

SECURITIES AND EXCHANGE COMMISSION

Washington, D. C. 20549

FORM 8-K

CURRENT REPORT

Pursuant to Section 13 or 15(d) of the
Securities Exchange Act of 1934

Date of earliest event
reported: October 22, 2003

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

Delaware (State of Incorporation)	1-2691 (Commission File Number)	13-1502798 (IRS Employer Identification No.)
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4333 Amon Carter Blvd. (Address of principal executive offices)	Fort Worth, Texas	76155 (Zip Code)
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(817) 963-1234
(Registrant's telephone number)

Item 7. Financial Statements and Exhibits

The following exhibits are included herein:

99.1 Press Release

Item 12. Disclosure of Results of Operations and Financial Condition

American Airlines, Inc. (American) is furnishing herewith a press release issued on October 22, 2003 by its parent company, AMR Corporation, as Exhibit 99.1 which is included herein. This press release was issued to report AMR's third quarter 2003 results.

SIGNATURE

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

American Airlines, Inc.

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

Dated: October 22, 2003

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EXHIBIT INDEX

Exhibit	Description
99.1	Press Release

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Exhibit 99.1

CONTACT: Al Becker
Corporate Communications
Fort Worth, Texas
817-967-1577
corp.comm@aa.com

FOR RELEASE: Wednesday, Oct. 22, 2003

Editor's Note: A live Webcast reporting third quarter results will be broadcast on the Internet on Oct. 22 at 1 p.m. EDT (Windows Media Player required for viewing.)

AMR CORPORATION REPORTS BREAK-EVEN RESULTS

AMR Posts Third-Quarter Operating Earnings
Of \$165 Million And Net Earnings Of \$1 Million

Excluding Special Items, AMR Reports Operating Earnings
Of \$141 Million And A Modest Net Loss Of \$23 Million

Airline Ends Quarter With \$3.3 Billion In Total Cash And
Short-Term Investments

AMR's Four-Point Turnaround Plan On Track
In Drive For Sustained Profitability At Acceptable Levels

FORT WORTH, Texas - Continuing to build financial momentum, AMR Corporation, the parent company of American Airlines, Inc., today reported operating earnings of \$165 million and net earnings of \$1 million for the third quarter. In last year's third quarter, AMR reported an operating loss of \$1.3 billion and a net loss of \$924 million, or \$5.93 per share.

Both this year's quarter and last year's third quarter included special items - both gains and losses - resulting mostly from the company's restructuring efforts. In addition, in keeping with the provisions of SFAS 109, AMR's third quarter 2003 results do not reflect a provision for federal and state income taxes.

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Conversely, AMR's third quarter 2002 results reflected a tax

benefit. To provide a better comparison between the two periods, after adjusting for these special items and taxes, the company recorded a loss of \$23 million this quarter, or \$0.15 per share, versus a loss of \$741 million, or \$4.76 per share, in the third quarter of last year. (A reconciliation of all non-GAAP measures included in this earnings release is provided in the attachments).

"We are making good progress under the focus and discipline of our four-point Turnaround Plan," said Gerard Arpey, AMR's president and CEO. "Nevertheless, the third quarter is a peak season for the airline industry, and under normal circumstances, we should be doing much better at this time of year than simply breaking even. We have a lot of work to do to achieve sustained profitability at acceptable levels, but we are clearly on the right track.

"When you look at everything we have had to overcome and compare our results in the third quarter with the huge losses in the same period last year," Arpey said, "the progress is very gratifying. Our third quarter performance is unmistakable evidence that we are building critical momentum on the cost side of the business and that those improvements, coupled with other aspects of the Turnaround Plan, are beginning to produce significant financial results.

"Most especially, AMR has been aided over the past several months by the sacrifices and hard work of our employees, who have rallied behind the Pull Together, Win Together tenet of the Turnaround Plan to help us overcome our financial crisis and take good care of our customers under some very challenging circumstances," Arpey said.

Third quarter highlights included:

- o An 8.1 percent increase in American's mainline unit revenues, reflecting record load factors in July and August.

