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

FORM 10-Q

[]Quarterly Report Pursuant to Section 13 or 15(d) of the Securities Exchange Act of 1934
For the Period Ended June 30, 1995.

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

Commission file number 1-8400.

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

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

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

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

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

Applicable Only to Corporate Issuers

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

Common Stock, $1 par value - 76,314,363 as of August 7, 1995

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AMR CORPORATION

PART I: FINANCIAL INFORMATION

PART 1. FINANCIAL INFORMATION

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

	Three Months Ended June 30,		Six Months Ended June 30,	
	1995	1994	1995	1994
Revenues				
Airline Group:				
Passenger				
- American Airlines, Inc.	$3,395	$3,267	$6,538	$6,295
- AMR Eagle, Inc.	203	207	358	388
Cargo	178	165	336	321
Other	180	149	335	288
	3,956	3,788	7,567	7,292
The SABRE Group	408	364	814	731
Management Services Group	162	158	328	315
Less: Intergroup revenues	(219)	(209)	(432)	(429)
Total operating revenues	4,307	4,101	8,277	7,909
Expenses				
Wages, salaries and benefits	1,464	1,388	2,869	2,753
Aircraft fuel	399	388	777	783
Commissions to agents	321	339	641	665
Depreciation and amortization	318	319	633	639
Other rentals and landing fees	218	205	432	416
Aircraft rentals	167	172	337	351
Food service	168	171	328	333
Maintenance materials and repairs	156	149	308	292
repairs				
Other operating expenses	614	569	1,218	1,117
Total operating expenses	3,825	3,700	7,543	7,349
Operating Income	482	401	734	560
Other Income (Expense)				
Interest income	14	7	27	13
Interest expense	(177)	(154)	(358)	(306)
Interest capitalized	4	4	8	11
Miscellaneous - net	(2)	(10)	(17)	(28)
	(161)	(153)	(340)	(310)
Earnings Before Income Taxes and Extraordinary Loss	321	248	394	250
Income tax provision	129	95	164	104
Earnings Before Extraordinary Loss	192	153	230	146
Extraordinary Loss, Net of Tax Benefit	(13)	-	(13)	-
Net Earnings	179	153	217	146
Preferred stock dividends	1	17	2	33
Earnings Applicable to Common Shares	$ 178	$ 136	$ 215	$ 113

Continued on next page.

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

	Three Months Ended June 30,		Six Months Ended June 30,	
	1995	1994	1995	1994
Earnings (Loss) Per Common Share				
Primary:				
Before effect of extraordinary loss	$ 2.48	$ 1.77	$ 2.96	$ 1.48
Extraordinary loss	(0.17)	-	(0.17)	-
Net Earnings	$ 2.31	$ 1.77	$ 2.79	$ 1.48
Fully Diluted:				
Before effect of extraordinary loss	$ 2.23	$ 1.68	$ 2.77	$ 1.48
Extraordinary loss	(0.15)	-	(0.15)	-
Net Earnings	$ 2.08	$ 1.68	$ 2.62	$ 1.48
Number of common shares used in computations				
Primary	77	76	77	76
Fully diluted	91	90	91	76

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

AMR CORPORATION
CONDENSED CONSOLIDATED BALANCE SHEET
(In millions)

	June 30, 1995 (Unaudited)	December 31, 1994 (Note)
Assets		
Current Assets		
Cash	$ 89	$ 23
Short-term investments	810	754
Receivables, net	1,458	1,206
Inventories, net	615	678
Other current assets	520	457
Total current assets	3,492	3,118
Equipment and Property		
Flight equipment, net	10,180	9,888
Purchase deposits for flight equipment	29	116
	10,209	10,004
Other equipment and property, net	1,989	2,016
	12,198	12,020
Equipment and Property Under Capital Leases		
Flight equipment, net	1,647	1,705
Other equipment and property, net	168	173
	1,815	1,878
Route acquisition costs, net	1,018	1,032
Other assets, net	1,430	1,438
	$ 19,953	$ 19,486

Note: The balance sheet at December 31, 1994 has been derived from the audited financial statements at that date but does not include all of the information and footnotes required by generally accepted accounting principles for complete financial statements.

