

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 Report (Date of earliest event reported): **October 21, 2021**

**AMERICAN AIRLINES GROUP INC.**  
**AMERICAN AIRLINES, INC.**

(Exact name of registrant as specified in its charter)

Delaware

1-8400

75-1825172

Delaware

1-2691

13-1502798

(State or other Jurisdiction of Incorporation)

(Commission File Number)

(IRS Employer Identification No.)

1 Skyview Drive, Fort Worth,  
1 Skyview Drive, Fort Worth,

Texas  
Texas

76155  
76155

(Address of principal executive offices)

(Zip Code)

Registrant's telephone number, including area code:

(682) 278-9000  
(682) 278-9000

N/A

(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))

Securities registered pursuant to Section 12(b) of the Act:

Title of each class  
Common Stock, \$0.01 par value per share

Trading  
Symbol(s)  
AAL

Name of each exchange  
on which registered  
The Nasdaq Global Select Market

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 or Rule 12b-2 of the Securities Exchange Act of 1934.

Emerging growth company

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act.

**ITEM 2.02. RESULTS OF OPERATIONS AND FINANCIAL CONDITION.**

On October 21, 2021, American Airlines Group Inc. (the Company, we, us and our) issued a press release reporting financial results for the three and nine months ended September 30, 2021. The press release is furnished as Exhibit 99.1.

**ITEM 7.01. REGULATION FD DISCLOSURE.**

On October 21, 2021, the Company provided a presentation to investors. This investor presentation is located on the Company's website at [www.aa.com](http://www.aa.com) under "Investor Relations." The investor presentation is furnished as Exhibit 99.2.

Also on October 21, 2021, the Company provided an update for investors presenting information relating to its financial and operational outlook for the fourth quarter of 2021. This investor update is located on the Company's website at [www.aa.com](http://www.aa.com) under "Investor Relations." The investor update is furnished as Exhibit 99.3.

The information in Items 2.02 and 7.01 of this Current Report on Form 8-K, including Exhibits 99.1, 99.2 and 99.3, is being furnished and shall not be deemed to be "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended, or otherwise subject to the liabilities of that Section and shall not be deemed incorporated by reference into any registration statement or other document filed pursuant to the Securities Act of 1933, as amended, except as shall be expressly set forth by specific reference in such filing.

**ITEM 9.01. FINANCIAL STATEMENTS AND EXHIBITS.**

**(d) Exhibits.**

<b>Exhibit No.</b>	<b>Description</b>
99.1	<a href="#">Press Release, dated October 21, 2021.</a>
99.2	<a href="#">Investor Presentation, dated October 21, 2021.</a>
99.3	<a href="#">Investor Update, dated October 21, 2021.</a>
104.1	Cover page interactive data file (embedded within the Inline XBRL document).

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**SIGNATURES**

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

**AMERICAN AIRLINES GROUP INC.**

Date: October 21, 2021

By: /s/ Derek J. Kerr  
Derek J. Kerr  
Executive Vice President and  
Chief Financial Officer

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: October 21, 2021

By: /s/ Derek J. Kerr  
Derek J. Kerr  
Executive Vice President and  
Chief Financial Officer

**PRESS RELEASE**

Corporate Communications  
[mediarelations@aa.com](mailto:mediarelations@aa.com)

Investor Relations  
[investor.relations@aa.com](mailto:investor.relations@aa.com)

FOR RELEASE: Thursday, Oct. 21, 2021

**AMERICAN AIRLINES REPORTS THIRD-QUARTER 2021 FINANCIAL RESULTS**

FORT WORTH, Texas — American Airlines Group Inc. (NASDAQ: AAL) today reported its third-quarter 2021 financial results, including:

- **Third-quarter net profit of \$169 million, or \$0.25 per diluted share. Excluding net special items<sup>1</sup>, third-quarter net loss of \$641 million, or (\$0.99) per share.**
- **Third-quarter revenue of \$9.0 billion, up 20% sequentially from the second quarter of 2021.**
- **Ended the third quarter with approximately \$18 billion of total available liquidity, after prepayment of \$950 million spare parts term loan during the quarter.**
- **Company continues to expect robust demand during peak travel periods in the fourth quarter, with more than 6,000 peak day departures.**
- **Company continues to execute on its plan to pay down approximately \$15 billion of debt by the end of 2025.**

"The American Airlines team continues to demonstrate its resilience and ability to execute, enabling us to deliver our best quarter since the pandemic began as measured by pre-tax financial results," said American's Chairman and CEO Doug Parker. "While the rise of the COVID-19 delta variant delayed some of our revenue recovery, it has not stopped our progress. We are incredibly proud of the team's hard work to operate a great airline, and with the network, cost and fleet simplification actions we have taken, we're confident American is well-positioned as the recovery takes hold."

American is committed to strengthening its business and returning to profitability by focusing on its three strategic objectives: Create a world-class customer experience, make culture a competitive advantage and build American to thrive forever.

**To create a world-class customer experience, American:**

- Reopened its industry-leading premium Flagship Lounges at John F. Kennedy International Airport (JFK) and Miami International Airport, with new chefs and creative menus in partnership with the James Beard Foundation.
- Introduced free access to live sports and news, 24/7, on the airline's domestic narrowbody aircraft. American has the fastest Wi-Fi on more aircraft than any other carrier.

- Was recognized by the American Society of Travel Advisors (ASTA) as Airline Partner of the Year for the third year in a row for its work supporting travel advisors. ASTA is the world's largest association of travel professionals and strives to promote excellence within the travel industry, while recognizing professionals who make lasting contributions to the industry.
- Announced a new codeshare agreement with IndiGo, India's leading airline. The agreement will place American's code on 29 IndiGo domestic routes in India, providing a convenient option for customers arriving on American's new Bengaluru (BLR) and Delhi (DEL) flights.
- Signed letters of intent to establish a partnership with JetSMART and expand its partnership with GOL to build on its strong South American network and increase long-haul flying. Both transactions are subject to the completion of definitive documents and certain regulatory approvals.

**To make culture a competitive advantage, American:**

- Operated 26 missions as part of the U.S. Civil Reserve Air Fleet (CRAF) program, aiding in the effort to bring thousands of evacuees from Afghanistan to the U.S. Team members throughout the airline and around the world came together to support American's CRAF activation.
- Delivered 4.5 million COVID-19 vaccine doses to Guatemala as part of the White House's plan to share at least 80 million U.S. vaccine doses globally this summer.
- Was named to the Seramount 2021 Inclusion Index, which recognizes organizations for their efforts to create an inclusive workplace. Seramount evaluates nearly 200 organizations and helps them understand trends and gaps in demographic representation and identify diversity, equity and inclusion solutions to close the gaps.
- Received a top score of 100 on the Disability Equality Index (DEI) and was named one of the best places to work for disability inclusion in 2021. The DEI was launched in 2015 by Disability:IN and The American Association of People with Disabilities and is acknowledged as the most robust disability inclusion assessment tool in business.

**To build American to thrive forever, American:**

- Announced that it is an anchor partner to Breakthrough Energy Catalyst, committing to invest \$100 million in a groundbreaking collaborative effort to accelerate the clean energy technologies necessary for achieving a net zero economy by 2050. Breakthrough Energy Catalyst is a first-of-its-kind model that brings together companies, governments, and private philanthropy to accelerate the adoption of critical, next-generation clean technologies.
- Committed to develop a science-based target for reducing its greenhouse gas emissions by 2035, supporting the airline's existing commitment to reach net-zero emissions by 2050. American also agreed to terms to purchase carbon-neutral sustainable aviation fuel (SAF) produced by Prometheus Fuels, which uses a novel process to make net-zero carbon transportation fuels, including SAF.

**Northeast Alliance**

American and JetBlue continue to roll out benefits to create a seamless customer experience. AAdvantage® and TrueBlue Mosaic members now receive their elite benefits, including priority check-in, priority baggage, priority security and priority boarding, when traveling on both airlines. American also expects to introduce AAdvantage award redemption on JetBlue soon.

Since January, American and JetBlue have brought more service to customers in New York and Boston, including 58 new routes, increased frequencies on more than 130 routes and codesharing on 175 routes. The alliance is connecting the Northeast to almost 150 global destinations, including 10 new international routes on American. These routes, made possible by the Northeast Alliance, include new services from JFK to Tel Aviv, Israel (TLV); Athens, Greece (ATH); and Delhi (DEL).

#### Liquidity and balance sheet

American ended the third quarter with approximately \$18 billion of total available liquidity. During the quarter, the Company announced its intention to reduce its debt by \$15 billion by the end of 2025. American plans to accomplish this through naturally occurring amortization and by using excess cash and free cash flow to pay down prepayable debt. As part of that plan, the Company prepaid in full its \$950 million spare parts term loan facility in the third quarter. In addition, during the third quarter, American had scheduled debt amortization payments of approximately \$649 million and unencumbered 20 Boeing 777-200 aircraft.