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- o An 8.6 percent decrease in American's mainline unit costs (excluding special items), despite a 6.3 percent drop in capacity and higher fuel prices.
- o A strong Sept. 30 cash and short-term investment balance of \$3.3 billion (including \$540 million in restricted cash and short-term investments), more than double the low of \$1.6 billion last April.
- o Improved access to the capital markets, underscored by a \$300 million convertible debt transaction closed in September.
- o Cash contributions of \$173 million to the company's pension plans, bringing the year's total pension contributions to more than \$300 million.

One of the biggest challenges facing AMR, Arpey said, is an uncertain revenue environment. There was an encouraging year-over-year increase in quarterly yield, the first such increase since the first quarter of 2001. American's third quarter yield was 11.63 cents, up 2.5 percent from a yield of 11.35 cents in the same period a year ago. But overall, the revenue environment is disappointing, Arpey said, and is negating much of the progress being made in lowering AMR's costs. This, he said, makes all the more important the cost principles of AMR's Turnaround Plan, aimed at lowering the company's costs so it can compete effectively in an industry marked by ever-expanding low-cost competition.

Still, Arpey said, AMR remains confident as it continues to implement initiatives throughout this year and in 2004 that should have a positive effect on the company's financial performance. For example:

- o In 2004, American will benefit for the entire year from the revenue and cost improvements associated with the realignment of its mid-continent hubs at Chicago, Dallas/Fort Worth and St. Louis.
- o American has just begun adding back coach seats on its Boeing 757 and Airbus A300 fleets, both of which will be assigned to predominantly leisure markets. These steps, and the reconfiguration of its Boeing 767-300s and 737-800s, should increase American's passenger revenue in 2004.

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- o The recent launch of American's codeshare service with British Airways and the addition of SWISS International to the oneworld alliance will expand American's network and revenue oppor-

tunities in the fourth quarter and beyond.

- o American today announced an understanding with Kansas City and the state of Missouri that retains portions of AA's Kansas City maintenance base and completes plans for the more efficient allocation of work among the airline's three maintenance bases, giving the company \$100 million in incentives from the base communities and on-going operating efficiencies.
- o American's position is enhanced by the focused efforts of its employees as they pull together and win together, sharing in the value they help create through the 38 million employee stock options issued earlier this year.
- o Continued implementation of AMR's \$2 billion in strategic initiatives. These include completing the simplification of AMR's fleet from 14 to 6 aircraft types when the last F-100 is retired in September, and rolling out more self-service alternatives for customers at airports and on-line.
- o A recent partnership with American Express to issue a co-branded American Express Business ExtrAA Corporate Card that offers rebates and rewards, at the corporate level, for air travel spending on American.
- o Continued emphasis on customer service was recognized at the 10th Annual World Travel Awards, where American was named North America's Leading Airline for the sixth straight year and also won for World's Leading Economy Class and World's Leading Airline Internet Site.

"These and other steps will give us added financial impetus in 2004 that we will use to build on the momentum we are gathering this year," Arpey said. "We have begun a recovery process that should be helped substantially in 2004 by many of the initiatives now underway."

THE TURNAROUND PLAN - A ROAD MAP FOR AMERICAN'S FUTURE

Lower Costs to Compete
Fly Smart - Give Customers What They Value
Pull Together, Win Together
Build a Financial Foundation for Our Future

- more -

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Editor's Note: AMR's president and chief executive officer, Gerard Arpey, and its chief financial officer, Jeff Campbell, will make a presentation to analysts during a teleconference on Wednesday, Oct. 22, from 1p.m. to 1:45 p.m. EDT. Following the analyst call, they will hold a question and answer conference call for media from 2 p.m. to 2:45 p.m. EDT. Reporters interested in listening to the presentation or participating in the media Q&A should call 817-967-1577 for details.

Statements in this news release contain various forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities and Exchange Act of 1934, as amended, which represent the Company's expectations or beliefs concerning future events. When used in this news release, the words "expects," "plans," "anticipates," "believes," and similar expressions are intended to identify forward-looking statements. Forward-looking statements include, without limitation, the Company's expectations concerning operations and financial conditions, including changes in capacity, revenues, and costs, expectations as to future financing needs, overall economic conditions and plans and objectives for future operations, the impact on the Company of the events of September 11, 2001 and of its results of operations for the past two years and the sufficiency of its financial resources to absorb that impact. Other forward-looking statements include statements which do not relate solely to historical facts, such as, without limitation, statements which discuss the possible future effects of current known trends or uncertainties, or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. All forward-looking statements in this release are based upon information available to the Company on the date of this release. The Company undertakes no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events or otherwise. Forward-looking statements are subject to a number of risk factors that could cause actual results to differ materially from our