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

AMR CORPORATION
CONDENSED CONSOLIDATED BALANCE SHEET
(In millions)

	June 30, 1995 (Unaudited)	December 31, 1994 (Note)
Liabilities and Stockholders' Equity		
Current Liabilities		
Accounts payable	$ 914	$ 920
Accrued liabilities	2,060	1,803
Air traffic liability	1,666	1,473
Current maturities of long-term debt	750	590
Current obligations under capital leases	160	128
Total current liabilities	5,550	4,914
Long-term debt, less current maturities	5,155	5,603
Obligations under capital leases, less current obligations	2,236	2,275
Deferred income taxes	326	279
Other liabilities, deferred gains, deferred credits and postretirement benefits	3,085	3,035
Stockholders' Equity		
Convertible preferred stock	78	78
Common stock	76	76
Additional paid-in capital	2,227	2,212
Retained earnings	1,220	1,014
	3,601	3,380
	$ 19,953	$ 19,486

Note: The balance sheet at December 31, 1994 has been derived from the audited financial statements at that date but does not include all of the information and footnotes required by generally accepted accounting principles for complete financial statements.

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

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

	Six Months Ended June 30,	
	1995	1994
Net Cash Provided by Operating Activities	$1,107	$ 994
Cash Flow from Investing Activities:		
Capital expenditures	(683)	(612)
Net increase in short-term investments	(56)	(44)
Investment in Canadian Airlines International, Ltd.	-	(177)
Other, net	65	7
Net cash used for investing activities	(674)	(826)
Cash Flow from Financing Activities:		
Proceeds from issuance of long-term debt	-	109
Other short-term borrowings	-	200
Payments on other short-term borrowings	-	(200)
Payments on long-term debt and capital lease obligations	(365)	(242)
Payment of preferred stock dividends	(2)	(33)
Net cash used for financing activities	(367)	(166)
Net increase in cash	66	2
Cash at beginning of period	23	63
Cash at end of period	$ 89	$ 65
Cash Payments (Refunds) For:		
Interest (net of amounts capitalized)	$ 336	$ 294
Income taxes	(56)	(58)
Financing Activities not Affecting Cash:		
Capital lease obligations incurred	$ -	$ 190

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

AMR CORPORATION
NOTES TO CONDENSED CONSOLIDATED FINANCIAL STATEMENTS
(Unaudited)

1. The accompanying unaudited condensed consolidated financial statements have been prepared in accordance with generally accepted accounting principles for interim financial information and with the instructions to Form 10-Q and Article 10 of Regulation S-X. Accordingly, they do not include all of the information and footnotes required by generally accepted accounting principles for complete financial statements. In the opinion of management, these financial statements contain all adjustments, consisting of normal recurring accruals, necessary to present fairly the financial position, results of operations and cash flows for the periods indicated. For further information, refer to the consolidated financial statements and footnotes thereto included in the AMR Corporation annual report on Form 10-K for the year ended December 31, 1994.

2. Certain amounts from 1994 have been reclassified to conform with 1995 presentation. Beginning January 1, 1995, the results of two AMR units -- TeleService Resources (TSR) and Data Management Services (DMS) -- are reported in the Management Services Group and the results of AMR Training and Consulting Group (AMRTCG) are reported in The SABRE Group. Previously, the results of TSR and DMS had been included in The SABRE Group, and the results of AMRTCG had been included in the Management Services Group.

3. In July 1991, American entered into a five-year agreement whereby American transfers, on a continuing basis and with recourse to the receivables, an undivided interest in a designated pool of receivables. Undivided interests in new receivables are transferred daily as collections reduce previously transferred receivables. At December 31, 1994, receivables are presented net of approximately $112 million of such transferred receivables. At June 30, 1995, no receivables were transferred under the terms of the agreement.

4. Accumulated depreciation of owned equipment and property at June 30, 1995 and December 31, 1994, was $5.7 billion and $5.5 billion, respectively. Accumulated amortization of equipment and property under capital leases at June 30, 1995 and December 31, 1994, was $948 million and $898 million, respectively.

5. In April 1995, American announced an agreement to sell 12 of its McDonnell Douglas MD-11 aircraft to Federal Express Corporation (FedEx), with delivery of the aircraft between 1996 and 1999. In addition, American has the option to sell its remaining seven MD-11 aircraft to FedEx with deliveries between 2000 and 2002. At the same time the two companies signed a separate six-year maintenance contract under the terms of which American will perform work on FedEx's aircraft fleet.

6. In the second quarter of 1995 AMR repurchased and retired prior to maturity $239 million in face value of long-term debt. The retirements resulted in an extraordinary loss of $13 million, net of tax benefit of $8 million.