#### Guidance and investor update

American will continue to match its forward capacity with observed bookings trends. Based on current trends, the Company expects its fourth-quarter capacity to be down approximately 11% to 13% compared to the fourth quarter of 2019. American expects its fourth-quarter total revenue to be down approximately 20% versus the fourth quarter of 2019. The Company also expects its fourth quarter pre-tax margin excluding net special items will be between negative 16% and negative 18%<sup>2</sup>.

For additional financial forecasting detail, please refer to the Company's investor update, filed with this press release with the SEC on Form 8-K. This filing will also be available at [aa.com/investorrelations](http://aa.com/investorrelations).

#### Conference call and webcast details

The Company will conduct a live audio webcast of its financial results conference call at 7:30 a.m. CDT today. The call will be available to the public on a listen-only basis at [aa.com/investorrelations](http://aa.com/investorrelations). An archive of the webcast will be available on the website through at least Nov. 21.

#### Notes

See the accompanying notes in the Financial Tables section of this press release for further explanation, including a reconciliation of all GAAP to non-GAAP financial information.

1. The Company recognized \$1.04 billion of net special credits before the effect of taxes in the third quarter of 2021 principally related to the financial assistance received pursuant to Payroll Support Program Agreements with the U.S. Department of Treasury.
2. American is unable to reconcile certain forward-looking projections to GAAP, as the nature or amount of net special items cannot be determined at this time.

#### About American Airlines Group

American's purpose is to care for people on life's journey. Shares of American Airlines Group Inc. trade on Nasdaq under the ticker symbol AAL and the Company's stock is included in the S&P 500. Learn more about what's happening at American by visiting [news.aa.com](http://news.aa.com) and connect with American on Twitter [@AmericanAir](https://twitter.com/AmericanAir) and at [Facebook.com/AmericanAirlines](https://Facebook.com/AmericanAirlines).

**Cautionary statement regarding forward-looking statements and information**

Certain of the statements contained in this report should be considered forward-looking statements within the meaning of the Securities Act, 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 the Company's plans, objectives, expectations, intentions, estimates and strategies for the future, 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 herein as well as in the Company's Quarterly Report on Form 10-Q for the quarter ended September 30, 2021 (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 other risks and uncertainties listed from time to time in the Company's other filings with the Securities and Exchange Commission. In particular, the consequences of the coronavirus outbreak to economic conditions and the travel industry in general and the financial position and operating results of the Company in particular have been material, are changing rapidly, and cannot be predicted. Additionally, 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 these 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 statement.

**American Airlines Group Inc.**  
**Condensed Consolidated Statements of Operations**  
(In millions, except share and per share amounts)  
**(Unaudited)**

	3 Months Ended September 30,		Percent Increase (Decrease)	9 Months Ended September 30,		Percent Increase (Decrease)
	2021	2020 <sup>(1)</sup>		2021	2020 <sup>(1)</sup>	
<b>Operating revenues:</b>						
Passenger	\$ 7,957	\$ 2,540	nm <sup>(2)</sup>	\$ 17,682	\$ 11,328	56.1
Cargo	332	207	59.9	973	484	nm
Other	680	426	59.8	1,800	1,497	20.2
<b>Total operating revenues</b>	<b>8,969</b>	<b>3,173</b>	<b>nm</b>	<b>20,455</b>	<b>13,309</b>	<b>53.7</b>
<b>Operating expenses:</b>						
Aircraft fuel and related taxes	1,952	611	nm	4,596	2,703	70.0
Salaries, wages and benefits	3,018	2,763	9.3	8,611	8,592	0.2
<b>Regional expenses:</b>						
Regional operating expenses	809	450	80.1	1,912	1,914	(0.1)
Regional depreciation and amortization	78	79	(1.7)	236	247	(4.2)
Maintenance, materials and repairs	548	337	62.3	1,383	1,253	10.4
Other rent and landing fees	694	472	47.1	1,950	1,495	30.4
Aircraft rent	358	336	6.6	1,064	1,004	6.0
Selling expenses	318	97	nm	745	540	38.1
Depreciation and amortization	480	498	(3.5)	1,439	1,557	(7.5)
Special items, net	(990)	(295)	nm	(3,986)	(657)	nm
Other	1,109	696	59.2	2,784	2,567	8.4
<b>Total operating expenses</b>	<b>8,374</b>	<b>6,044</b>	<b>38.5</b>	<b>20,734</b>	<b>21,215</b>	<b>(2.3)</b>
<b>Operating income (loss)</b>	<b>595</b>	<b>(2,871)</b>	<b>nm</b>	<b>(279)</b>	<b>(7,906)</b>	<b>(96.5)</b>
<b>Nonoperating income (expense):</b>						
Interest income	5	5	(4.1)	13	36	(63.2)
Interest expense, net	(476)	(340)	40.0	(1,332)	(851)	56.4
Other income, net	82	111	(26.0)	241	77	nm
<b>Total nonoperating expense, net</b>	<b>(389)</b>	<b>(224)</b>	<b>73.8</b>	<b>(1,078)</b>	<b>(738)</b>	<b>46.2</b>
<b>Income (loss) before income taxes</b>	<b>206</b>	<b>(3,095)</b>	<b>nm</b>	<b>(1,357)</b>	<b>(8,644)</b>	<b>(84.3)</b>
Income tax provision (benefit)	37	(696)	nm	(296)	(1,937)	(84.7)
<b>Net income (loss)</b>	<b>\$ 169</b>	<b>\$ (2,399)</b>	<b>nm</b>	<b>\$ (1,061)</b>	<b>\$ (6,707)</b>	<b>(84.2)</b>
<b>Earnings (loss) per common share:</b>						
Basic	\$ 0.26	\$ (4.71)		\$ (1.65)	\$ (14.76)	
Diluted	\$ 0.25	\$ (4.71)		\$ (1.65)	\$ (14.76)	
<b>Weighted average shares outstanding (in thousands):</b>						
Basic	648,564	509,049		642,432	454,523	
Diluted	721,142	509,049		642,432	454,523	

**Note: Percent change may not recalculate due to rounding.**

<sup>(1)</sup> Beginning in the first quarter of 2021, aircraft fuel and related taxes as well as certain salaries, wages and benefits, other rent and landing fees, selling and other expenses are no longer allocated to regional expenses on the Company's condensed consolidated statements of operations. The three and nine months ended September 30, 2020 condensed consolidated statements of operations have been recast to conform to the 2021 presentation. This statement of operations presentation change has no impact on total operating expenses or net loss.

<sup>(2)</sup> Not meaningful or greater than 100% change.



American Airlines Group Inc.  
 Consolidated Operating Statistics <sup>(1)</sup>  
 (Unaudited)

	3 Months Ended September 30,		Increase (Decrease)	9 Months Ended September 30,		Increase (Decrease)
	2021	2020		2021	2020	
Revenue passenger miles (millions)	48,069	18,121	nm %	112,555	70,523	59.6 %
Available seat miles (ASM) (millions)	61,111	30,768	98.6 %	153,431	109,948	39.5 %
Passenger load factor (percent)	78.7	58.9	19.8 pts	73.4	64.1	9.3 pts
Yield (cents)	16.55	14.01	18.1 %	15.71	16.06	(2.2) %
Passenger revenue per ASM (cents)	13.02	8.25	57.8 %	11.52	10.30	11.9 %
Total revenue per ASM (cents)	14.68	10.31	42.3 %	13.33	12.11	10.1 %
Cargo ton miles (millions)	510	337	51.5 %	1,597	949	68.3 %
Cargo yield per ton mile (cents)	65.02	61.61	5.5 %	60.94	51.05	19.4 %
Fuel consumption (gallons in millions)	941	499	88.5 %	2,393	1,745	37.1 %
Average aircraft fuel price including related taxes (dollars per gallon)	2.07	1.23	69.3 %	1.92	1.55	24.0 %
Operating cost per ASM (cents)	13.70	19.64	(30.2) %	13.51	19.30	(30.0) %
Operating cost per ASM excluding net special items (cents)	15.43	21.33	(27.7) %	16.40	20.17	(18.7) %
Operating cost per ASM excluding net special items and fuel (cents)	12.24	19.34	(36.7) %	13.41	17.72	(24.3) %
Passenger enplanements (thousands)	48,129	21,114	nm %	116,384	71,686	62.4 %
Departures (thousands):						
Mainline	245	144	69.7 %	618	478	29.3 %
Regional	263	163	61.8 %	696	546	27.5 %
Total	508	307	65.5 %	1,314	1,024	28.4 %
Average stage length (miles):						
Mainline	1,171	1,094	7.0 %	1,180	1,121	5.3 %
Regional	482	465	3.7 %	489	470	3.9 %
Total	814	761	7.0 %	813	774	5.1 %
Aircraft at end of period:						
Mainline <sup>(2)</sup>	857	848	1.1 %	857	848	1.1 %
Regional <sup>(3)</sup>	557	533	4.5 %	557	533	4.5 %
Total	1,414	1,381	2.4 %	1,414	1,381	2.4 %
Full-time equivalent employees at end of period:						
Mainline	94,000	87,700	7.2 %	94,000	87,700	7.2 %
Regional <sup>(4)</sup>	25,800	22,800	13.2 %	25,800	22,800	13.2 %
Total	119,800	110,500	8.4 %	119,800	110,500	8.4 %

Note: Amounts may not recalculate due to rounding.