expectations. The following factors, in addition to other possible factors not listed, could cause the Company's actual results to differ materially from those expressed in forward-looking statements: the uncertain financial and business environment the Company faces; the struggling economy; high fuel prices and the availability of fuel; the residual effects of the war in Iraq; conflicts in the Middle East; historically low fare levels and the general competitive environment; the ability of the Company to implement its restructuring program and the effect of the program on operational performance and service levels; uncertainties with respect to the Company's international operations; changes in its business strategy; actions by U.S. or foreign government agencies; the possible occurrence of additional terrorist attacks; another outbreak of SARS; the inability of the Company to satisfy existing liquidity requirements or other covenants in certain of its credit agreements; and the availability of future financing. Additional information concerning these and other factors is contained in the Company's Securities and Exchange Commission filings, including but not limited to the Form 10-K for the year ended Dec. 31, 2002, and the Form 10-Q for the quarters ended March 31, 2003 and June 30, 2003.

Detailed financial information follows:

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AMR CORPORATION
 CONSOLIDATED STATEMENTS OF OPERATIONS
 (in millions, except per share amounts)
 (Unaudited)

Three Months
 Ended
 September
 30, Percent
 2003 2002
 Change

Revenues

Passenger—
 American
 Airlines
 \$3,805 \$
 3,754 1.4

Regional
 Affiliates
 ** 399 366
 9.0 Cargo
 135 139
 (2.9) Other
 revenues 266
 265 0.4

Total
 operating
 revenues
 4,605 4,524

1.8 Expenses

Wages,
 salaries and
 benefits
 1,693 2,121
 (20.2)

Aircraft
 fuel 701 697
 0.6

Depreciation
 and
 amortization
 345 340 1.5

Other
 rentals and
 landing fees
 302 313
 (3.5)

Commissions,
 booking fees
 and credit
 card expense
 281 268 4.9

~~Maintenance, materials and repairs 223-289 (22.8)~~
~~Aircraft rentals 165 210 (21.4)~~
~~Food service 160-189 (15.3)~~
~~Other operating expenses 594 710 (16.3)~~
~~Special charges (credits) (24) 718 *~~
~~U.S. government grant (10) *~~
~~Total operating expenses 4,440 5,845 (24.0)~~
~~Operating Income (Loss) 165 (1,321) *~~
~~Other Income (Expense) Interest income 20-18 11.1 Interest expense (198) (171) 15.8 Interest capitalized 17-23 (26.1)~~
~~Miscellaneous — net (3) 2 *(164) (128) 28.1~~
~~Income (Loss) Before Income Taxes 1 (1,449) *~~
~~Income tax benefit (525) *~~
~~Net Earnings (Loss) \$ 1 \$ (924) *~~

Continued on next page

* Greater than 100%

** Regional Affiliates includes capacity purchase agreements with American Eagle Airlines, Inc., Executive Airlines, Inc., Trans States Airlines, Inc. and Chautauqua Airlines, Inc.

Note: Certain amounts have been reclassified to conform with the 2003 presentation.

AMR CORPORATION
 CONSOLIDATED STATEMENTS OF OPERATIONS (CONTINUED)
 (in millions, except per share amounts)
 (Unaudited)

Three
 Months
 Ended
 September
 30, 2003
 2002 Basis
 and

~~Diluted~~
~~Earnings~~
~~(Loss) Per~~
~~Share \$~~
~~0.00 \$~~
~~(5.93)~~
~~Number of~~
~~Shares~~
~~Used in~~
~~Computation~~
~~Basic 159~~
~~156~~
~~Diluted~~
~~181 156~~