7. Included in Passenger Revenues for the three and six months ended June 30, 1994, is a favorable adjustment of $35 million produced by a change in the Company's estimate of the usage patterns of miles awarded by participating companies in American's AAdvantage frequent flyer program.

MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

Results of Operations

Summary AMR recorded net earnings for the three months ended June 30, 1995, of $178 million after preferred stock dividends, or $2.31 per common share primary, $2.08 fully diluted. This compares with net earnings of $136 million after preferred stock dividends, or $1.77 per common share primary, $1.68 fully diluted for the second quarter of 1994. Included in net earnings for the three months ended June 30, 1995, is an extraordinary loss of $21 million ($13 million net of tax) resulting from the repurchase and retirement of $239 million of debt prior to scheduled maturity. AMR's operating income improved 20.2 percent or $81 million.

AMR's improved operating results reflect better performance by each of the Company's three business units - the Airline Group, which includes American Airlines, Inc.'s Passenger and Cargo Divisions and AMR Eagle, Inc.; The SABRE Group, which includes AMR's information technology and consulting businesses; and the Management Services Group, which includes AMR's airline management, aviation services, and investment service activities.

The following sections provide a discussion of AMR's results by reporting segment. A description of the businesses in each reporting segment is included in AMR's Annual Report on Form 10-K for the year ended December 31, 1994.

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

	Three Months Ended June 30,	
	1995	1994
Revenues		
Passenger - American Airlines, Inc.	$3,395	$3,267
- AMR Eagle, Inc.	203	207
Cargo	178	165
Other	180	149
	3,956	3,788
Expenses		
Wages, salaries and benefits	1,293	1,232
Aircraft fuel	399	388
Commission to agents	321	339
Depreciation and amortization	259	262
Other operating expenses	1,329	1,280
Total operating expenses	3,601	3,501
Operating Income	355	287
Other Income (Expense)	(150)	(138)
Earnings Before Income Taxes	$ 205	$ 149
Average number of equivalent employees	89,500	90,100

Results of Operations (continued)

OPERATING STATISTICS

	Three Months Ended June 30, 1995	Three Months Ended June 30, 1994
American Airlines, Inc.		
Passenger Division		
Revenue passenger miles (millions)	26,012	24,443
Available seat miles (millions)	38,742	37,953
Passenger revenue yield per passenger mile (cents)	13.05	13.37
Passenger revenue per available seat mile (cents)	8.77	8.61
Operating expenses per available seat mile (cents)	8.40	8.36
Passenger load factor	67.1%	64.4%
Breakeven load factor	60.5%	59.6%
Fuel consumption (gallons, in millions)	687	681
Fuel price per gallon (cents)	56.0	54.8
Operating aircraft at period-end	650	650
Cargo Division		
Cargo ton miles (millions)	532	494
Revenue yield per ton mile (cents)	33.01	33.44
AMR Eagle, Inc.		
Revenue passenger miles (millions)	645	642
Available seat miles (millions)	1,126	1,123
Passenger load factor	57.3%	57.2%
Operating aircraft at period-end	266	278

Operating aircraft at June 30, 1995, included:

Jet Aircraft:		Regional Aircraft:	
Airbus A300-600R	35	ATR 42	46
Boeing 727-200	81	Super ATR	33
Boeing 757-200	87	Jetstream 32	46
Boeing 767-200	8	Saab 340A	16
Boeing 767-200 Extended Range	22	Saab 340B	100
Boeing 767-300 Extended Range	41	Shorts 360	25
Fokker 100	75	Total	266
McDonnell Douglas DC-10-10	17		
McDonnell Douglas DC-10-30	5		
McDonnell Douglas MD-11	19		
McDonnell Douglas MD-80	260		
Total	650		

87.5% of the jet aircraft fleet is Stage III, a classification of aircraft meeting noise standards as promulgated by the Federal Aviation Administration.

Average aircraft age is 8 years for jet aircraft and 4 years for regional aircraft.

Results of Operations (continued)

The Airline Group's revenues increased $168 million or 4.4 percent in the second quarter of 1995 versus the same period last year. American's passenger revenues increased by 3.9 percent, $128 million. American's yield (the average amount one passenger pays to fly one mile) of 13.05 cents decreased by 2.3 percent compared to the same period in 1994. Domestic yields decreased 3.7 percent from second quarter 1994. International yields increased 1.3 percent from second quarter 1994, due principally to an 8.1 percent increase in Europe partially offset by a 5.5 percent decrease in Latin America.

