

## 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 16, 2002

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)

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## Item 5. Other Events

American Airlines, Inc. (American) is filing herewith a press release issued on October 16, 2002 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 2002 earnings.

## Item 7. Financial Statements and Exhibits

The following exhibits are included herein:

99.1 Press Release

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## 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 16, 2002

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EXHIBIT INDEX

Exhibit	Description
99.1	Press Release

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Exhibit 99.1

Contact: Corporate Communications  
Fort Worth, Texas  
817-967-1577

FOR RELEASE: Wednesday, Oct. 16, 2002

Editor's Note: A live Webcast reporting second quarter results will be broadcast on the Internet on Oct. 16 at 2 p.m. EDT. (Windows Media Player required for viewing.)

AMR REPORTS THIRD QUARTER LOSS OF \$475 MILLION  
BEFORE SPECIAL CHARGES

FORT WORTH, Texas - Consistent with financial community expectations, AMR Corporation, the parent company of American Airlines, Inc., today reported a third quarter net loss of \$475 million before special items, or \$3.05 per share. This compares with a net loss of \$525 million before special items, or \$3.40 per share, in the third quarter of 2001, the first period affected by the attacks of Sept. 11.

"Any way you look at them, these are terrible financial results that reflect a sluggish economy, continued weakness in the revenue environment, high fuel prices, the cost of enhanced security and the uncertainty of events in the Middle East," said Don Carty, AMR's chairman and chief executive officer. "Although we operated an excellent airline in the third quarter, we could not overcome the cumulative weight of the economic challenges, and the environment shows little sign of improving."

In the face of these challenges, Carty said, AMR during the third quarter intensified its efforts at examining every aspect of its business for added ways to reduce costs and capital spending, increase efficiency and put the company in a position to succeed long term and eventually return to profitability. "At every

- more -

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level of this organization, people are working extremely hard to make sure that AMR is a vital competitor in this industry for many years to come," he said, "and we will not rest until this is

achieved."

Adding further impetus to its efforts to reduce capital spending, American announced today that it has reached an agreement with Boeing for the deferral of a total of 34 airplanes during 2003, 2004 and 2005. Under the agreement, American will take delivery of only 11 airplanes in 2003 - nine 767-300s and two 777s - compared to the original plan of 19. No airplanes will now be delivered to American in 2004 and 2005. The airline had planned on taking 13 aircraft each year in 2004 and 2005.

With these and other adjustments to AMR's capital spending plans, the company has further reduced its capital spending plan by more than \$1.5 billion from 2003 - 2005.

American also announced today that it would supplement its near-term cost-saving efforts by temporarily storing approximately 42 aircraft starting in early 2003. By putting 28 MD-80s and 14 767-200s into short-term storage, American will save in excess of \$100 million in expenses over the next two years, largely due to reduced maintenance expenditures. Based on current projections, American anticipates that these aircraft would remain in storage until at least 2005.

"We are managing this business for the short- and long-term and are sharply focused on its success," Carty said. "The scope, variety and magnitude of our various actions and initiatives are an insight into the seriousness with which we approach our task and the determination with which we are seeking solutions."

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The company's wide-ranging, long-term cost-reduction program was given a major boost on Aug. 13 when American unveiled an additional series of cost-saving and efficiency producing initiatives. Among the key steps announced on Aug. 13 were the de-peaking of the Dallas/Fort Worth hub and many spoke cities, the retirement of the 74-plane Fokker 100 fleet by 2005, a reduction of an estimated 7,000 jobs by March 2003, and steps to enhance the efficiency of several fleet types, including 777s and 767-300s.

Since the Aug. 13 announcement, American has refined and increased its estimated savings from these initiatives. In addition, even more cost-saving and revenue-enhancing initiatives have been identified. These include the EveryFare program announced last month, a consolidation of AMR's headquarters operation, and a series of other operational changes. When taken in combination with previously announced initiatives, these efforts should contribute more than \$2 billion in steady state, structural cost savings over the coming years, independent of capacity-related changes. In addition, efficiencies in the use of airplanes from de-peaking and fleet actions will allow American to forgo the equivalent of 17 "new" aircraft in the future, ultimately saving more than \$1.3 billion in capital spending.