<sup>(1)</sup> Unless otherwise noted, operating statistics include mainline and regional operations. Regional includes wholly-owned regional airline subsidiaries and operating results from capacity purchase carriers.

<sup>(2)</sup> Excludes 37 Boeing 737-800 mainline aircraft that are in temporary storage at September 30, 2021.

<sup>(3)</sup> Includes aircraft owned and leased by American as well as aircraft operated by third-party regional carriers under capacity purchase agreements. Excludes eight Embraer 145 and one Embraer 170 regional aircraft that are in temporary storage at September 30, 2021.

<sup>(4)</sup> Regional full-time equivalent employees only include our wholly-owned regional airline subsidiaries.

American Airlines Group Inc.  
 Consolidated Revenue Statistics by Region  
 (Unaudited)

	3 Months Ended September 30,		Increase (Decrease)	9 Months Ended September 30,		Increase (Decrease)
	2021	2020		2021	2020	
<b>Domestic <sup>(1)</sup></b>						
Revenue passenger miles (millions)	38,869	16,508	nm %	92,277	55,168	67.3 %
Available seat miles (ASM) (millions)	46,505	26,284	76.9 %	115,494	85,956	34.4 %
Passenger load factor (percent)	83.6	62.8	20.8 pts	79.9	64.2	15.7 pts
Passenger revenue (dollars in millions)	6,547	2,296	nm %	14,646	9,102	60.9 %
Yield (cents)	16.84	13.91	21.1 %	15.87	16.50	(3.8) %
Passenger revenue per ASM (cents)	14.08	8.74	61.2 %	12.68	10.59	19.8 %
<b>Latin America <sup>(2)</sup></b>						
Revenue passenger miles (millions)	5,759	1,133	nm %	15,306	8,450	81.2 %
Available seat miles (millions)	7,733	1,773	nm %	24,059	11,541	nm %
Passenger load factor (percent)	74.5	63.9	10.6 pts	63.6	73.2	(9.6) pts
Passenger revenue (dollars in millions)	957	172	nm %	2,375	1,386	71.3 %
Yield (cents)	16.62	15.23	9.1 %	15.52	16.41	(5.4) %
Passenger revenue per ASM (cents)	12.38	9.73	27.2 %	9.87	12.01	(17.8) %
<b>Atlantic</b>						
Revenue passenger miles (millions)	3,163	342	nm %	4,302	4,716	(8.8) %
Available seat miles (millions)	6,035	1,827	nm %	11,222	8,883	26.3 %
Passenger load factor (percent)	52.4	18.7	33.7 pts	38.3	53.1	(14.8) pts
Passenger revenue (dollars in millions)	408	56	nm %	555	621	(10.6) %
Yield (cents)	12.90	16.22	(20.5) %	12.90	13.16	(2.0) %
Passenger revenue per ASM (cents)	6.76	3.04	nm %	4.94	6.99	(29.3) %
<b>Pacific</b>						
Revenue passenger miles (millions)	278	138	nm %	670	2,189	(69.4) %
Available seat miles (millions)	838	884	(5.2) %	2,656	3,568	(25.6) %
Passenger load factor (percent)	33.1	15.6	17.5 pts	25.2	61.4	(36.2) pts
Passenger revenue (dollars in millions)	45	16	nm %	106	219	(51.4) %
Yield (cents)	16.35	11.28	45.0 %	15.85	9.98	58.8 %
Passenger revenue per ASM (cents)	5.42	1.76	nm %	4.00	6.12	(34.7) %
<b>Total International</b>						
Revenue passenger miles (millions)	9,200	1,613	nm %	20,278	15,355	32.1 %
Available seat miles (millions)	14,606	4,484	nm %	37,937	23,992	58.1 %
Passenger load factor (percent)	63.0	36.0	27.0 pts	53.5	64.0	(10.5) pts
Passenger revenue (dollars in millions)	1,410	244	nm %	3,036	2,226	36.4 %
Yield (cents)	15.33	15.10	1.5 %	14.97	14.49	3.3 %
Passenger revenue per ASM (cents)	9.66	5.43	77.8 %	8.00	9.28	(13.7) %

Note: Amounts may not recalculate due to rounding.

<sup>(1)</sup> Domestic results include Canada, Puerto Rico and U.S. Virgin Islands.

<sup>(2)</sup> Latin America results include the Caribbean.

**Reconciliation of GAAP Financial Information to Non-GAAP Financial Information**

American Airlines Group Inc. (the Company) sometimes uses financial measures that are derived from the condensed consolidated financial statements but that are not presented in accordance with GAAP to understand and evaluate its current operating performance and to allow for period-to-period comparisons. The Company believes these non-GAAP financial measures may also provide useful information to investors and others. These non-GAAP measures may not be comparable to similarly titled non-GAAP measures of other companies, and should be considered in addition to, and not as a substitute for or superior to, any measure of performance, cash flow or liquidity prepared in accordance with GAAP. The Company is providing a reconciliation of reported non-GAAP financial measures to their comparable financial measures on a GAAP basis.

The tables below present the reconciliations of the following GAAP measures to their non-GAAP measures:

- Pre-Tax Income (Loss) (GAAP measure) to Pre-Tax Loss Excluding Net Special Items (non-GAAP measure)
- Pre-Tax Margin (GAAP measure) to Pre-Tax Margin Excluding Net Special Items (non-GAAP measure)
- Net Income (Loss) (GAAP measure) to Net Loss Excluding Net Special Items (non-GAAP measure)
- Basic and Diluted Earnings (Loss) Per Share (GAAP measure) to Basic and Diluted Loss Per Share Excluding Net Special Items (non-GAAP measure)
- Operating Income (Loss) (GAAP measure) to Operating Loss Excluding Net Special Items (non-GAAP measure)

Management uses these non-GAAP financial measures to evaluate the Company's current operating performance and to allow for period-to-period comparisons. As net special items may vary from period-to-period in nature and amount, the adjustment to exclude net special items allows management an additional tool to understand the Company's core operating performance.

Additionally, the tables below present the reconciliations of total operating costs (GAAP measure) to total operating costs excluding net special items and fuel (non-GAAP measure) and total operating costs per ASM (CASM) to CASM excluding net special items and fuel. Management uses total operating costs and CASM excluding net special items and fuel to evaluate the Company's current operating performance and for period-to-period comparisons. The price of fuel, over which the Company has no control, impacts the comparability of period-to-period financial performance. The adjustment to exclude fuel and net special items allows management an additional tool to understand and analyze the Company's non-fuel costs and core operating performance.

	3 Months Ended September 30,		Percent Increase (Decrease)	9 Months Ended September 30,		Percent Increase (Decrease)
	2021	2020		2021	2020	
	(in millions, except share and per share amounts)			(in millions, except share and per share amounts)		
<b>Reconciliation of Pre-Tax Loss Excluding Net Special Items</b>						
Pre-tax income (loss) as reported	\$ 206	\$ (3,095)		\$ (1,357)	\$ (8,644)	
Pre-tax net special items:						
Mainline operating special items, net <sup>(1)</sup>	(990)	(295)		(3,986)	(657)	
Regional operating special items, net <sup>(2)</sup>	(67)	(224)		(449)	(309)	
Nonoperating special items, net <sup>(3)</sup>	18	(21)		31	207	
Total pre-tax net special items	(1,039)	(540)		(4,404)	(759)	
Pre-tax loss excluding net special items	\$ (833)	\$ (3,635)	(77.1%)	\$ (5,761)	\$ (9,403)	(38.7%)
<b>Calculation of Pre-Tax Margin</b>						
Pre-tax income (loss) as reported	\$ 206	\$ (3,095)		\$ (1,357)	\$ (8,644)	
Total operating revenues as reported	\$ 8,969	\$ 3,173		\$ 20,455	\$ 13,309	
Pre-tax margin	2.3%	(97.6%)		(6.6%)	(64.9%)	
<b>Calculation of Pre-Tax Margin Excluding Net Special Items</b>						
Pre-tax loss excluding net special items	\$ (833)	\$ (3,635)		\$ (5,761)	\$ (9,403)	
Total operating revenues as reported	\$ 8,969	\$ 3,173		\$ 20,455	\$ 13,309	
Pre-tax margin excluding net special items	(9.3%)	(114.6%)		(28.2%)	(70.7%)	
<b>Reconciliation of Net Loss Excluding Net Special Items</b>						
Net income (loss) as reported	\$ 169	\$ (2,399)		\$ (1,061)	\$ (6,707)	
Net special items:						
Total pre-tax net special items <sup>(1), (2), (3)</sup>	(1,039)	(540)		(4,404)	(759)	
Net tax effect of net special items	229	121		991	165	
Net loss excluding net special items	\$ (641)	\$ (2,818)	(77.3%)	\$ (4,474)	\$ (7,301)	(38.7%)
<b>Reconciliation of Basic and Diluted Loss Per Share Excluding Net Special Items</b>						
Net loss excluding net special items	\$ (641)	\$ (2,818)		\$ (4,474)	\$ (7,301)	
Shares used for computation (in thousands):						
Basic and diluted	648,564	509,049		642,432	454,523	
Loss per share excluding net special items:						
Basic and diluted	\$ (0.99)	\$ (5.54)		\$ (6.96)	\$ (16.06)	