Impact of
 Special
 Items and
 Three Months
 Ended
 September
 30, Income
 Taxes (in
 millions,
 2003 2002
 except per
 share
 amounts)
 Amount EPS
 Amount EPS
~~Net earnings~~
~~(loss) as~~
~~reported \$ 1~~
~~\$ 0.00 \$~~
~~(924)~~
~~\$(5.93)~~
~~Income tax~~
~~benefit—~~
~~(525) Income~~
~~(loss)~~
~~before~~
~~income taxes~~
~~1 (1,449)~~
~~Special~~
~~charges~~
~~(credits):~~
~~Employee~~
~~charges 4 57~~
~~Aircraft and~~
~~facility~~
~~costs 40 661~~
~~Gain on~~
~~restructuring~~
~~(68) U.S.~~
~~government~~
~~grant (10)~~
~~Loss before~~
~~income taxes~~
~~and special~~
~~items \$ (23)~~
~~\$ (0.15) \$~~
~~(741)~~
~~\$(4.76)~~

AMR CORPORATION
 OPERATING STATISTICS
 (Unaudited)

Three
 Months
 Ended
 September
 30,
 Percent
 2003 2002
 Change
 American
 Airlines,
 Inc.

Mainline
 Jet
 Operations
 Revenue
 passenger
 miles
 (millions)
 32,718
 33,080
 (1.1)
 Available
 seat miles
 (millions)
 43,021
 45,920
 (6.3)
 Cargo ton
 miles
 (millions)
 485-498
 (2.6)
 Passenger
 load
 factor
 76.0%
 72.0% 4.0
 pts-
 Passenger
 revenue
 yield per
 passenger
 mile
 (cents)
 11.63
 11.35 2.5
 Passenger
 revenue
 per
 available
 seat mile
 (cents)
 8.84 8.18
 8.1 Cargo
 revenue
 yield per
 ton mile
 (cents)
 27.86
 27.58 1.0
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Regional
 Affiliates
 (cents)(1)
 9.43 11.70
 (19.4)
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Special
 charges
 (credits),
 U.S.
 government
 grant and
 Regional
 Affiliates
 (cents)
 (1) (2)
 9.49 10.38
 (8.6) Fuel
 consumption
 (gallons,
 in

millions)
772-839
(8.0) Fuel
price per
gallon
(cents)
85.0-78.0
9.0
Operating
aircraft
at period-
end 799
826-(3.3)
Regional
Affiliates
Revenue
passenger
miles
(millions)
1,463
1,176-24.4
Available
seat miles
(millions)
2,190
1,817-20.5
Passenger
load
factor
66.8%
64.7%-2.1
pts. AMR
Corporation
Average
Equivalent
Number of
Employees
American
Airlines
81,300
99,700
Other
11,500
12,000
Total
92,800
111,700

- (1) The Company believes that excluding costs related to Regional Affiliates provides a measure which is more comparable to American's historical operating expenses per ASM. Following is a reconciliation of total operating expenses to operating expenses excluding Regional Affiliates.
- (2) The Company believes that excluding Special charges (credits) and U.S. government grant receipts provides a measure that is more representative of ongoing costs and therefore more comparable to American's historical operating expenses per ASM. Following is a reconciliation of total operating expenses to operating expenses excluding Special charges (credits), U.S. government grant and Regional Affiliates.

noted)
2003 2002
Total
operating
expenses
(GAAP) \$
4,500 \$
5,409
Less:
Operating
expenses
incurred
related to
Regional
Affiliates
441 33
Operating
expenses
excluding
expenses
incurred
related to
Regional
Affiliates
\$ 4,059 \$
5,376
American
mainline
jet
operations
available
seat miles
43,021
45,920
Operating
expenses
per
available
seat mile,
excluding
Regional
Affiliates
(cents)
9.43 11.70
Operating
expenses
excluding
expenses
incurred
related to
Regional
Affiliates
\$ 4,059 \$
5,376
Less:
Special
charges
(credits)
and U.S.
government
grant (24)
615
Operating
expenses,
excluding
Special
charges
(credits),
U.S.
government
grant and
expenses
incurred
related to
Regional
Affiliates
\$ 4,083 \$
4,761
American
mainline
jet

~~operations~~
~~available~~
~~seat miles~~
~~43,021~~
~~45,920~~
~~Operating~~
~~expenses~~
~~per~~
~~available~~
~~seat mile,~~
~~excluding~~
~~Special~~
~~charges~~
~~(credits),~~
~~U.S.~~
~~government~~
~~grant and~~
~~Regional~~
~~Affiliates~~
~~(cents)~~
~~9.49 10.38~~

Note: Certain amounts have been reclassified to conform with the 2003 presentation. American Airlines, Inc. 2003 operating expenses include expenses incurred related to capacity purchase agreements with Regional Affiliates - American Eagle Airlines Inc., Executive Airlines, Inc., Trans States Airlines, Inc. and Chautauqua Airlines, Inc. whereas 2002 operating expenses include expenses incurred related to a capacity purchase agreement with Regional Affiliate - Chautauqua Airlines, Inc.