As previously disclosed, the Aug. 13 initiatives drove several special charges, notably aircraft impairments and lease accruals and employee severance. These special charges, mostly non-cash in nature, totaled \$449 million after tax. Including these items, AMR's third quarter net loss was \$924 million (\$5.93 per share), compared to last year's third quarter net loss of \$414 million after special items (\$2.68 per share).

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Looking forward, if the revenue environment remains depressed, the company expects to post a sizeable operating loss in the fourth quarter, most likely exceeding the third quarter loss before special items.

Editor's Note: AMR's Chief Financial Officer, Jeff Campbell, will make a presentation to analysts during a teleconference on Wednesday, Oct. 16, from 2 p.m. to 2:45 p.m. EDT. Following the analyst call, he will hold a question and answer conference call for media from 3 p.m. to 3:45 p.m. EDT. Reporters interested in listening to Mr. Campbell's presentation or participating in the media Q&A conference call should call 817-967-1577 for details.

Statements in this report 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 Exchange Act of 1934, as amended, which represent the Company's expectations or beliefs concerning future events. When used in this document and in documents incorporated herein by reference, the words "expects," "plans," "anticipates," "believes," and similar expressions are

intended to identify forward-looking statements. 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 report are based upon information available to the Company on the date of this report. 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 factors that could cause actual results to differ materially from our expectations. 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 December 31, 2001.

Detailed financial information follows:

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Current AMR Corp. news releases can be accessed via the Internet:  
The address is <http://amrcorp.com>

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

Three Months Ended	September 2002	September 2001	Change
Revenues			
Passenger—			
American Airlines	\$3,754	\$4,031	(6.9)
AMR Eagle	342	338	1.2
Cargo	139	158	(12.0)
Other	259	289	(10.4)
Total operating revenues	4,494	4,816	(6.7)
Expenses			
Wages, salaries and benefits	2,121	2,133	(0.6)
Aircraft fuel	697	776	(10.2)
Depreciation and amortization	340	368	(7.6)
Other rentals and landing fees	313	323	(3.1)
Maintenance, materials and repairs	289	332	(13.0)
Aircraft rentals	210		

<del>230</del>	<del>(8.7)</del>
Food service	
<del>189</del>	<del>209</del>
<del>(9.6)</del>	
Commissions	
to agents	
<del>107</del>	<del>207</del>
<del>(48.3)</del>	
Special	
charges—	
net of U.S.	
Government	
grant	<del>708</del>
<del>(177)</del>	<sup>*</sup>
Other	
operating	
expenses	<del>841</del>
<del>973</del>	<del>(13.6)</del>
Total	
operating	
expenses	
5,815	5,374
<del>8.2</del>	
Operating	
Loss	<del>(1,321)</del>
<del>(558)</del>	<sup>*</sup>
Other Income	
(Expense)	
Interest	
income	<del>18</del>
<del>12.5</del>	
Interest	
expense	
<del>(171)</del>	<del>(122)</del>
<del>40.2</del>	
Interest	
capitalized	
<del>23</del>	<del>37</del>
<del>(37.8)</del>	
Miscellaneous	
— net	<del>2</del>
<del>(128)</del>	<del>(78)</del>
<del>64.1</del>	Loss
Before	
Income Taxes	
<del>(1,449)</del>	
<del>(636)</del>	<sup>*</sup>
Income tax	
benefit	
<del>(525)</del>	<del>(222)</del>
<sup>*</sup> Net Loss	\$
<del>(924)</del>	\$
<del>(414)</del>	<sup>*</sup> Loss
Per Share	
Basic and	
Diluted	\$
<del>(5.93)</del>	\$
<del>(2.68)</del>	
Number of	
Shares Used	
in	
Computation	
Basic and	
Diluted	<del>156</del>
<del>154</del>	

\* Greater than 100%

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AMR CORPORATION  
OPERATING STATISTICS  
(Unaudited)

Three  
Months  
Ended  
September  
30,  
Percent  
2002 2001  
Change  
American  
Airlines

