B" or "Certificates")
- The proceeds from the 2017-2 offering will be used to finance 30 aircraft that were delivered new to American between October 2015 and August 2016 or are scheduled to be delivered to American between September 2017 and April 2018:
 - Three (3) Boeing 737-800 aircraft
 - Nine (9) Boeing 737 MAX 8 aircraft
 - Three (3) Boeing 787-9 aircraft
 - Fifteen (15) Embraer ERJ 175 LR aircraft
- American previously issued \$544,644,000 aggregate face amount of Pass Through Certificates, Series 2017-2 Class AA and \$252,254,000 aggregate face amount of Pass Through Certificates, Series 2017-2 Class A, on August 14, 2017. The Series 2017-2 Class AA and Class A Certificates are not being offered hereby
- The Class B Certificates offered in this transaction will consist of one amortizing tranche of debt:
 - Class B subordinated tranche amortizing over 8.0 years, with a 71.8% / 71.8% initial / max¹ loan-to-value ratio ("LTV")
- The transaction's legal structure, after giving effect to the offering, will be largely consistent with American's Series 2017-1 EETC
 - Standard cross-collateralization, cross-default and buy-out rights
 - Three tranches of cross-subordinated and cross-defaulted debt
 - 18-month Liquidity Facility on the Class B Certificates
 - Waterfall with preferred junior interest
- Depositary: Natixis S.A., acting through its New York Branch
- Liquidity Facility Provider: National Australia Bank Limited
- Joint Structuring Agents and Lead Bookrunners: Deutsche Bank, Credit Suisse and Goldman Sachs

¹ Initial LTV and Maximum LTV each calculated as of April 15, 2018, the first regular distribution date that occurs after all aircraft are expected to have been financed pursuant to the offering, and the principal amount of the AA and A Notes expected to be outstanding as of such date.

2017-2 Class B Structural Summary



	Existing 2017-2 Class AA ²	Existing 2017-2 Class A ²	2017-2 Class B
Face Amount	\$544,644,000	\$252,254,000	\$220,723,000
Rating / Expected Ratings ¹ (Moody's / Fitch)	Aa3 / AA	A2 / A	Baa3 / BBB
Initial LTV / Maximum LTV ³	38.4% / 38.4%	56.2% / 56.2%	71.8% / 71.8%
Coupon	3.350%	3.600%	[]%
Weighted Average Life (years)	8.7	8.7	5.4
Regular Distribution Dates	April 15 and October 15	April 15 and October 15	April 15 and October 15
Final Expected Distribution Date ⁴	October 15, 2029	October 15, 2029	October 15, 2025
Final Legal Distribution Date ⁵	April 15, 2031	April 15, 2031	April 15, 2027
Section 1110 Protection	Yes	Yes	Yes
Liquidity Facility	Three semiannual interest payments	Three semiannual interest payments	Three semiannual interest payments
Depository	A portion of the proceeds from the issuance will be used on the date of issuance, and the balance of the proceeds will initially be held in escrow and will thereafter be used, in each case, to acquire the related series of equipment notes to be issued by American on a full recourse basis		

¹ Actual ratings included for Class AA and Class A Certificates, and expected ratings included for Class B Certificates.

² Unless otherwise noted, information for the Class AA and A Certificates provided as of August 14, 2017, which was the date of issuance for Class AA and Class A Certificates.

³ Initial LTV and Maximum LTV for Class AA, Class A and Class B Certificates calculated as of April 15, 2018, the first regular distribution date that occurs after all aircraft are expected to have been financed pursuant to the offering.

⁴ Each series of Equipment Notes will mature on the Final Expected Distribution Date for the related class of Certificates.

⁵ The Final Legal Distribution date for each of the Class AA Certificates, Class A Certificates and Class B Certificates is the date that is 18 months after the final expected Regular Distribution Date for that class of Certificates, which represents the period corresponding to the applicable Liquidity Facility coverage of three successive semiannual interest payments.