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AMR CORPORATION
 CONSOLIDATED STATEMENTS OF OPERATIONS
 (in millions, except per share amounts)
 (Unaudited)

Nine Months Ended	September 2003	September 2002	Change
Revenues			
Passenger—			
American Airlines	\$10,743	\$10,985	(2.2)
Regional Affiliates	** 1,112	1,064	4.5
Cargo	409	415	(1.4)
Other	785	731	7.4
Total operating revenues	13,049	13,195	(1.1)
Expenses			
Wages, salaries and benefits	5,660	6,327	(10.5)
Aircraft fuel	2,077	1,880	10.5
Depreciation and amortization	1,027	1,019	0.8
Other rentals and landing fees	891	908	

~~(1.9)~~
 Commissions,
 booking fees
 and credit
 card expense
 796 912
~~(12.7)~~
 Maintenance,
 materials
 and repairs
 641 840
~~(23.7)~~
 Aircraft
 rentals 532
 650 ~~(18.2)~~
 Food service
 460 539
~~(14.7)~~ Other
 operating
 expenses
 1,863 2,063
~~(9.7)~~
 Special
 charges 77
 718 ~~(89.3)~~
 U.S.
 government
 grant ~~(358)~~
~~(10)~~ * Total
 operating
 expenses
 13,666
 15,846
~~(13.8)~~
 Operating
 Loss ~~(617)~~
~~(2,651)~~
~~(76.7)~~ Other
 Income
 (Expense)
 Interest
 income 41 54
~~(24.1)~~
 Interest
 expense
~~(580)~~ ~~(501)~~
 15.8
 Interest
 capitalized
 54 67 ~~(19.4)~~
 Miscellaneous
 — net ~~(15)~~
~~(1)~~ * ~~(500)~~
~~(381)~~ 31.2
 Loss Before
 Income Taxes
 and
 Cumulative
 Effect of
 Accounting
 Change
~~(1,117)~~
~~(3,032)~~
~~(63.2)~~
 Income tax
 benefit—
~~(1,038)~~ *
 Loss Before
 Cumulative
 Effect of
 Accounting
 Change
~~(1,117)~~
~~(1,994)~~
~~(44.0)~~
 Cumulative
 Effect of
 Accounting
 Change, Net
 of Tax
 Benefit—

~~(988) * Net~~
~~Loss~~
~~\$(1,117)~~
~~\$(2,982)~~
~~(62.5)~~

Continued on next page

* Greater than 100%
** Regional Affiliates includes the capacity purchase agreements with American Eagle Airlines, Inc., Executive Airlines, Inc., Trans States Airlines, Inc. and Chautauqua Airlines, Inc.
Note: Certain amounts have been reclassified to conform with the 2003 presentation.

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AMR CORPORATION
CONSOLIDATED STATEMENTS OF OPERATIONS (CONTINUED)
(in millions, except per share amounts)
(Unaudited)

Nine
Months
Ended
September
30, 2003
2002 ~~Basic~~
~~and~~
~~Diluted~~
~~Loss Per~~
~~Share~~
~~Before~~
~~Cumulative~~
~~Effect of~~
~~Accounting~~
~~Change \$~~
~~(7.08)~~
~~\$(12.83)~~
~~Cumulative~~
~~Effect of~~
~~Accounting~~
~~Change—~~
~~(6.36) Net~~
~~Loss \$~~
~~(7.08)~~
~~\$(19.19)~~
~~Number of~~
~~Shares~~
~~Used in~~
~~Computation~~
~~Basic and~~
~~Diluted~~
~~158 155~~

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AMR CORPORATION
OPERATING STATISTICS
(Unaudited)