Revenue  
passenger  
miles  
(millions)  
33,080  
33,543  
(1.4)  
Available  
seat miles  
(millions)  
45,920  
46,908  
(2.1)  
Cargo ton  
miles  
(millions)  
498,526  
(5.3)  
Passenger  
load  
factor  
72.0%  
71.5% 0.5  
pts.  
Breakeven  
load  
factor (\*)  
87.3%  
87.5%  
(0.2)pts.  
Passenger  
revenue  
yield per  
passenger  
mile  
(cents)  
11.35  
12.02  
(5.6)  
Passenger  
revenue  
per  
available  
seat mile  
(cents)  
8.18 8.60  
(4.9)  
Cargo  
revenue  
yield per  
ton mile  
(cents)  
27.58  
29.69  
(7.1)  
Operating  
expenses  
per  
available  
seat mile  
(cents)  
(\*) 10.38  
11.04  
(6.0) Fuel  
consumption  
(gallons,  
in  
millions)  
830 895  
(6.3) Fuel  
price per  
gallon  
(cents)  
78.0 81.3  
(4.1) Fuel  
price per  
gallon,  
excluding  
fuel taxes  
(cents)  
72.3 76.0

~~(4.9)~~  
~~Operating~~  
~~aircraft~~  
~~at period-~~  
~~end 826~~  
~~893 (7.5)~~  
~~AMR Eagle~~  
~~Revenue~~  
~~passenger~~  
~~miles~~  
~~(millions)~~  
~~1,070 962~~  
~~11.2~~  
~~Available~~  
~~seat miles~~  
~~(millions)~~  
~~1,662~~  
~~1,664~~  
~~(0.1)~~  
~~Passenger~~  
~~load~~  
~~factor~~  
~~64.4%~~  
~~57.8% 6.6~~  
~~pts.~~  
~~Operating~~  
~~aircraft~~  
~~at period-~~  
~~end 285~~  
~~270 2.2~~  
~~AMR~~  
~~Corporation~~  
~~Average~~  
~~Equivalent~~  
~~Number of~~  
~~Employees~~  
~~American~~  
~~Airlines~~  
~~99,700~~  
~~114,100~~  
~~Other~~  
~~12,000~~  
~~13,100~~  
~~Total~~  
~~111,700~~  
~~127,200~~

(\* ) Excludes the impact of Special charges - net of U.S. Government grant

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

Nine Months  
 Ended  
 September  
 30, Percent  
 2002 2001  
 Change  
 Revenues  
~~Passenger—~~  
~~American~~  
~~Airlines~~  
~~\$10,985 \$~~  
~~12,611~~  
~~(12.9) — AMR~~  
~~Eagle 991~~  
~~1,101 (10.0)~~  
~~Cargo 415~~  
~~524 (20.8)~~  
~~Other~~  
~~revenues 718~~  
~~923 (22.2)~~  
~~Total~~  
~~operating~~  
~~revenues~~  
~~13,109~~

<del>15,159</del>	
<del>(13.5)</del>	
Expenses	
Wages,	
salaries and	
benefits	
<del>6,327</del>	<del>6,005</del>
5.4 Aircraft	
fuel	<del>1,880</del>
<del>2,325</del>	<del>(19.1)</del>
Depreciation	
and	
amortization	
<del>1,019</del>	<del>1,033</del>
<del>(1.4)</del>	
Other	
rentals and	
landing fees	
<del>908</del>	<del>900</del>
0.9	
Maintenance,	
materials	
and repairs	
<del>840</del>	<del>910</del>
<del>(7.7)</del>	
Aircraft	
rentals	<del>650</del>
<del>604</del>	<del>7.6</del>
Food	
service	<del>539</del>
<del>611</del>	<del>(11.8)</del>
Commissions	
to agents	
<del>423</del>	<del>691</del>
<del>(38.8)</del>	
Special	
charges	
net of U.S.	
Government	
grant	<del>708</del>
<del>508</del>	<del>39.4</del>
Other	
operating	
expenses	
<del>2,466</del>	<del>2,894</del>
<del>(14.8)</del>	
Total	
operating	
expenses	
<del>15,760</del>	
<del>16,481</del>	<del>(4.4)</del>
Operating	
Loss	<del>(2,651)</del>
<del>(1,322)</del>	*
Other Income	
(Expense)	
Interest	
income	<del>54</del>
<del>80</del>	<del>(32.5)</del>
Interest	
expense	
<del>(501)</del>	<del>(373)</del>
<del>34.3</del>	
Interest	
capitalized	
<del>67</del>	<del>116</del>
<del>(42.2)</del>	
Miscellaneous	
net	<del>(1)</del>
<del>13</del>	*
<del>(381)</del>	
<del>(164)</del>	* Loss
Before	
Income Taxes	
and	
Cumulative	
Effect of	
Accounting	
Change	
<del>(3,032)</del>	
<del>(1,486)</del>	*
Income tax	
benefit	
<del>(1,038)</del>	
<del>(522)</del>	<del>98.9</del>
Loss Before	



