



## Edgar Filing: AMR CORP - Form 8-K

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  
Charles D. MarLett  
Corporate Secretary

Dated: May 2, 2003

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AMR EAGLE EYE

May 2, 2003

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 demand, 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: the continuing impact of the events of September 11, 2001 on the Company, the impact of the recent bankruptcies of United Airlines and US Airways, general economic conditions, competitive factors within the airline industry which could affect the demand for air travel, changes in the Company's business strategy, and changes in commodity prices. 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, 2002.

First Quarter Update

Since AMR did not hold a conference call following the release of our earnings, we want to provide some guidance, which normally would have been covered during the call. The attached information is more comprehensive than our normal Eagle Eye update for this reason.

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Please call if you have any questions.

Kathy Bonanno  
Director, Investor Relations

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Period ending 1Q03 supplementary data

## Balance Sheet Update:

Cash Balance: Approximately \$1.8 billion of which \$550 was restricted  
Unencumbered aircraft value remains unchanged from prior quarter at  
\$2.9 billion

Net debt balance of \$19.8 billion with net debt/capital ratio of 100%

Unit Revenue Performance by Entity:	Yr/Yr Change - B/(W)
Domestic	(3.2%)
Atlantic	1.0%
Latin	0.0%
Pacific	(26.4%)
System	(3.0%)

Unit Cost Performance	Yr/Yr Change - B/(W)
Report unit cost	(0.8%)
Fuel adjusted unit cost	3.5%

## Fuel:

Average cost/gallon was 94 cents, up 40% yr/yr from 1Q02

Fuel hedging gains totaled \$68M in 1Q03 or 9.4 cent/gal benefit on fuel cost

## Forward Guidance

### Fuel Hedge Position:

2Q03 Hedged on 35% of consumption at \$23/bbl WTI Crude

Rest of 2003 Hedged on 30% of consumption at \$23/bbl WTI Crude

### Consensual labor savings phase-in by quarter:

2Q03 \$200 M

3Q03 \$400 M

4Q03 \$450 M (steady state)

### Unit Cost Forecast:

Given the fluidity of recent events, forward looking cost  
guidance will be deferred until later in the quarter

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Capacity, Traffic and Fuel

-----Forecast-----  
Apr May Jun 2Q03

AA Mainline Ops:

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Capacity yr/yr H/(L) *	(6.5%)	(10.2%)	(6.9%)	(8.0%)
Traffic yr/yr H/(L) *	(4.8%)	(12.2%)	(6.6%)	(8.2%)
Fuel (cents/gal incl. tax)	89	82	81	84
Fuel cost/gal yr/yr B/(W)	(17.4%)	(9.1%)	(8.5%)	(11.6%)
Fuel Consumption (mil. gal.)	244	251	253	748

### American Eagle:

Capacity yr/yr H/(L)	21.3%	23.6%	23.3%	22.6%
Traffic yr/yr H/(L)	25.4%	25.6%	22.8%	24.6%

\* AA Traffic and Capacity results are actual for April