Reconciliation of Operating Loss Excluding Net Special Items	3 Months Ended September 30,		9 Months Ended September 30,	
	2021	2020	2021	2020
	(in millions)		(in millions)	
Operating income (loss) as reported	\$ 595	\$ (2,871)	\$ (279)	\$ (7,906)
Operating net special items:				
Mainline operating special items, net <sup>(1)</sup>	(990)	(295)	(3,986)	(657)
Regional operating special items, net <sup>(2)</sup>	(67)	(224)	(449)	(309)
Operating loss excluding net special items	\$ (462)	\$ (3,390)	\$ (4,714)	\$ (8,872)
<b>Reconciliation of Total Operating Cost per ASM Excluding Net Special Items and Fuel</b>				
Total operating expenses as reported	\$ 8,374	\$ 6,044	\$ 20,734	\$ 21,215
Operating net special items:				
Mainline operating special items, net <sup>(1)</sup>	990	295	3,986	657
Regional operating special items, net <sup>(2)</sup>	67	224	449	309
Total operating expenses, excluding net special items	9,431	6,563	25,169	22,181
Aircraft fuel and related taxes	(1,952)	(611)	(4,596)	(2,703)
Total operating expenses, excluding net special items and fuel	\$ 7,479	\$ 5,952	\$ 20,573	\$ 19,478
	(in cents)		(in cents)	
Total operating expenses per ASM as reported	13.70	19.64	13.51	19.30
Operating net special items per ASM:				
Mainline operating special items, net <sup>(1)</sup>	1.62	0.96	2.60	0.60
Regional operating special items, net <sup>(2)</sup>	0.11	0.73	0.29	0.28
Total operating expenses per ASM, excluding net special items	15.43	21.33	16.40	20.17
Aircraft fuel and related taxes per ASM	(3.19)	(1.98)	(3.00)	(2.46)
Total operating expenses per ASM, excluding net special items and fuel	12.24	19.34	13.41	17.72

Note: Amounts may not recalculate due to rounding.

**FOOTNOTES:**

- <sup>(1)</sup> The 2021 third quarter mainline operating special items, net principally included \$992 million of Payroll Support Program (PSP) financial assistance. The 2021 nine month period mainline operating special items, net principally included \$4.2 billion of PSP financial assistance, offset in part by \$168 million of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs offered as a result of reductions to the Company's operation due to the COVID-19 pandemic. Cash payments for salary and medical costs primarily associated with the Company's voluntary early retirement programs were approximately \$190 million and \$480 million for the 2021 third quarter and nine month period, respectively. The 2020 third quarter mainline operating special items, net principally included \$1.9 billion of PSP financial assistance, offset in part by \$871 million of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs and \$742 million of fleet impairment charges. The 2020 nine month period mainline operating special items, net principally included \$3.7 billion of PSP financial assistance, offset in part by \$1.5 billion of fleet impairment charges, \$1.4 billion of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs and \$228 million of one-time labor contract expenses due to the ratification of a new contract with the Company's maintenance and fleet service team members, including signing bonuses and adjustments to vacation accruals resulting from pay rate increases. Cash payments for salary and medical costs primarily associated with the Company's voluntary early retirement programs were approximately \$120 million and \$170 million for the 2020 third quarter and nine month period, respectively. Fleet impairment charges resulted from the retirement of certain aircraft earlier than planned primarily driven by the severe decline in air travel due to the COVID-19 pandemic. Mainline aircraft retired in 2020 included the Company's entire Airbus A330-200, Boeing 757, Boeing 767, Airbus A330-300 and Embraer 190 fleets. The 2020 third quarter fleet impairment charges included a \$709 million non-cash write-down of Airbus A330-200 aircraft and spare parts and \$33 million in cash charges primarily for lease return and other costs. The 2020 nine month period fleet impairment charges included a \$1.4 billion non-cash write-down of mainline aircraft and spare parts and \$102 million in cash charges primarily for impairment of right-of-use assets and lease return costs.
- <sup>(2)</sup> The 2021 third quarter regional operating special items, net principally included \$128 million of PSP financial assistance, offset in part by a \$61 million charge associated with the regional pilot retention program which provides for, among other things, a cash retention bonus to be paid in the fourth quarter of 2021 to eligible captains at the wholly-owned regional airlines included on the pilot seniority list as of September 1, 2021. The 2021 nine month period regional operating special items, net principally included \$539 million of PSP financial assistance, offset in part by the \$61 million charge associated with the regional pilot retention program discussed above and a \$27 million non-cash charge to write down regional aircraft resulting from the retirement of the remaining Embraer 140 fleet earlier than planned. The 2020 third quarter regional operating special items, net primarily included \$228 million of PSP financial assistance. The 2020 nine month period regional operating special items, net included \$444 million of PSP financial assistance, offset in part by a \$117 million non-cash charge to write down regional aircraft and spare parts associated with certain Embraer 140 and Bombardier CRJ200 aircraft, which were retired as a result of the severe decline in air travel due to the COVID-19 pandemic.
- <sup>(3)</sup> Principally included mark-to-market net unrealized gains and losses associated with certain equity investments and treasury rate lock derivative instruments as well as non-cash charges associated with debt refinancings and extinguishments.

American Airlines Group Inc.  
 Condensed Consolidated Statements of Cash Flows  
 (In millions)(Unaudited)

	9 Months Ended September 30,	
	2021	2020
<b>Net cash provided by (used in) operating activities</b>	<b>\$ 1,904</b>	<b>\$ (3,680)</b>
<b>Cash flows from investing activities:</b>		
Capital expenditures, net of aircraft purchase deposit returns	(25)	(1,810)
Proceeds from sale-leaseback transactions	168	433
Proceeds from sale of property and equipment	181	251
Purchases of short-term investments	(15,159)	(7,086)
Sales of short-term investments	7,540	2,603
Increase in restricted short-term investments	(330)	(317)
Other investing activities	(96)	(112)
Net cash used in investing activities	(7,721)	(6,038)
<b>Cash flows from financing activities:</b>		
Proceeds from issuance of long-term debt	12,096	11,564
Payments on long-term debt and finance leases	(6,639)	(3,018)
Proceeds from issuance of equity	460	1,527
Deferred financing costs	(176)	(132)
Treasury stock repurchases and shares withheld for taxes pursuant to employee stock plans	(13)	(173)
Dividend payments	—	(43)
Other financing activities	121	—
Net cash provided by financing activities	5,849	9,725
Net increase in cash and restricted cash	32	7
Cash and restricted cash at beginning of period	399	290
Cash and restricted cash at end of period <sup>(1)</sup>	<u>\$ 431</u>	<u>\$ 297</u>

<sup>(1)</sup> The following table provides a reconciliation of cash and restricted cash to amounts reported within the condensed consolidated balance sheets:

Cash	\$ 293	\$ 253
Restricted cash included in restricted cash and short-term investments	138	44
Total cash and restricted cash	<u>\$ 431</u>	<u>\$ 297</u>

American Airlines Group Inc.  
 Condensed Consolidated Balance Sheets  
 (In millions, except shares)