Key Structural Elements¹



One Class of Certificates Offered

- One tranche of amortizing debt which will benefit from a liquidity facility covering three semi-annual interest payments

Waterfall

- Interest on Eligible Pool Balance of the Class B Certificates is paid ahead of principal on the Class AA and Class A Certificates

Buyout Rights

- After a Certificate Buyout Event, subordinate Certificate holders have the right to purchase all (but not less than all) of the senior Certificates at par plus accrued and unpaid interest
 - No buyout right during the 60-day Section 1110 period
- No Equipment Note buyout rights

Cross-Collateralization and Cross-Default

- The Equipment Notes will be cross-collateralized by all aircraft
- All indentures will include cross-default provisions

Threshold Rating Criteria for Liquidity Provider and Depositary

- Downgrade drawing mechanics consistent with recent EETCs issued by American

Collateral

- Strategically core aircraft types representative of American's go-forward, long haul, short-haul and regional fleet strategy
- Fifteen aircraft delivered between October 2015 and August 2016, with the remainder scheduled to be delivered to American between September 2017 and April 2018
- Weighted average aircraft age of approximately 0.4 years²

Additional Certificates

- American has the right to issue additional subordinated classes of certificates at any time
- American has the right to issue additional series of certificates at any time

¹ Certain terms defined in prospectus supplement related to the Class B Certificates.

² As of October 5, 2017.

Overview of the Collateral Pool



2017-2 Aircraft Pool



- Aggregate aircraft appraised value of approximately \$1,433 million¹ from three appraisers (AISI, BK and mba)²
- Appraisals indicate collateral cushion as of the first principal payment date for the Class B Certificates (after the Class B issuance) of 28.2% on the Class B Certificates³, which is expected to increase over time as the debt amortizes