~~Cumulative  
 Effect of  
 Accounting  
 Change  
 (1,994)  
 (964)\*  
 Cumulative  
 Effect of  
 Accounting  
 Change, Net  
 of Tax  
 Benefit  
 (988)\*  
 Net Loss  
 \$(2,982) \$  
 (964)\*~~

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

Nine  
 Months  
 Ended  
 September  
 30, 2002  
 2001 Basic  
 and  
 Diluted  
 Loss Per  
 Share  
 Before  
 Cumulative  
 Effect of  
 Accounting  
 Change  
~~\$(12.83) \$  
 (6.26)  
 Cumulative  
 Effect of  
 Accounting  
 Change  
 (6.36)  
 Net Loss  
 \$(19.19) \$  
 (6.26)  
 Number of  
 Shares  
 Used in  
 Computation  
 Basic and  
 Diluted  
 155 154~~

Note 1: 2002 results include TWA whereas the 2001 amounts include TWA for the period April 10, 2001 through September 30, 2001

\* Greater than 100%

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AMR CORPORATION  
 OPERATING STATISTICS  
 (Unaudited)

Nine  
 Months  
 Ended  
 September  
 30,  
 Percent  
 2002 2001  
 Change  
 American  
 Airlines  
 (\*)

Revenue  
 passenger  
 miles  
 (millions)  
 92,276  
 95,182  
 (3.1)  
 Available  
 seat miles  
 (millions)  
 129,968  
 134,930  
 (3.7)  
 Cargo ton  
 miles  
 (millions)  
 1,478  
 1,685  
 (12.3)  
 Passenger  
 load  
 factor  
 71.0%  
 70.5% 0.5  
 pts.  
 Breakeven  
 load  
 factor  
 (\*\*) 87.1%  
 76.5% 10.6  
 pts.  
 Passenger  
 revenue  
 yield per  
 passenger  
 mile  
 (cents)  
 11.90  
 13.25  
 (10.2)  
 Passenger  
 revenue  
 per  
 available  
 seat mile  
 (cents)  
 8.45 9.34  
 (9.5)  
 Cargo  
 revenue  
 yield per  
 ton mile  
 (cents)  
 27.82  
 30.77  
 (9.6)  
 Operating  
 expenses  
 per  
 available  
 seat mile  
 (cents)  
 (\*\*) 10.80  
 10.99  
 (1.7) Fuel  
 consumption  
 (gallons,  
 in  
 millions)  
 2,392  
 2,559  
 (6.5) Fuel  
 price per  
 gallon  
 (cents)  
 73.8 83.8  
 (11.9)  
 Fuel price  
 per  
 gallon,  
 excluding

~~fuel taxes~~  
~~(cents)~~  
~~68.2-78.3~~  
~~(12.9)~~  
~~Operating~~  
~~aircraft~~  
~~at period-~~  
~~end-826~~  
~~893 (7.5)~~  
~~AMR-Eagle~~  
~~Revenue~~  
~~passenger~~  
~~miles~~  
~~(millions)~~  
~~3,048~~  
~~2,851-6.9~~  
~~Available~~  
~~seat miles~~  
~~(millions)~~  
~~4,825~~  
~~4,931~~  
~~(2.1)~~  
~~Passenger~~  
~~load~~  
~~factor~~  
~~63.2%~~  
~~57.8% 5.4~~  
~~pts-~~  
~~Operating~~  
~~aircraft~~  
~~at period-~~  
~~end-285~~  
~~279-2.2~~

(\*) 2002 results include TWA whereas the 2001 amounts include TWA for the period April 10, 2001 through September 30, 2001

(\*\*) Excludes the impact of Special charges - net of U.S. Government grant