	September 30, 2021 (unaudited)	December 31, 2020
<b>Assets</b>		
<b>Current assets</b>		
Cash	\$ 293	\$ 245
Short-term investments	14,243	6,619
Restricted cash and short-term investments	923	609
Accounts receivable, net	1,332	1,342
Aircraft fuel, spare parts and supplies, net	1,851	1,614
Prepaid expenses and other	553	666
Total current assets	19,195	11,095
<b>Operating property and equipment</b>		
Flight equipment	37,689	37,816
Ground property and equipment	9,114	9,194
Equipment purchase deposits	626	1,446
Total property and equipment, at cost	47,429	48,456
Less accumulated depreciation and amortization	(17,632)	(16,757)
Total property and equipment, net	29,797	31,699
Operating lease right-of-use assets	7,804	8,039
<b>Other assets</b>		
Goodwill	4,091	4,091
Intangibles, net	1,998	2,029
Deferred tax asset	3,582	3,239
Other assets	1,970	1,816
Total other assets	11,641	11,175
Total assets	\$ 68,437	\$ 62,008
<b>Liabilities and Stockholders' Equity (Deficit)</b>		
<b>Current liabilities</b>		
Current maturities of long-term debt and finance leases	\$ 2,550	\$ 2,797
Accounts payable	1,835	1,196
Accrued salaries and wages	1,501	1,716
Air traffic liability	6,450	4,757
Loyalty program liability	2,791	2,033
Operating lease liabilities	1,490	1,651
Other accrued liabilities	2,321	2,419
Total current liabilities	18,938	16,569
<b>Noncurrent liabilities</b>		
Long-term debt and finance leases, net of current maturities	36,047	29,796
Pension and postretirement benefits	6,495	7,069
Loyalty program liability	6,404	7,162
Operating lease liabilities	6,568	6,777
Other liabilities	1,422	1,502
Total noncurrent liabilities	56,936	52,306
<b>Stockholders' equity (deficit)</b>		
Common stock, 647,477,469 shares outstanding at September 30, 2021	6	6
Additional paid-in capital	7,221	6,894
Accumulated other comprehensive loss	(6,957)	(7,103)
Retained deficit	(7,707)	(6,664)
Total stockholders' deficit	(7,437)	(6,867)
Total liabilities and stockholders' equity (deficit)	\$ 68,437	\$ 62,008

# American Airlines Group Inc.

Exhibit 99.2

## Third-Quarter 2021 Financial Results



## Forward-looking statements

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Certain of the statements contained in this presentation should be considered forward-looking statements within the meaning of the Securities Act, 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 the Company’s plans, objectives, expectations, intentions, estimates and strategies for the future, 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 herein as well as in the Company’s Quarterly Report on Form 10-Q for the quarter ended September 30, 2021 (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 other risks and uncertainties listed from time to time in the Company’s other filings with the Securities and Exchange Commission. In particular, the consequences of the coronavirus outbreak to economic conditions and the travel industry in general and the financial position and operating results of the Company in particular have been material, are changing rapidly, and cannot be predicted. Additionally, 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 these 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 statement.





# Introductory remarks

**Doug Parker**  
Chairman and Chief Executive Officer



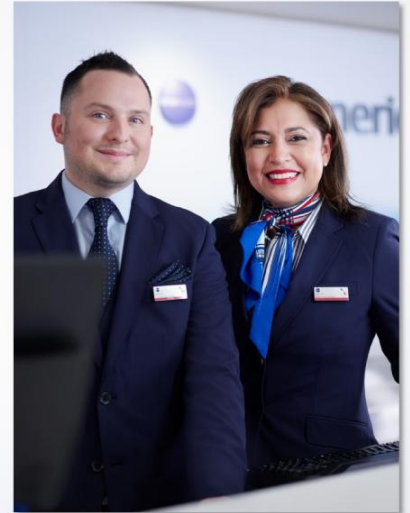
## Third-quarter results

### Third-quarter results show strong improvement

- Total revenue increased by 20% from 2Q21 on 12% increase in capacity
- Third-quarter net income of \$169 million
- Excluding net special items<sup>1</sup>, net loss of \$641 million – smallest loss since pandemic began

### Key accomplishments

- Flew 48 million passengers, more than any other U.S. airline
- Operated 26 CRAF missions, bringing thousands of evacuees from Afghanistan to the U.S.
- Announced commitment to invest in Breakthrough Energy Catalyst



<sup>1</sup>/See GAAP to non GAAP reconciliation at the end of this presentation



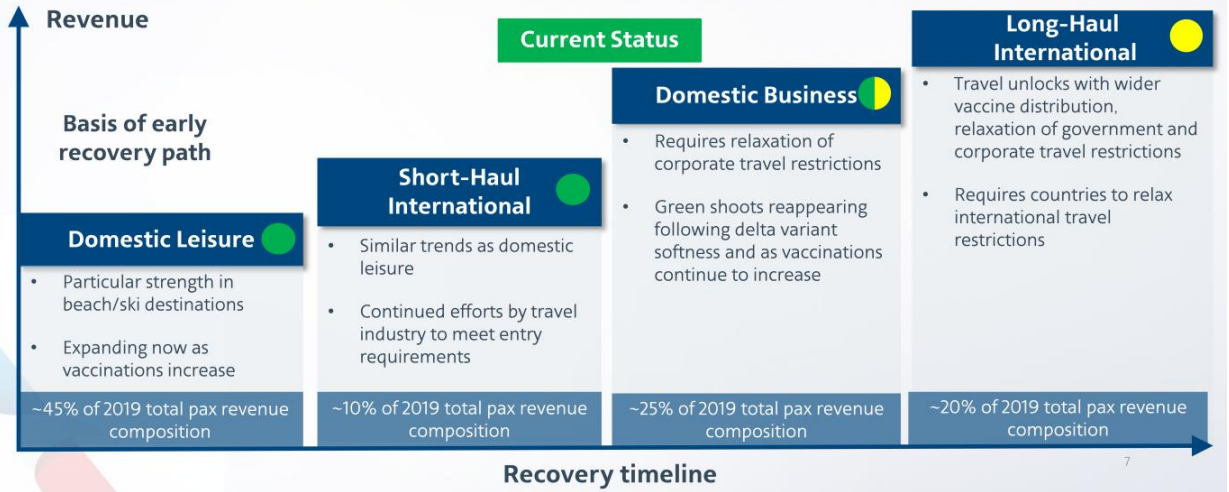
# Commercial update

**Robert Isom**  
President



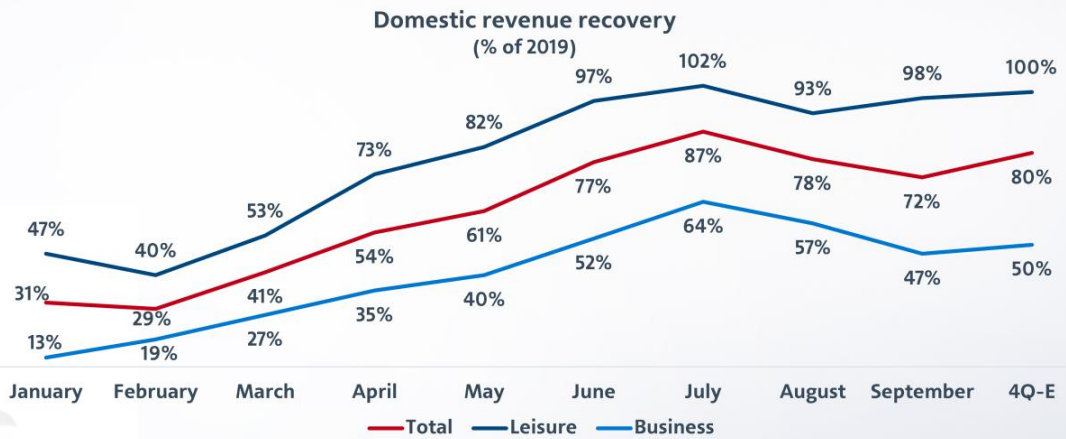
# Recovery timeline

- Domestic leisure and short-haul international have fully recovered.
- Domestic business revenue recovered to ~50% of 2019 levels in the third quarter. Long-haul international traffic is showing meaningful signs of recovery; supported by recent announcement about reopening travel to U.S.



## Revenue recovery

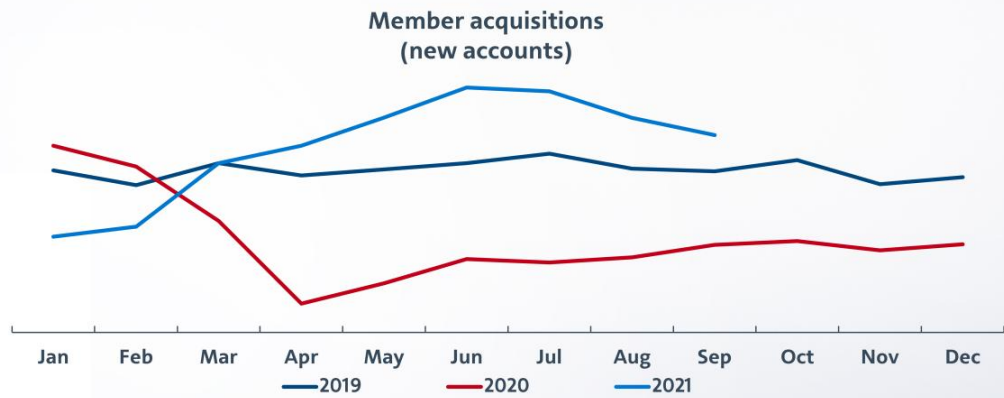
- The revenue recovery took a pause in the third quarter due to the delta variant of COVID-19, which drove a decline in business demand.
- Fourth quarter revenue is expected to improve, supported by strong peak holiday demand.