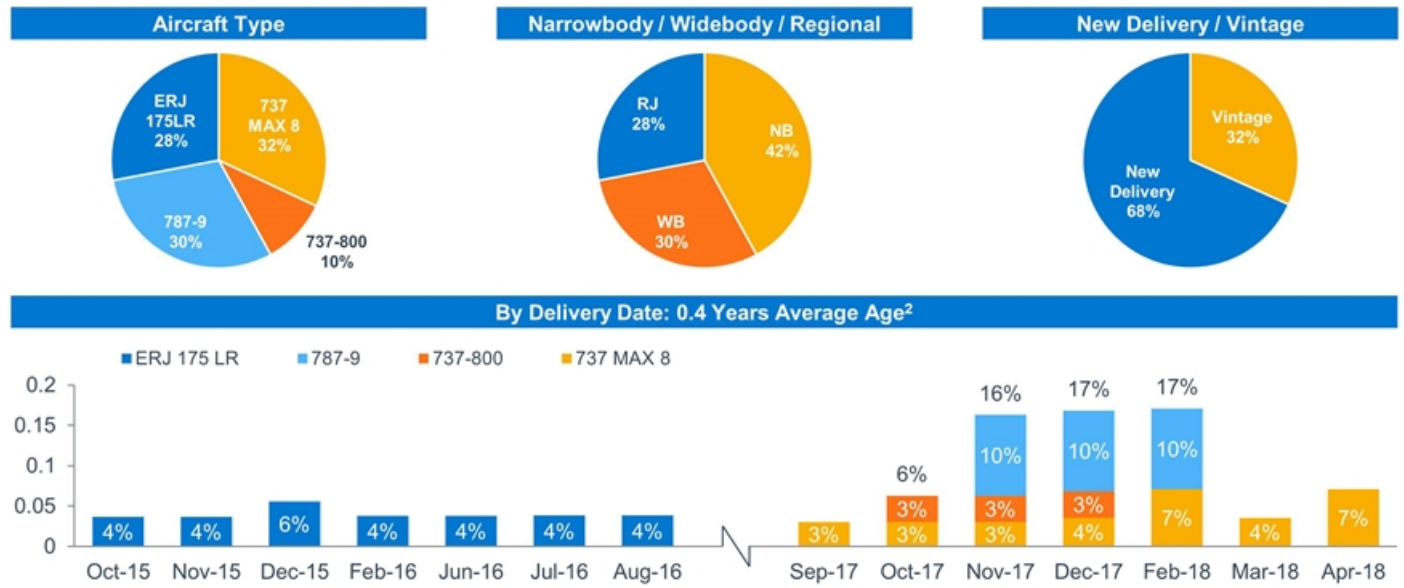
Aircraft Number	Aircraft Type	Manufacturer's Serial Number	Registration Number	Body Type	Engine Type	MTOW (lbs)	Month of Delivery	Maintenance Adjusted Base Value (\$MM)			
								AISI	BK	mba	LMM ¹
1	737-800	31275	N354PT	Narrowbody	CFM56-7B	158,500	Oct-17	\$48,970,000	\$46,950,000	\$47,290,000	\$47,290,000
2	737-800	33348	N355PU	Narrowbody	CFM56-7B	158,500	Nov-17	49,050,000	48,950,000	47,330,000	47,330,000
3	737-800	33349	N359PX	Narrowbody	CFM56-7B	158,500	Dec-17	49,140,000	48,950,000	47,370,000	47,370,000
4	737 MAX 8	44459	N324RA	Narrowbody	CFM LEAP1B	181,200	Sep-17	50,270,000	51,400,000	50,570,000	50,570,000
5	737 MAX 8	44463	N304RB	Narrowbody	CFM LEAP1B	181,200	Oct-17	50,360,000	51,650,000	50,620,000	50,620,000
6	737 MAX 8	44465	N306RC	Narrowbody	CFM LEAP1B	181,200	Nov-17	50,440,000	51,650,000	50,660,000	50,660,000
7	737 MAX 8	44466	N308RD	Narrowbody	CFM LEAP1B	181,200	Dec-17	50,520,000	51,650,000	50,700,000	50,700,000
8	737 MAX 8	44447	N303RE	Narrowbody	CFM LEAP1B	181,200	Feb-18	50,690,000	51,900,000	50,780,000	50,780,000
9	737 MAX 8	44451	N310RF	Narrowbody	CFM LEAP1B	181,200	Feb-18	50,690,000	51,900,000	50,780,000	50,780,000
10	737 MAX 8	44448	N303RG	Narrowbody	CFM LEAP1B	181,200	Mar-18	50,770,000	51,900,000	50,830,000	50,830,000
11	737 MAX 8	44449	N314RH	Narrowbody	CFM LEAP1B	181,200	Apr-18	50,860,000	52,150,000	50,870,000	50,870,000
12	737 MAX 8	44455	N315RJ	Narrowbody	CFM LEAP1B	181,200	Apr-18	50,860,000	52,150,000	50,870,000	50,870,000
13	787-9	40638	N832AA	Widebody	GEEnx-1B74_75	560,000	Nov-17	142,910,000	145,900,000	143,320,000	143,320,000
14	787-9	40645	N833AA	Widebody	GEEnx-1B74_75	560,000	Dec-17	143,150,000	145,900,000	143,440,000	143,440,000
15	787-9	40653	N834AA	Widebody	GEEnx-1B74_75	560,000	Feb-18	143,620,000	146,800,000	143,680,000	143,680,000
16	ERJ 175 LR	17000511	N215NN	Regional	CF34-8E5	85,517	Oct-15	26,300,000	25,230,000	27,290,000	26,273,333
17	ERJ 175 LR	17000513	N216NN	Regional	CF34-8E5	85,517	Oct-15	26,310,000	25,200,000	27,290,000	26,266,667
18	ERJ 175 LR	17000515	N217NN	Regional	CF34-8E5	85,517	Nov-15	26,300,000	25,190,000	27,450,000	26,300,000
19	ERJ 175 LR	17000523	N220NN	Regional	CF34-8E5	85,517	Nov-15	26,550,000	25,320,000	27,450,000	26,440,000
20	ERJ 175 LR	17000525	N221NN	Regional	CF34-8E5	85,517	Dec-15	26,590,000	25,900,000	27,610,000	26,590,000
21	ERJ 175 LR	17000528	N222NS	Regional	CF34-8E5	85,517	Dec-15	26,650,000	25,930,000	27,610,000	26,650,000
22	ERJ 175 LR	17000529	N223NN	Regional	CF34-8E5	85,517	Dec-15	26,650,000	25,920,000	27,610,000	26,650,000
23	ERJ 175 LR	17000536	N224NN	Regional	CF34-8E5	85,517	Feb-16	27,220,000	26,030,000	27,950,000	27,066,667
24	ERJ 175 LR	17000537	N225NN	Regional	CF34-8E5	85,517	Feb-16	27,240,000	26,050,000	27,950,000	27,080,000
25	ERJ 175 LR	17000566	N234JW	Regional	CF34-8E5	85,517	Jun-16	27,390,000	26,370,000	28,640,000	27,390,000
26	ERJ 175 LR	17000567	N235NN	Regional	CF34-8E5	85,517	Jun-16	27,360,000	26,330,000	28,640,000	27,360,000
27	ERJ 175 LR	17000572	N236NN	Regional	CF34-8E5	85,517	Jul-16	27,430,000	26,600,000	28,810,000	27,430,000
28	ERJ 175 LR	17000575	N237NN	Regional	CF34-8E5	85,517	Jul-16	27,470,000	26,590,000	28,810,000	27,470,000
29	ERJ 175 LR	17000584	N238NN	Regional	CF34-8E5	85,517	Aug-16	27,620,000	26,380,000	28,980,000	27,620,000
30	ERJ 175 LR	17000586	N239NN	Regional	CF34-8E5	85,517	Aug-16	27,580,000	26,720,000	28,980,000	27,580,000
Assumed Total								\$1,436,960,000	\$1,435,360,000	\$1,450,180,000	\$1,433,276,667