American's traffic or revenue passenger miles (RPMs) increased 6.4 percent to 26.0 billion miles for the quarter ended June 30, 1995. American's capacity or available seat miles (ASMs) increased 2.1 percent to 38.7 billion miles in the second quarter of 1995, primarily as a result of increases in jet stage length and aircraft productivity. Jet stage length increased 10.1 percent and aircraft productivity, as measured by miles flown per aircraft per day, increased 3.1 percent compared with second quarter 1994. American's domestic traffic increased 4.6 percent on capacity decreases of 1.1 percent and international traffic grew 10.9 percent on capacity increases of 10.4 percent. The change in international traffic was driven by a 14.4 percent increase in traffic to Latin America on capacity growth of 14.2 percent, and a 9.1 percent increase in traffic to Europe on a capacity increase of 7.4 percent.

Passenger revenues of the AMR Eagle carriers decreased 1.9 percent, $4 million, despite a slight increase in traffic of 0.6 percent to 645 million RPMs. In the first quarter AMR Eagle redeployed its fleet of ATR aircraft in response to the FAA's temporary restrictions on the operation of ATR aircraft. The fleet disruption adversely impacted AMR Eagle's results in the first and second quarter of 1995. As of June 30, 1995, the Eagle aircraft have returned to their original location and operations are expected to return to normal during the third quarter of 1995.

On April 29, 1995 a hailstorm at American's Dallas/Fort Worth hub temporarily disabled approximately ten percent of American's fleet and approximately nine percent of AMR Eagle's fleet, forcing the carriers to reduce scheduled service during the entire month of May. This adversely impacted the Airline Group's revenue and cost performance. The combined impact of the hailstorm and the Eagle redeployment reduced AMR's second quarter net income by approximately $23 million.

Other revenues increased 20.8 percent, $31 million, primarily due to contract maintenance work performed by American for other airlines and increases in airport ground services provided by American to other airlines.

The Airline Group's operating expenses increased 2.9 percent, $100 million. American's Passenger Division cost per ASM increased 0.5 percent to 8.40 cents. Wages, salaries and benefits rose 5.0 percent, $61 million, due primarily to an increase in provisions for profit sharing and salary adjustments for existing employees, partially offset by a 0.7 percent reduction in the average number of equivalent employees. Aircraft fuel expense increased 2.8 percent, $11 million, due to a 2.3 percent increase in American's average price per gallon and a 0.8 percent increase in gallons consumed by American. Commissions to agents decreased 5.3 percent, $18 million, due principally to a lower percentage of revenue subject to agent commissions combined with a reduction in average rates paid to agents attributable primarily to the change in commission structure implemented in February 1995. Other operating expenses, consisting of aircraft rentals, other rentals and landing fees, food service costs, maintenance costs and other miscellaneous operating expenses increased 3.8 percent, $49 million, primarily due to increases in contract maintenance expenses and increases in landing fee rates at certain locations.

Other Income (Expense) increased 8.7 percent or $12 million. Interest expense (net of amounts capitalized) increased $25 million due primarily to the issuance of $1.02 billion of convertible debentures in exchange for 2.04 million preferred shares in 1994, and the effect of rising interest rates on floating rate debt and interest rate swap agreements. These increases were partially offset by decreases in interest expense attributable to the repurchase and retirement of debt prior to scheduled maturity. Interest income increased due to higher average investment balances and higher average rates.

THE SABRE GROUP
FINANCIAL HIGHLIGHTS
(Dollars in millions)

	Three Months Ended June 30, 1995	1994
Revenues	$ 408	$ 364
Expenses		
Wages, salaries and benefits	110	98
Depreciation and amortization	43	44
Other operating expenses	153	129
Total operating expenses	306	271
Operating Income	102	93
Other Income (Expense)	(2)	(7)
Income Before Income Taxes	$ 100	$ 86
Average number of equivalent employees	7,400	7,100

Revenues
Revenues for The SABRE Group increased 12.1 percent, $44 million, primarily due to increased booking fee volume, which was positively impacted by international expansion in Europe, Latin America and India, increased sales of premium priced products and AMR's services agreement with Canadian Airlines International, Inc. (CAI), which was signed in April 1994.

Expenses
Wages, salaries and benefits increased 12.2 percent, $12 million, due to wage and salary adjustments for existing employees and an increase in the average number of equivalent employees. Other operating expenses increased 18.6 percent, $24 million, due primarily to costs associated with international expansion and the CAI agreement.