1/ Source- company monthly domestic coupon revenue results

## AAdvantage program relevance remains robust

- From an absolute basis, new member acquisitions in 2021 have outpaced 2019 despite lower levels of capacity.
- 2021 program revenues have also closed in on 2019 revenues.



# Financial update

**Derek Kerr**  
Chief Financial Officer





## Third-quarter results

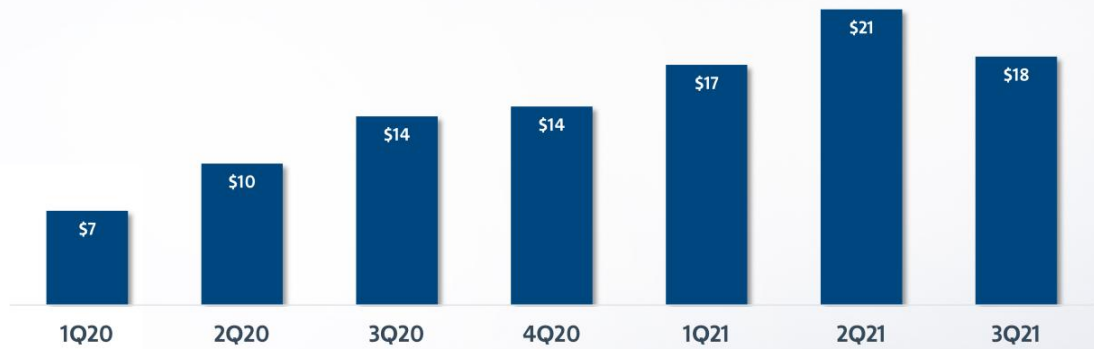
	GAAP		Non-GAAP	
	3Q21	3Q20	3Q21	3Q20
	(in millions except share and per share amounts)			
Operating Income (Loss)	\$ 595	\$ (2,871)	\$ (462)	\$ (3,390)
Income (Loss) Before Income Taxes	\$ 206	\$ (3,095)	\$ (833)	\$ (3,635)
Net Income (Loss)	\$ 169	\$ (2,399)	\$ (641)	\$ (2,818)
Earnings (loss) per common share:				
Basic	<u>\$ 0.26</u>	<u>\$ (4.71)</u>	<u>\$ (0.99)</u>	<u>\$ (5.54)</u>
Diluted	<u>\$ 0.25</u>	<u>\$ (4.71)</u>	<u>\$ (0.99)</u>	<u>\$ (5.54)</u>
Weighted average shares outstanding (in thousands):				
Basic	<u>648,564</u>	<u>509,049</u>	<u>648,564</u>	<u>509,049</u>
Diluted	<u>721,142</u>	<u>509,049</u>	<u>648,564</u>	<u>509,049</u>

Note: May not recalculate due to rounding.

## Strong liquidity position

- Ended 3Q21 with approximately \$18 billion of total available liquidity, including the impact of pre-paying \$950 million spare parts term loan.

### Total available liquidity<sup>1</sup> (in billions)



<sup>1</sup>Total available liquidity is defined as unrestricted cash and marketable securities plus available undrawn revolver capacity and other undrawn facilities.

## Balance sheet repair

**Strong liquidity and confidence in recovery leads to accelerated deleveraging**

### Accelerated deleveraging

- Company has \$13 billion of prepayable debt
- Prepaid \$950 million of spare parts term loan
- Continue to target \$15 billion in debt reduction by end of 2025

### Future priorities for excess liquidity

- Pay down prepayable debt (~30% of total debt)
- Free up high-quality collateral
- Address short end of maturity curve



# Youngest fleet of the network airlines

As part of American's plan to right-size the fleet and cost structure, the Company accelerated the retirement of several mainline and regional sub-fleets:

### Permanent retirements

- 20 Embraer 190s - sold
- 34 Boeing 757s
- 17 Boeing 767s - sold
- 9 Airbus A330-300s
- 15 Airbus A330-200s
- 19 Bombardier CRJ200s
- 34 Embraer ERJs

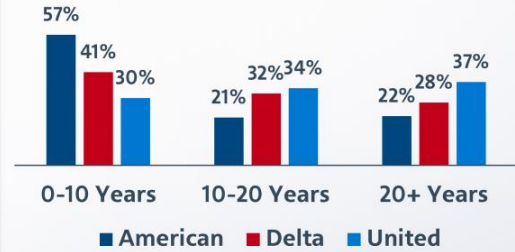
These retirements remove operating complexity and bring forward cost savings and efficiencies associated with operating fewer aircraft types:

- Avoid significant future maintenance expense
- Provide crew scheduling and training efficiencies

*As a result of these retirements, the mainline fleet harmonized around B737 and A320 narrowbodies and B777 and B787 widebodies*

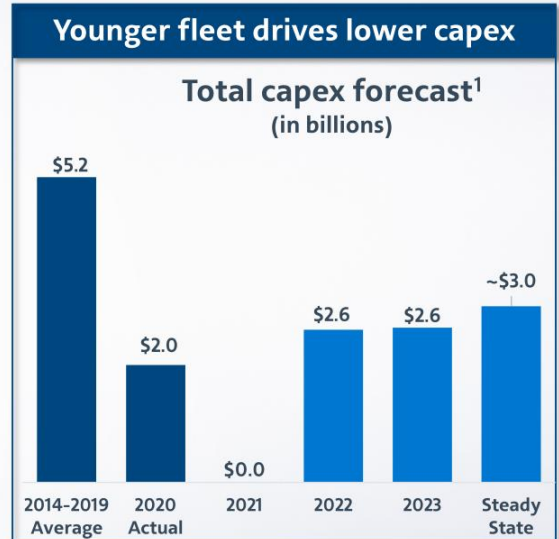
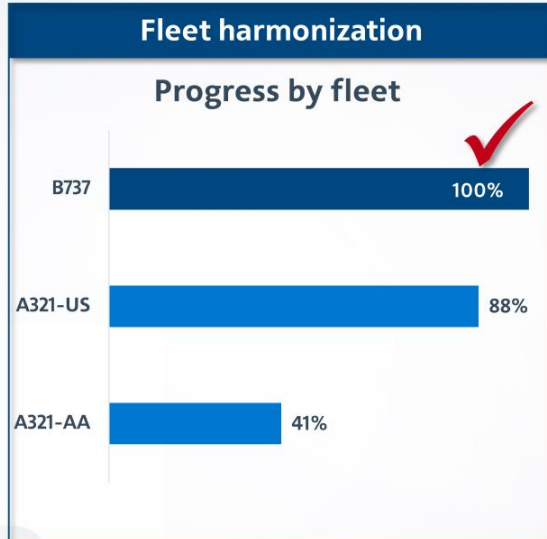
## Mainline fleet breakdown by age<sup>1</sup>

- 57% of American's fleet is 10 years old or younger
- Future fleet replacement needs are lower than peers
- Existing financings completed at very attractive levels



<sup>1/</sup> Source: Company filing and Cirium Fleets Analyzer database.

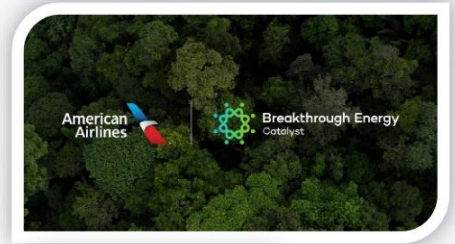
# Passionately pursuing efficiencies



<sup>1/</sup> Source: Company filings. 2021 includes net inflows from return of PDPs

## Investing in the future

- **Breakthrough Energy Catalyst**
  - Become an anchor partner to Breakthrough Energy Catalyst
  - \$100 million commitment to accelerate the clean energy technologies necessary for achieving a net zero economy by 2050
- **New and enhanced partnerships**
  - Announced new codeshare agreement with IndiGo, India's leading airline
  - Signed letters of intent with JetSMART and GOL to enhance presence in South America. Both transactions are subject to the completion of definitive documents and certain regulatory approvals



## 4Q21 outlook

	4Q21 vs 4Q19	
Total Capacity (ASMs)	~ -11% to -13%	
Total Revenue	~ -20%	
CASM excluding fuel and net special items <sup>1</sup>	~ +8% to +10%	
	4Q21	4Q21 comments
Fuel	\$2.43 to \$2.48 / gal	Based on October 18, 2021 forward curve and planned consumption of ~970 million gallons
Pretax margin excluding net special items <sup>1</sup>	~ -16% to -18%	Includes non-operating expense of ~\$380 million
Capex	FY 2021 \$0	Return of PDPs drives net zero capex in FY 2021

<sup>1</sup>/CASM excluding fuel and net special items and pretax margin excluding net special items are non-GAAP financial measures. The Company is unable to reconcile certain forward-looking projections to GAAP as the nature or amount of net special items cannot be determined at this time.