¹ Appraised value equals the lesser of the mean and median ("LMM") of the maintenance adjusted Base Values of the appraised aircraft. In the case of the Embraer ERJ 175 LR aircraft, such appraisals indicate the appraised base value of such Aircraft, and are adjusted to reflect the maintenance status of such Aircraft or otherwise take such maintenance status into account at or around the time of the related appraisal and, in the case of the Aircraft not yet delivered to American, the appraisals indicate the appraised base value projected as of the scheduled delivery month and year for such Aircraft at the time of the related appraisal.

² AISI, BK and mba are defined in the prospectus supplement related to the Class B Certificates. The appraisals were prepared for the 2017-2 EETC issuance by AISI, BK and mba in July 2017. The appraised values provided by AISI are presented as of June 30, 2017, and the appraised values provided by BK and mba are presented as of or around the respective dates of their appraisals in July 2017.

³ Collateral cushion calculated as of April 15, 2018, the first regular distribution date, which coincides with date of maximum LTV.

Young and Diversified Portfolio¹



¹ Calculated by LMM of the base value of the aircraft as appraised. In the case of the Embraer ERJ 175 LR aircraft, such appraisals indicate the appraised base value of such Aircraft, and are adjusted to reflect the maintenance status of such Aircraft or otherwise take such maintenance status into account at or around the time of the related appraisal and, in the case of the Aircraft not yet delivered to American, the appraisals indicate the appraised base value projected as of the scheduled delivery month and year for such Aircraft at the time of the related appraisal. The appraised values provided by AISI are presented as of June 30, 2017, and the appraised values provided by BK and mba are presented as of or around the respective dates of their appraisals in July 2017.

² As of October 5, 2017.

Collateral Aircraft Assessment



737-800	<ul style="list-style-type: none">• Considered the most liquid narrowbody to date<ul style="list-style-type: none">– Over 4,300 in operation with more than 170 operators, with a backlog of 670 aircraft – very popular among mainline, charter and low-cost carriers, good regional distribution, and a favorite with the leasing community• Over the last decade, the 737-800 has replaced the MD-80 as the workhorse of the American domestic network• 304 expected to be in American's fleet¹ by end of 4Q 2017
737 MAX 8	<ul style="list-style-type: none">• The MAX 8 could replicate the 737-800's status as the most liquid narrowbody<ul style="list-style-type: none">– Provides continuity of the best-selling 737, with the CFM International Leap as the single-engined type• Fuel burn savings are now estimated at 14% over the 737 Next Generation ("NG"), up by 1% over the initial target<ul style="list-style-type: none">– 8% more fuel-efficient than A320neo• 4 expected to be in American's fleet¹ by end of 4Q 2017
787-9	<ul style="list-style-type: none">• Over 1,200 sales and strong backlog from the overall 787 family; 787-9 is now the lead variant with over 50% of orders• With its new all-composite fuselage, the Boeing 787 delivers up to 20% better fuel burn than the Boeing 767<ul style="list-style-type: none">– Enables American to serve city pairs previously not accessible with Boeing 767-300ER aircraft• 14 expected to be in American's fleet¹ by end of 4Q 2017
ERJ 175 LR	<ul style="list-style-type: none">• In-service fleet over 580 aircraft, backlog of 80• Demand for Embraer ERJ 175 LR aircraft has been strong as major U.S. airlines placed significant new orders and contracts for 76-seaters to replace 50-seaters, as a result of new scope clause agreements• Robust used activity and low availability• 148 expected to be in American's fleet¹ by end of 4Q 2017

Source: Ascend, American, Boeing as of Q2 2017.

¹ American Airlines Form 8-K, filed July 12th, 2017 and Investor Relations Update, dated July 28, 2017.