MANAGEMENT SERVICES GROUP
FINANCIAL HIGHLIGHTS
(Dollars in millions)

	Three Months Ended June 30, 1995	1994
Revenues	$ 162	$ 158
Expenses		
Wages, salaries and benefits	60	57
Other operating expenses	76	80
Total operating expenses	136	137
Operating Income	26	21
Other Income (Expense)	(10)	(8)
Income Before Income Taxes	$ 16	$ 13
Average number of equivalent employees	12,300	12,000

Results of Operations (continued)

Revenues
Revenues for the AMR Management Services Group increased 2.5 percent, or $4 million. Revenues for Airline Management Services, which was formed in 1994 to manage the Company's service contracts with other airlines including CAI, contributed $8 million to the increase.

Expenses
Wages, salaries and benefits increased 5.3 percent, $3 million, due primarily to an increase in the average number of equivalent employees. Other operating expenses decreased 5.0 percent, $4 million, due primarily to a reduction in aircraft rent attributable to the expiration of operating leases for 18 Jetstream 32 aircraft since June 30, 1994.

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

	Six Months Ended June 30,	
	1995	1994
Revenues		
Passenger - American Airlines, Inc.	$6,538	$6,295
- AMR Eagle, Inc.	358	388
Cargo	336	321
Other	335	288
	7,567	7,292
Expenses		
Wages, salaries and benefits	2,533	2,443
Aircraft fuel	777	783
Commission to agents	641	665
Depreciation and amortization	515	526
Other operating expenses	2,638	2,542
Total operating expenses	7,104	6,959
Operating Income	463	333
Other Income (Expense)	(311)	(285)
Income Before Income Taxes	$ 152	$ 48
Average number of equivalent employees	89,400	90,900

OPERATING STATISTICS

	Six Months Ended June 30, 1995	1994
American Airlines, Inc.		
Passenger Division		
Revenue passenger miles (millions)	49,846	46,822
Available seat miles (millions)	76,140	74,668
Passenger revenue yield per passenger mile (cents)	13.12	13.44
Passenger revenue per available seat mile (cents)	8.59	8.43
Operating expenses per available seat mile (cents)	8.46	8.51
Passenger load factor	65.5%	62.7%
Breakeven load factor	61.3%	61.0%
Fuel consumption (gallons, in millions)	1,353	1,344
Fuel price per gallon (cents)	55.4	56.2
Operating aircraft at period-end	650	650
Cargo Division		
Cargo ton miles (millions)	1,021	937
Revenue yield per ton mile (cents)	32.52	34.26
AMR Eagle, Inc.		
Revenue passenger miles (millions)	1,141	1,182
Available seat miles (millions)	2,086	2,116
Passenger load factor	54.7%	55.9%
Operating aircraft at period-end	266	278

Results of Operations (continued)

The Airline Group's revenues increased $275 million or 3.8 percent during the first six months of 1995 versus the same period last year. American's passenger revenues increased by 3.9 percent, $243 million. American's yield (the average amount one passenger pays to fly one mile) of 13.12 cents decreased by 2.4 percent compared to the same period in 1994. Domestic yields decreased 4.2 percent from the first six months of 1994. International yields increased 2.3 percent over the first six months of 1994, due principally to a 10.1 percent increase in Europe partially offset by a 4.6 decrease in Latin America.

American's traffic or revenue passenger miles (RPMs) increased 6.5 percent to 49.8 billion miles for the six months ended June 30, 1995. American's capacity or available seat miles (ASMs) increased 2.0 percent to 76.1 billion miles in the first six months of 1995, primarily as a result of increases in jet stage length and aircraft productivity. Jet stage length increased 8.4 percent and aircraft productivity, as measured by miles flown per aircraft per day, increased 5.5 percent compared with the first six months of 1994. American's domestic traffic increased 5.2 percent on capacity decreases of 0.7 percent and international traffic grew 9.7 percent on capacity increases of 9.1 percent. The change in international traffic was driven by a 13.6 percent increase in traffic to Latin America on capacity growth of 12.4 percent, and a 7.1 percent increase in traffic to Europe on a capacity increase of 6.7 percent.

