

## 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

## AMR CORPORATION

(Exact name of registrant as specified in its charter)

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

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

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

## Item 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

AMR Corporation (the Company) is furnishing herewith a press release issued on October 22, 2003 by the Company as Exhibit 99.1 which is included herein. This press release was issued to report the Company'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.

AMR CORPORATION

/s/ Charles D. MarLett

Dated: October 22, 2003

4  
EXHIBIT INDEX

Exhibit	Description
99.1	Press Release

5  
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.

- more -

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.

- more -

- 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.

- more -

- 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 opportunities 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 ExtraAA 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 -

9

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:

10

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.

30, 2003  
 2002 Basic  
 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)

12

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.

AMR CORPORATION  
 OPERATING STATISTICS (CONTINUED)  
 (Unaudited)

American  
 Airlines,  
 Inc.  
 Mainline  
 Jet  
 Operations  
 Three  
 Months  
 Ended  
 September

30, (in  
millions,  
except as  
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.

14

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

Nine Months  
Ended  
September  
30, Percent  
2003 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  
revenues 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.

15  
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

16  
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.

17

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.