# GAAP to non-GAAP reconciliation

## Reconciliation of GAAP Financial Information to Non-GAAP Financial Information

American Airlines Group Inc. (the Company) sometimes uses financial measures that are derived from the condensed consolidated financial statements but that are not presented in accordance with GAAP to understand and evaluate its current operating performance and to allow for period-over-period comparisons. The Company believes these non-GAAP financial measures may also provide useful information to investors and others. These non-GAAP measures may not be comparable to similarly titled non-GAAP measures of other companies, and should be considered in addition to, and not as a substitute for or superior to, any measure of performance, such as one or more measures prepared in accordance with GAAP. The Company is providing a reconciliation of reported non-GAAP financial measures to their comparable financial measures in GAAP terms.

The tables below present the reconciliations of the following GAAP measures to their non-GAAP measures:

- Pre-tax Income (Loss) (GAAP measure) to Pre-Tax Loss Excluding Net Special Items (non-GAAP measure)
- Pre-Tax Margin (GAAP measure) to Pre-Tax Margin Excluding Net Special Items (non-GAAP measure)
- Net Income (Loss) (GAAP measure) to Net Loss Excluding Net Special Items (non-GAAP measure)
- Basic and Diluted Earnings (Loss) Per Share (GAAP measure) to Basic and Diluted Loss Per Share Excluding Net Special Items (non-GAAP measure)
- Operating Income (Loss) (GAAP measure) to Operating Loss Excluding Net Special Items (non-GAAP measure)

Management uses these non-GAAP financial measures to evaluate the Company's current operating performance and to allow for period-over-period comparisons. As net special items only vary from period-to-period in nature and amount, the adjustment to exclude net special items allows management an additional tool to understand the Company's core operating performance.

Additionally, the tables below present the reconciliations of total operating costs (GAAP measure) to total operating costs excluding net special items and full pre-GAAP measures and total operating costs per share (GAAP) to total operating costs per share excluding net special items and full pre-GAAP measures. Management uses total operating costs and GAAP excluding net special items and full pre-GAAP measures to evaluate the Company's current operating performance and to allow for period-over-period comparisons. The price of full pre-GAAP measures is derived from the comparability of period-over-period performance. The adjustment to exclude net and net special items allows management an additional tool to understand and analyze the Company's non-core costs and core operating performance.

	3 Months Ended September 30,		Percent Change (Decrease)	3 Months Ended September 30,		Percent Change (Decrease)
	2021 (in millions, except shares and per share amounts)	2020		2021 (in millions, except shares and per share amounts)	2020	
<b>Reconciliation of Pre-Tax Loss Excluding Net Special Items</b>						
Pre-tax income (loss) as reported	\$ 208	\$ (3,095)		\$ (1,357)	\$ (8,844)	
Pre-tax net special items						
- Multiple operating special items, net <sup>(1)</sup>	(98)	(295)		(3,986)	(857)	
- Regional operating special items, net <sup>(2)</sup>	(67)	(24)		(445)	(209)	
- Nonoperating special items, net <sup>(3)</sup>	18	(27)		33	(25)	
Total pre-tax net special items	(1,039)	(346)		(4,403)	(1,096)	
Pre-tax loss excluding net special items	\$ (831)	\$ (3,441)	(77.7%)	\$ (5,761)	\$ (9,940)	(28.7%)
<b>Calculation of Pre-Tax Margin</b>						
Pre-tax income (loss) as reported	\$ 208	\$ (3,095)		\$ (1,357)	\$ (8,844)	
Total operating revenues as reported	\$ 8,969	\$ 3,173		\$ 28,493	\$ 13,309	
Pre-tax margin	2.3%	(97.6%)		(8.6%)	(66.4%)	
<b>Calculation of Pre-Tax Margin Excluding Net Special Items</b>						
Pre-tax loss excluding net special items	\$ (831)	\$ (3,441)		\$ (5,761)	\$ (9,940)	
Total operating revenues as reported	\$ 8,969	\$ 3,173		\$ 28,493	\$ 13,309	
Pre-tax margin excluding net special items	(9.2%)	(114.6%)		(20.2%)	(75.7%)	
<b>Reconciliation of Net Loss Excluding Net Special Items</b>						
Net income (loss) as reported	\$ 189	\$ (2,386)		\$ (1,081)	\$ (6,707)	
Net special items	(1,039)	(346)		(4,404)	(1,096)	
Total pre-tax net special items <sup>(1), (2), (3)</sup>	(228)	(13)		(85)	(18)	
Net loss excluding net special items	\$ (641)	\$ (2,818)	(77.2%)	\$ (4,474)	\$ (7,301)	(28.7%)
<b>Reconciliation of Basic and Diluted Loss Per Share Excluding Net Special Items</b>						
Net loss excluding net special items	\$ (641)	\$ (2,818)		\$ (4,474)	\$ (7,301)	
Shares used for computation (in thousands)						
Basic and diluted	648,564	938,649		652,432	674,522	
Loss per share excluding net special items	\$ (1.00)	\$ (3.00)		\$ (6.86)	\$ (10.82)	

# GAAP to non-GAAP reconciliation

Reconciliation of Operating Loss Excluding Net Special Items	3 Months Ended September 30,		9 Months Ended September 30,	
	2021	2020	2021	2020
	(in millions)		(in millions)	
Operating income (loss) as reported	\$ 596	\$ (2,871)	\$ (276)	\$ (7,906)
Operating net special items				
Maintenance operating special items, net <sup>(1)</sup>	(960)	(296)	(3,980)	(657)
Regional operating special items, net <sup>(2)</sup>	(87)	(270)	(445)	(339)
Operating loss excluding net special items	\$ (451)	\$ (3,367)	\$ (4,761)	\$ (8,872)
Reconciliation of Total Operating Cost per ASM Excluding Net Special Items and Fuel				
Total operating expenses as reported	\$ 6,374	\$ 6,344	\$ 20,734	\$ 21,215
Operating net special items				
Maintenance operating special items, net <sup>(1)</sup>	960	295	3,980	657
Regional operating special items, net <sup>(2)</sup>	87	265	445	339
Total operating expenses, excluding net special items	5,414	6,083	16,309	22,391
Accrual fuel and related taxes	(1,952)	(511)	(4,590)	(2,733)
Total operating expenses, excluding net special items and fuel	\$ 7,479	\$ 5,962	\$ 20,573	\$ 19,478
	(in cents)		(in cents)	
Total operating expenses per ASM as reported	13.70	19.64	13.51	19.30
Operating net special items per ASM				
Maintenance operating special items, net <sup>(1)</sup>	1.82	0.98	2.80	0.80
Regional operating special items, net <sup>(2)</sup>	0.11	0.73	0.22	0.28
Total operating expenses per ASM, excluding net special items	15.43	21.33	16.40	20.17
Accrual fuel and related taxes per ASM	(3.19)	(1.59)	(3.02)	(2.49)
Total operating expenses per ASM, excluding net special items and fuel	12.24	19.34	13.41	17.72

Note: Amounts may not recalculate due to rounding.

## FOOTNOTES:

<sup>(1)</sup> The 2021 third quarter maintenance operating special items, net principally included \$902 million of Payroll Support Program (PSP) financial assistance. The 2021 nine month period maintenance operating special items, net principally included \$4.2 billion of PSP financial assistance, offset in part by \$108 million of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs offered as a result of reductions to the Company's operation due to the COVID-19 pandemic.

Cash payments for salary and medical costs primarily associated with the Company's voluntary early retirement programs were approximately \$190 million and \$480 million for the 2021 third quarter and nine month period, respectively.

The 2020 third quarter maintenance operating special items, net principally included \$1.9 billion of PSP financial assistance, offset in part by \$871 million of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs and \$742 million of fuel impairment charges. The 2020 nine month period maintenance operating special items, net principally included \$1.7 billion of PSP financial assistance, offset in part by \$1.3 billion of fuel impairment charges, \$1.4 billion of salary and medical costs primarily associated with certain team members who opted into voluntary early retirement programs, and \$220 million of one-time labor contract expenses due to the ratification of a new contract with the Company's maintenance and fleet service team members, including signing bonuses and adjustments to vacation accruals resulting from pay rate increases.