Passenger revenues of the AMR Eagle carriers decreased 7.7 percent, $30 million, due principally to a reduction in traffic of 3.5 percent to 1.14 billion RPMs. In the first quarter AMR Eagle redeployed its fleet of ATR aircraft in response to the FAA's temporary restrictions on the operation of ATR aircraft. The fleet disruption adversely impacted AMR Eagle's results in the first and second quarter of 1995. As of June 30, 1995, the Eagle aircraft have returned to their original location and operations are expected to return to normal during the third quarter of 1995.

On April 29, 1995 a hailstorm at American's Dallas/Fort Worth hub temporarily disabled approximately ten percent of American's fleet and approximately nine percent of AMR Eagle's fleet, forcing the carriers to reduce scheduled service during the entire month of May. This adversely impacted the Airline Group's revenue and cost performance. The combined impact of the hailstorm and the Eagle redeployment reduced AMR's second quarter net income by approximately $23 million.

Other revenues increased 16.3 percent, $47 million, primarily due to contract maintenance work performed by American for other airlines and increases in airport ground services provided by American to other airlines.

The Airline Group's operating expenses increased 2.1 percent, $145 million. American's Passenger Division cost per ASM decreased by 0.5 percent to 8.46 cents. Wages, salaries and benefits rose 3.7 percent, $90 million, due primarily to an increase in provisions for profit sharing and salary adjustments for existing employees, partially offset by a 1.7 percent reduction in the average number of equivalent employees. Aircraft fuel expense decreased 0.8 percent, $6 million, due to a 1.3 percent decrease in American's average price per gallon, partially offset by an 0.7 percent increase in gallons consumed by American. Commissions to agents decreased 3.6 percent, $24 million, due principally to a lower percentage of revenue subject to agent commissions combined with a reduction in average rates paid to agents attributable primarily to the change in commission structure implemented in February 1995. Other operating expenses, consisting of aircraft rentals, other rentals and landing fees, food service costs, maintenance costs and other miscellaneous operating expenses increased 3.8 percent, $96 million, primarily due to increases in contract maintenance expenses and increases in landing fee rates at certain locations.

Other Income (Expense) increased 9.1 percent or $26 million. Interest expense (net of amounts capitalized) increased $68 million due primarily to the issuance of $1.02 billion of convertible debentures in exchange for 2.04 million preferred shares in 1994, and the effect of rising interest rates on floating rate debt and interest rate swap agreements. These increases were partially offset by decreases in interest expense attributable to the repurchase and retirement of debt prior to scheduled maturity. Interest income increased $29 million attributable to higher average investment balances and higher average rates.

THE SABRE GROUP
FINANCIAL HIGHLIGHTS
(Dollars in millions)

	Six Months Ended June 30, 1995	1994
Revenues	$ 814	$ 731
Expenses		
Wages, salaries and benefits	216	198
Depreciation and amortization	88	88
Other operating expenses	290	255
Total operating expenses	594	541
Operating Income	220	190
Other Income (Expense)	(11)	(11)
Income Before Income Taxes	$ 209	$ 179
Average number of equivalent employees	7,300	6,900

Revenues
Revenues for The SABRE Group increased 11.4 percent, $83 million, primarily due to increased booking fee volume, which was positively impacted by international expansion in Europe, Latin America and India, increased sales of premium priced products and AMR's services agreement with Canadian Airlines International, Inc. (CAI), which was signed in April 1994.

Expenses
Wages, salaries and benefits increased 9.1 percent, $18 million, due primarily to a 5.8 percent increase in the average number of equivalent employees. Other operating expenses increased 13.7 percent, $35 million, due primarily to costs associated with international expansion and the CAI agreement.

MANAGEMENT SERVICES GROUP
FINANCIAL HIGHLIGHTS
(Dollars in millions)

	Six Months Ended June 30, 1995	1994
Revenues	$ 328	$ 315
Expenses		
Wages, salaries and benefits	119	111
Other operating expenses	157	167
Total operating expenses	276	278
Operating Income	52	37
Other Income (Expense)	(19)	(14)
Income Before Income Taxes	$ 33	$ 23
Average number of equivalent employees	12,500	11,900

Results of Operations (continued)

Revenues
Revenues for the AMR Management Services Group increased 4.1 percent, or $13 million. Revenues for Airline Management Services, which was formed in 1994 to manage the Company's service contracts with other airlines including CAI, contributed $15 million to the increase.

Expenses
Wages, salaries and benefits increased 7.2 percent, $8 million, due primarily to an increase in the average number of equivalent employees. Other operating expenses decreased 6.0 percent, $10 million, due primarily to a reduction in aircraft rent attributable to the expiration of operating leases for 18 Jetstream 32 aircraft since June 30, 1994.