Investing in our product: new aircraft deliveries



	2017	2018	2019	Beyond 2019	Total
A320 Family / Neo	20	-	25	75	120
A350-900	-	-	-	22	22
B737-800 / Max	24	16	20	60	120
B787 Family	13	6	2	-	21
Mainline Total	57	22	47	157	283
E175	16	-	-	-	16
Regional Total	16	-	-	-	16

Boeing 737-800



The B737-800 Has Wide Market Appeal

- Considered the most liquid narrowbody to date
 - Over 4,300 in operation with more than 170 operators, with a backlog of 670 aircraft – very popular among mainline, charter and low-cost carriers, good regional distribution, and a favorite with the leasing community
- Over the last decade, the 737-800 has replaced the MD-80 as the workhorse of the American domestic network
- Order backlog demonstrates that the 737-800 remains the most popular 737 NG variant, and that airlines and lessors have confidence in the type well past the end of the decade
- Continued product improvements, such as longer maintenance intervals and Scimitar winglets, support long-term demand

Top 5 Operators & Lessors (In Service / On Order)

Operators		# of Aircraft
1	Ryanair	462
2	American Airlines	304
3	Southwest Airlines	185
4	China Southern Airlines	154
5	United Airlines	141
Total		1,246
Lessors		# of Aircraft
1	AerCap	254
2	GECAS	250
3	SMBC AC	193
4	Avolon Aerospace Leasing	143
5	BBAM	136
Total		976



Source: Ascend Market Commentary and Boeing as of 2Q 2017.

Boeing 737 MAX 8



- The MAX 8 could replicate the 737-800's status as the most liquid narrowbody
 - Provides continuity of the best-selling 737, with the CFM International Leap as the single-engined type
- Fuel burn savings are now estimated at 14% over the 737NG, up by 1% over the initial target
 - 8% more fuel-efficient than A320neo
- At the end of Q1 2017, there were 2,265 737 MAX aircraft on order with 53 announced airline customers
 - This includes 858 in Asia-Pacific, 576 in North America, 499 in Europe, 194 in Latin America, 102 in the Middle East and 36 in Africa
- The market for 737 MAX-sized aircraft (125-200 seats) is predicted to exceed 26,600 aircraft over the next 20 years

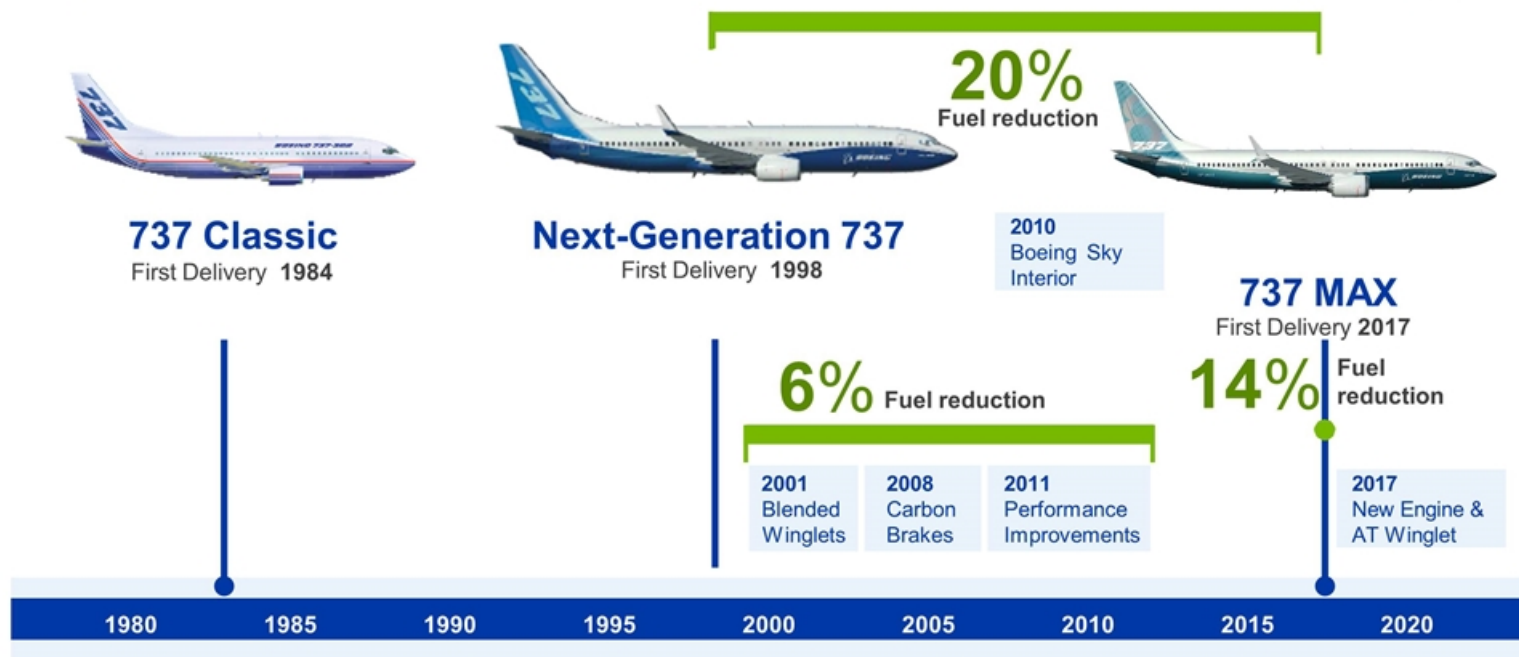
Top 5 Operators & Lessors (In Service / On Order)