Cash payments for salary and medical costs primarily associated with the Company's voluntary early retirement programs were approximately \$120 million and \$170 million for the 2020 third quarter and nine month period, respectively.

Fuel impairment charges resulted from the retirement of certain aircraft earlier than planned primarily when by the season decline in air travel due to the COVID-19 pandemic. Maintenance accrual retired in 2020 included the Company's entire Airbus A330-300, Boeing 737, Boeing 737, Airbus A330-300 and Embraer 175 fleet. The 2020 third quarter fuel impairment charges included a \$700 million non-cash write-down of Airbus A330-300 aircraft and spare parts and \$33 million in cash charges primarily for lease return and other costs. The 2020 nine month period fuel impairment charges included a \$1.4 billion non-cash write-down of maintenance accrual and spare parts and \$132 million in cash charges primarily for equipment of high-value assets and lease return costs.

<sup>(2)</sup> The 2021 third quarter regional operating special items, net principally included \$128 million of PSP financial assistance, offset in part by a \$61 million charge associated with the regional pilot retention program which provides for, among other things, a cash retention bonus to be paid in the fourth quarter of 2021 to eligible captains of the wholly-owned regional airlines included in the pilot retention list as of September 1, 2021. The 2021 nine month period regional operating special items, net principally included \$330 million of PSP financial assistance, offset in part by the \$61 million charge associated with the regional pilot retention program discussed above and a \$27 million non-cash charge to write down regional accrual resulting from the retirement of the remaining Embraer 145 fleet earlier than planned.

The 2020 third quarter regional operating special items, net principally included \$220 million of PSP financial assistance. The 2020 nine month period regional operating special items, net included \$644 million of PSP financial assistance, offset in part by a \$177 million non-cash charge to write down regional accrual and spare parts associated with certain Embraer 140 and Bombardier CRJ200 aircraft, which were retired as a result of the season decline in air travel due to the COVID-19 pandemic.

<sup>(3)</sup> Principally included non-realized net unrealized gains and losses associated with certain equity investments and treasury rate lock derivative instruments as well as non-cash charges associated with debt refinancing and extinguishments.





**Investor Relations Update  
October 21, 2021**

**General Overview**

- **Capacity** - The Company expects its fourth quarter capacity to be down approximately 11% to 13% versus the fourth quarter 2019.
- **Revenue** - The Company expects its fourth quarter total revenue to be down approximately 20% versus the fourth quarter 2019.
- **CASM<sup>1</sup>** - The Company expects its fourth quarter total cost per available seat mile (CASM) excluding fuel and net special items<sup>2</sup> to be up between 8% and 10% versus the fourth quarter 2019.
- **Fuel** - Based on the October 18, 2021 forward curve, the Company expects to pay an average of between \$2.43 and \$2.48 per gallon of total jet fuel (including taxes) in the fourth quarter. The Company also expects to consume approximately 970 million gallons of jet fuel based on its current capacity plans.
- **Liquidity** - As of September 30, 2021, the Company had approximately \$18 billion in total available liquidity. The Company's total liquidity as of that date was comprised of unrestricted cash and investments of \$14.5 billion and \$3.4 billion of aggregate undrawn revolver capacity and other undrawn facilities. The Company also had a restricted cash position of \$923 million.
- **Capital Expenditures** - The Company now expects to have minimal net capex in 2021 driven by \$0.9 billion of cash inflows for aircraft capex and associated financing primarily due to the return of certain pre-delivery payments, offset in part by \$0.9 billion in non-aircraft capex outflows.
- **Non operating Expense** - The Company expects its total non operating expense excluding net special items<sup>2</sup> to be approximately \$380 million in the fourth quarter.
- **Taxes** - The Company expects to record an income tax benefit at an effective rate of approximately 22% in the fourth quarter.
- **Shares outstanding** - The Company currently expects its basic and diluted shares outstanding<sup>3</sup> for the fourth quarter to be approximately 648.8 million for financial reporting purposes.
- **Pre tax margin** - Based on the assumptions outlined above, the Company presently expects its fourth quarter pre tax margin excluding net special items to be approximately -16% to -18%<sup>2</sup>.

**Notes:**

1. *All CASM guidance excludes the impact of fuel and net special items.*
2. *The Company is unable to reconcile certain forward-looking projections to GAAP as the nature or amount of net special items cannot be determined at this time. Please see GAAP to non GAAP reconciliation at the end of this document.*
3. *Shares outstanding assumes no additional shares issued through the Company's existing at the market share issuance authorization or otherwise.*

**Please refer to the footnotes and the forward looking statements page of this document for additional information**

Financial Update  
October 21, 2021

	4Q21 Guidance <sup>1,2</sup>
Total revenue	~ -20% (vs 4Q19)
Available seat miles (ASMs) (bil)	~ -11% to -13% (vs 4Q19) to ~62 bil ASMs
CASM excluding fuel and net special items	~ +8% to +10% (vs 4Q19)
Average fuel price (incl. taxes) (\$/gal)	~ \$2.43 to \$2.48
Fuel gallons consumed (mil)	~ 970
Other non operating expense (\$ mil) <sup>1</sup>	~ 380
Pre tax margin <sup>1</sup>	~ -16% to -18%
<b>Capital Expenditures (\$ mil)</b>	<b>FY 2021</b>
Aircraft, net	(\$900)
Non-aircraft	900
Total inflow	\$0

**Notes:**

1. Includes guidance on certain non-GAAP measures, which exclude, among other things, net special items. The Company is unable to reconcile certain forward-looking projections to GAAP as the nature or amount of net special items cannot be determined at this time. Please see the GAAP to non-GAAP reconciliation at the end of this document.
2. Numbers may not recalculate due to rounding.

Please refer to the footnotes and the forward looking statements page of this document for additional information

## GAAP to Non-GAAP Reconciliation October 21, 2021

The Company sometimes uses financial measures that are derived from the condensed consolidated financial statements but that are not presented in accordance with GAAP to understand and evaluate its current operating performance and to allow for period-to-period comparisons. The Company believes these non-GAAP financial measures may also provide useful information to investors and others. These non-GAAP measures may not be comparable to similarly titled non-GAAP measures of other companies, and should be considered in addition to, and not as a substitute for or superior to, any measure of performance, cash flow or liquidity prepared in accordance with GAAP. The Company is providing a reconciliation of reported non-GAAP financial measures to their comparable financial measures on a GAAP basis. The table below presents the reconciliation of total operating costs (GAAP measure) to total operating costs excluding fuel and net special items (non-GAAP measure) and total operating costs per ASM (CASM) to CASM excluding fuel and net special items. Management uses total operating costs and CASM excluding fuel and net special items to evaluate the Company's current operating performance and for period-to-period comparisons. The price of fuel, over which the Company has no control, impacts the comparability of period-to-period financial performance. Additionally, net special items may vary from period-to-period in nature and amount. These adjustments to exclude fuel and net special items allow management an additional tool to understand and analyze the Company's non-fuel costs and core operating performance.

### American Airlines Group Inc. GAAP to Non-GAAP Reconciliation<sup>1</sup> (\$ mil except ASM and CASM data)

	4Q21 Range	
	Low	High
Total operating expenses	\$ 10,118	\$ 10,310
Less fuel expense	2,357	2,406
Less operating net special items	—	—
Total operating expense excluding fuel and net special items	7,761	7,904
Total CASM (cts)	16.32	16.63
Total CASM excluding fuel and net special items (cts)	12.52	12.75
Percentage change vs 4Q19 (%)	8.0%	10.0%
Total ASMs (bil)	62.0	62.0

Note: Amounts may not recalculate due to rounding.

1. Certain of the guidance provided excludes net special items. The Company is unable to fully reconcile such forward-looking guidance to the corresponding GAAP measure because the full nature and amount of net special items cannot be determined at this time.

Please refer to the footnotes and the forward looking statements page of this document for additional information

**Forward Looking Statements**  
**October 21, 2021**

**Cautionary Statement Regarding Forward-Looking Statements**

Certain of the statements contained in this report should be considered forward-looking statements within the meaning of the Securities Act, 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 the Company's plans, objectives, expectations, intentions, estimates and strategies for the future, 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 herein as well as in the Company's Quarterly Report on Form 10-Q for the quarter ended September 30, 2021 (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 other risks and uncertainties listed from time to time in the Company's other filings with the Securities and Exchange Commission. In particular, the consequences of the coronavirus outbreak to economic conditions and the travel industry in general and the financial position and operating results of the Company in particular have been material, are changing rapidly, and cannot be predicted. Additionally, 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 these 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 statement.

Please refer to the footnotes and the forward looking statements page of this document for additional information