LIQUIDITY AND CAPITAL RESOURCES

Net cash provided by operating activities in the six month period ended June 30, 1995, was $1.1 billion, compared to $994 million in 1994. Capital expenditures for the first six months of 1995 were $683 million, and included the acquisition of six Boeing 757-200 and four Boeing 767-300 aircraft by American and the acquisition of eight Super ATR turboprop aircraft by AMR Leasing. These capital expenditures, as well as the expansion of certain airport facilities, were funded with internally generated cash.

PART II

Item 1. Legal Proceedings

American has been sued in two class action cases that have been consolidated in the Circuit Court of Cook County, Illinois, in connection with certain changes made to American's AAdvantage frequent flyer program in May, 1988. (Wolens, et al v. American Airlines, Inc., No. 88 CH 7554, and Tucker v. American Airlines, Inc., No. 89 CH 199.) In both cases, the plaintiffs seek to represent all persons who joined the AAdvantage program before May 1988. The complaints allege that, on that date, American implemented changes that limited the number of seats available to participants traveling on certain awards and established holiday blackout dates during which no AAdvantage seats would be available for certain awards. The plaintiffs allege that these changes breached American's contracts with AAdvantage members and were in violation of the Illinois Consumer Fraud and Deceptive Business Practice Act (Consumer Fraud Act). Plaintiffs seek money damages of an unspecified sum, punitive damages, costs, attorneys fees and an injunction preventing the Company from making any future changes that would reduce the value of AAdvantage benefits. American moved to dismiss both complaints, asserting that the claims are preempted by the Federal Aviation Act and barred by the Commerce Clause of the U.S. Constitution.

The trial court denied American's preemption motions, but certified its decision for interlocutory appeal. In December 1990, the Illinois Appellate Court held that plaintiffs' claims for an injunction are preempted by the Federal Aviation Act, but that plaintiffs' claims for money damages could proceed. On March 12, 1992, the Illinois Supreme Court affirmed the decision of the Appellate Court. American sought a writ of certiorari from the U.S. Supreme Court; and on October 5, 1992, that Court vacated the decision of the Illinois Supreme Court and remanded the cases for reconsideration in light of the U.S. Supreme Court's decision in Morales v. TWA, et al, which interpreted the preemption provisions of the Federal Aviation Act very broadly. On December 16, 1993, the Illinois Supreme Court rendered its decision on remand, holding that plaintiffs' claims seeking an injunction were preempted, but that identical claims for compensatory and punitive damages were not preempted. On February 8, 1994, American filed petition for a writ of certiorari in the U.S. Supreme Court. The Illinois Supreme Court granted American's motion to stay the state court proceeding pending disposition of American's petition in the U.S. Supreme Court. The matter was argued before the U.S. Supreme Court on November 1, 1994, and on January 18, 1995, the U.S. Supreme Court issued its opinion ending a portion of the suit against American. The U.S. Supreme Court held that a) plaintiffs' claim for violation of the Illinois Consumer Fraud Act was preempted by federal law -- entirely ending that part of the case and eliminating plaintiffs' claim for punitive damages; and b) certain breach of contract claims would not be preempted by federal law. The Court did not determine, however, whether the contract claims asserted by the plaintiffs in Wolens were preempted, and therefore remanded the case to the state court for further proceedings. In the event that the plaintiffs' breach of contract claim is eventually permitted to proceed in the state court, American intends to vigorously defend the case.

PART II

Item 4 Submission of Matters to a vote of Security Holders

The owners of 63,168,098 shares of common stock, or 83 percent of shares outstanding, were represented at the annual meeting of stockholders on May 17, 1995 at The Drake Hotel, 140 East Walton Place, Chicago, Illinois.

Elected as directors of the Corporation, each receiving a minimum of 62,949,860 votes were:

Howard P. Allen	Earl G. Graves
David L. Boren	Dee J. Kelly
Edward A. Brennan	Ann D. McLaughlin
Armando M. Codina	Charles H. Pistor, Jr.
Robert L. Crandall	Joe M. Rodgers
Christopher F. Edley	Maurice Segall
Charles T. Fisher, III	Eugene F. Williams, Jr.

Stockholders ratified the appointment of Ernst & Young LLP as independent auditors for the Corporation for 1995. The vote was 62,979,468 in favor; 49,843 against; and 138,787 abstaining.