	Operators	# of Aircraft
1	Lion Air	201
2	Southwest Airlines	200
3	SpiceJet	142
4	Norwegian	108
5	American Airlines	100
	Total	751

	Lessors	# of Aircraft
1	GECAS	170
2	Air Lease	118
3	AerCap	100
4	SMBC Aviation Capital	90
5	BOC Aviation	61
	Total	539

Source: Ascend Market Commentary and Boeing as of 2Q 2017.

737 MAX Advances the Success of the 737 Family



Source: Boeing as of 2Q 2017.

Boeing 787-9



The Boeing 787 is the new benchmark in the long-haul widebody market

- With a predicted demand of over 5,300 widebody jetliners over the next 20 years, the Boeing 787 is well positioned to become the benchmark product in a growing sector of the industry
 - Over 1,200 sales and strong backlog from the overall 787 family; 787-9 now lead variant with over 50% of orders
- With its all-composite fuselage, the Boeing 787 delivers up to 20% better fuel burn than the Boeing 767
 - Enables American to serve city pairs previously not accessible with the Boeing 767-300ER aircraft
- Recent widebody market weakness has been concentrated in specific types / variants (e.g. Rolls-powered A340s, 747s and certain A330s); high quality in-demand widebodies have shown resilience
 - The 787-9 was certified in 2014, and continues to expand its operator base

Top 5 Operators & Lessors (In Service / On Order)¹

Operators		# of Aircraft
1	Etihad Airways	71
2	ANA-All Nippon Airways	47
3	United Airlines	39
4	KLM Royal Dutch Airlines	33
5	Norwegian	31
Total		221
Lessors		# of Aircraft
1	AerCap	60
2	Air Lease	50
3	Avolon Aerospace Leasing	31
4	GECAS	12
5	BBAM	6
Total		159



Source: Ascend Market Commentary and Boeing as of 2Q 2017.

¹ Includes both 787-9 and 787-10 aircraft.

Range of Boeing 737-800, 737 Max 8 and 787-9



Range capability from Dallas

Full passenger payload

787-9

254,000-kg (560,000-lb) MTOW
285 four-class passengers

737 MAX 8

71,800-kg (158,200-lb) transferable MTOW
160 three-class passengers

737-800

82,100-kg (181,500-lb) transferable MTOW
172 three-class passengers



Source: Boeing and American Airlines.

Embraer ERJ 175 LR



- In-service fleet of over 580 aircraft, backlog of 80
- Demand for Embraer ERJ 175 LR aircraft has been strong as major U.S. airlines placed significant new orders and contracts for 76-seaters to replace 50-seaters, as a result of new scope clause agreements
 - American, United, Alaska and Delta have all ordered the ERJ 175 LR or contracted from regionals like SkyWest
 - E-Jets are winning market share battle with CRJ900
- Robust used activity and low availability
- The Embraer ERJ 175 LR offers mainline jet comfort, thanks to its double bubble design
 - Most cabin volume per seat
 - Large eye-level windows are 30% larger than those on similar aircraft
 - Four-abreast seating and no middle seat, allowing easy access to seats and overhead bins and fast boarding and deplaning
 - Generous headroom with overhead bins accommodate roll-on bags up to 24"x16"x10"
 - Superior ground service access and baggage handling

Top 5 Operators & Lessors (In Service / On Order)

Operators		# of Aircraft
1	SkyWest Airlines	199
2	Republic Airlines	196
3	Compass Airlines	58
4	Mesa Airlines	48
5	Envoy Air	40
Total		541
Lessors		# of Aircraft
1	Nordic Aviation Capital	27
2	GECAS	10
3	Castlelake	6
4	Avolon Aerospace Leasing	4
5	Falko	4
Total		51

Range of Embraer 175 LR



Source: Ascend Market Commentary and Embraer as of 2Q 2017.