Nine
Months
Ended
September
30,
Percent
2003 2002
Change
~~American~~
~~Airlines,~~
~~Inc.~~
~~Mainline~~
~~Jet~~
~~Operations~~
~~Revenue~~

passenger
 miles
 (millions)
 90,736
 92,276
 (1.7)
 Available
 seat miles
 (millions)
 123,861
 129,968
 (4.7)
 Cargo ton
 miles
 (millions)
 1,468
 1,478
 (0.7)
 Passenger
 load
 factor
 73.3%
 71.0% 2.3
 pts.
 Passenger
 revenue
 yield per
 passenger
 mile
 (cents)
 11.84
 11.90
 (0.5)
 Passenger
 revenue
 per
 available
 seat mile
 (cents)
 8.67 8.45
 2.6 Cargo
 revenue
 yield per
 ton mile
 (cents)
 27.86
 27.82 0.1
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Regional
 Affiliates
 (cents)
 (1) 10.12
 11.27
 (10.2)
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Special
 charges,
 U.S.
 government
 grant and
 Regional
 Affiliates
 (cents)(1)
 (2) 10.31
 10.80
 (4.5) Fuel
 consumption
 (gallons,
 in
 millions)
 2,224

~~2,392~~
~~(7.0) Fuel~~
~~price per~~
~~gallon~~
~~(cents)~~
~~87.3-73.8~~
~~18.3~~
~~Regional~~
~~Affiliates~~
~~Revenue~~
~~passenger~~
~~miles~~
~~(millions)~~
~~4,017~~
~~3,375-19.0~~
~~Available~~
~~seat miles~~
~~(millions)~~
~~6,286~~
~~5,301-18.6~~
~~Passenger~~
~~load~~
~~factor~~
~~63.9%~~
~~63.7% 0.2~~
~~pts.~~

- (1) The Company believes that excluding costs related to Regional Affiliates provides a measure which is more comparable to American's historical operating expenses per ASM. Following is a reconciliation of total operating expenses to operating expenses excluding Regional Affiliates.
- (2) The Company believes that excluding Special charges and U.S. government grant receipts provides a measure that is more representative of ongoing costs and therefore more comparable to American's historical operating expenses per ASM. Following is a reconciliation of total operating expenses to operating expenses excluding Special charges, U.S. government grant and Regional Affiliates.

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AMR CORPORATION
 OPERATING STATISTICS (CONTINUED)
 (Unaudited)

American
 Airlines,
 Inc.
 Mainline
 Jet
 Operations
 Nine
 Months
 Ended
 September
 30, (in
 millions,
 except as
 noted)
 2003 2002
~~Total~~
~~operating~~
~~expenses~~
~~(GAAP) \$~~
~~13,843 \$~~
~~14,736~~
~~Less:~~
~~Operating~~
~~expenses~~
~~incurred~~
~~related to~~
~~Regional~~
~~Affiliates~~
~~1,306 92~~
~~Operating~~
~~expenses~~
~~excluding~~
~~expenses~~
~~incurred~~
~~related to~~

~~Regional
 Affiliates
 \$ 12,537 \$
 14,644
 American
 mainline
 jet
 operations
 available
 seat miles
 123,861
 129,968
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Regional
 Affiliates
 (cents)
 10.12
 11.27
 Operating
 expenses
 excluding
 expenses
 incurred
 related to
 Regional
 Affiliates
 \$12,537 \$
 14,644
 Less:
 Special
 charges
 and U.S.
 government
 grant
 (238) 615
 Operating
 expenses,
 excluding
 Special
 charges,
 U.S.
 government
 grant and
 expenses
 incurred
 related to
 Regional
 Affiliates
 \$12,775 \$
 14,029
 American
 mainline
 jet
 operations
 available
 seat miles
 123,861
 129,968
 Operating
 expenses
 per
 available
 seat mile,
 excluding
 Special
 charges,
 U.S.
 government
 grant and
 Regional
 Affiliates
 (cents)
 10.31
 10.80~~

Note: Certain amounts have been reclassified to conform with the 2003

presentation. American Airlines, Inc. 2003 operating expenses include expenses incurred related to capacity purchase agreements with Regional Affiliates - American Eagle Airlines Inc., Executive Airlines, Inc., Trans States Airlines, Inc. and Chautauqua Airlines, Inc. whereas 2002 operating expenses include expenses incurred related to a capacity purchase agreement with Regional Affiliate - Chautauqua Airlines, Inc.