Stockholders rejected a proposal relating to cumulative voting. The vote was 17,883,312 in favor; 29,418,358 against; and 8,882,174 abstaining.

A stockholder proposal relating to the Corporation's Rights to Purchase Preferred Shares Plan was withdrawn by the stockholder.

Stockholders rejected a proposal relating to pension benefits for outside directors. The vote was 17,677,600 in favor; 36,446,619 against; and 2,059,245 abstaining.

Stockholders rejected a proposal relating to smoking on American Airlines flights. The vote was 2,800,970 in favor; 49,478,370 against; and 3,904,124 abstaining.

Item 6. Exhibits and Reports on Form 8-K

The following exhibits are included herein:

10 (ppp) AMR Corporation Amended Bylaws

11 Statement re: computation of earnings per share

12 Statement re: computation of ratio of earnings to fixed charges

The Company did not file any reports on Form 8-K during the three months ended June 30, 1995.

Signatures

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

AMR CORPORATION

Date: August 10, 1995   BY: /s/ Gerard J. Arpey
Gerard J. Arpey
Senior Vice President and Chief Financial Officer

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

	Three Months Ended June 30,		Six Months Ended June 30,	
	1995	1994	1995	1994
Primary:				
Average shares outstanding	76	76	76	76
Add shares issued upon assumed conversion of dilutive options, stock appreciation rights and warrants and shares assumed issued for deferred stock granted	3	3	3	2
Less assumed treasury shares purchased	(2)	(3)	(2)	(2)
Totals	77	76	77	76
Earnings	$ 179	$ 153	$ 217	$ 146
Less: Preferred dividend requirements	(1)	(17)	(2)	(33)
Earnings applicable to common shares shares	$ 178	$ 136	$ 215	$ 113
Per share amount	$ 2.31	$ 1.77	$ 2.79	$ 1.48
Fully diluted:				
Average shares outstanding	76	76	76	76
Add shares issued upon:				
Assumed conversion of 6.125% convertible subordinated debentures	13	-	13	-
Assumed conversion of preferred stock	1	14	1	(a)
Assumed conversion of dilutive options, stock appreciation rights and warrants and shares assumed issued for deferred stock granted	3	3	3	2
Less assumed treasury shares purchased	(2)	(3)	(2)	(2)
Totals	91	90	91	76
Earnings	$ 179	$ 153	$ 217	$ 146
Less: Preferred dividend requirements	(1)	(17)	(2)	(33)
Earnings applicable to common shares	178	136	215	113
Adjustments:				
Add interest upon assumed conversion of 6.125% convertible subordinated debentures, net of tax	10	-	21	-
Add dividends upon assumed conversion of convertible preferred stock	1	17	2	(a)
Earnings as adjusted	$ 189	$ 153	$ 238	$ 113
Per share amount	$ 2.08	$ 1.68	$ 2.62	$ 1.48

(a) Conversion not assumed as results would be anti-dilutive.

Exhibit 12

AMR CORPORATION
Computation of Ratio of Earnings to Fixed Charges
(Dollars in millions)

	Year Ended December 31,					Six Months Ended June 30,	
	1990	1991	1992	1993	1994	1994	1995
Earnings:							
Earnings (loss) before income taxes, extraordinary loss, and cumulative effect of accounting changes	$(34)	$(340)	$(697)	$(113)	$370	$250	$394
Add: Total fixed charges (per below)	734	1,028	1,285	1,339	1,289	632	683
Less: Interest capitalized	116	159	101	51	22	11	8
Total earnings	$584	$529	$487	$1,175	$1,637	$871	$1,069
Fixed charges:							
Interest	$338	$508	$651	$668	$637	$306	$358
Portion of rental expense representative of the interest factor	394	513	627	663	645	322	322
Amortization of debt expense	2	7	7	8	7	4	3
Total fixed charges	$734	$1,028	$1,285	$1,339	$1,289	$632	$683
Ratio of earnings to fixed charges	-	-	-	-	1.27	1.38	1.57
Coverage deficiency	$150	$499	$798	$164	$ -	$ -	$ -

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6-MOS
DEC-31-1995
JUN-30-1995
89
810
1,475
17
615
3,492
20,651
6,638
19,953
5,550
0
2,303
0
78
1,220
19,953
0
8,277
0
7,543
0
0
358
394
164
230
0
(13)
0
217
2.79
2.62