

## SECURITIES AND EXCHANGE COMMISSION

Washington, D. C. 20549

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FORM 8-K

## CURRENT REPORT

Pursuant to Section 13 or 15(d) of the  
Securities Exchange Act of 1934Date of earliest event  
reported: May 22, 2001American Airlines, Inc.  
(Exact name of registrant as specified in its charter)Delaware  
(State of Incorporation) ( Commission File Number)

1-2691

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

## Item 9. Regulation FD Disclosure

American Airlines, Inc., a wholly owned subsidiary of AMR Corporation, is furnishing herewith certain data regarding its unit costs, capacity, traffic and fuel, and a monthly update.

## 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: May 22, 2001

May 22, 2001

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 report, the words "expect", "forecast", "anticipates" and similar expressions are intended to identify forward-looking statements. All such statements are based on information available to the Company on the date of this report. The Company undertakes no obligation to update or revise any forward-looking statement, regardless of reason. This discussion includes forecasts of costs per ASM, capacity, traffic, fuel cost and fuel consumption, and operational considerations, each of which is a forward-looking statement. There are a number of factors that could cause actual results to differ materially from our forecasts. Such factors include, but are not limited to: general economic conditions, competitive factors within the airline industry which could affect the demand for air travel, changes in the Company's business strategy, changes in commodity prices, the inability to successfully integrate the operations of TWA into those of American and to improve their profitability, higher than expected integration costs, and the inability to successfully integrate the workforce of TWA. For additional information regarding these and other factors see the Company's filings with the Securities and Exchange Commission, including but not limited to the Company's Form 10-K for the year ended December 31, 2000.

#### Monthly Update

Beginning this month, additional information for TWA LLC is being incorporated into the Eagle Eye. Expectations for TWA's unit cost, traffic and capacity are noted separately on the attachment. In addition, at the AMR level, TWA is now included in the AMR unit cost guidance.

For AA mainline operations, April traffic, as earlier reported, was down from last year's levels. Summer traffic for May through July is also expected to be lower than last year due primarily to softer demand. We anticipate AA's capacity for the May to July period to remain in line with our prior estimates.

Please call if you have additional questions.

Michael Thomas  
Director, Investor Relations

## AMR EAGLE EYE

## Unit Costs

| AMR Consolidated Cost per ASM (in cents) Including TWA LLC | Actual |      | Forecast |      |
|--|--------|------|----------|------|
|  | Apr    | May  | June     | July |
| AMR Cost per ASM   | 11.2   | 11.1 | 11.3     | 11.0 |

| American Mainline Operations Cost per ASM (in cents) | Actual |      | Forecast |      |
|--|--------|------|----------|------|
|  | April  | May  | June     | July |
| AA Cost per ASM                                      | 10.9   | 10.9 | 11.1     | 10.9 |
| Prior Year (2000) Restated*                          | 10.2   | 10.3 | 10.5     | 10.3 |

| TWA LLC Operating Cost per ASM (in cents) | Actual |     | Forecast |      |
|---|--------|-----|----------|------|
|   | April  | May | June     | July |
| TWA Cost per ASM                          | 9.8    | 9.8 | 9.8      | 9.6  |

## Capacity, Traffic and Fuel

|                              | Actual |       | Forecast |       |
|------------------------------|--------|-------|----------|-------|
|                              | April  | May   | June     | July  |
| AA Mainline Ops:             |        |       |          |       |
| Capacity (yr/yr)             | 1.0%   | 2.9%  | 4.0%     | 2.1%  |
| Traffic (yr/yr)              | -2.8%  | -4.2% | -1.3%    | -1.0% |
| Fuel (cents/gal incl. tax)   | 80     | 83    | 83       | 82    |
| Fuel Consumption (mil. gal.) | 255    | 269   | 273      | 282   |
| American Eagle:              |        |       |          |       |
| Capacity (yr/yr)             | 8.8%   | 7.2%  | 5.9%     | 6.3%  |
| Traffic (yr/yr)              | 6.8%   | 6.6%  | 3.0%     | 4.4%  |
| TWA Airlines LLC:            |        |       |          |       |
| Capacity (000,000) ASMs      | 2,010  | 3,011 | 2,915    | 3,014 |
| Traffic (000,000) RPMS       | 1,431  | 2,021 | 2,157    | 2,259 |

\* Certain airline related small businesses have been reclassified under American Mainline Operations (e.g. contract maintenance and magazine). As a result, we have provided restated numbers for 2000 on a comparable basis. Please note that this minor change does not impact AMR Consolidated numbers.