

UNITED STATES  
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 1934

Date of earliest event  
reported: July 18, 2012

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

|                          |                          |                                   |
|--------------------------|--------------------------|-----------------------------------|
| <u>Delaware</u>          | <u>1-2691</u>            | <u>13-1502798</u>                 |
| (State of Incorporation) | (Commission File Number) | (IRS Employer Identification No.) |

|  |                          |              |
|--|--------------------------|--------------|
| <u>4333 Amon Carter Blvd.</u>            | <u>Fort Worth, Texas</u> | <u>76155</u> |
| (Address of principal executive offices) |                          | (Zip Code)   |

|                                 |
|---------------------------------|
| <u>(817) 963-1234</u>           |
| (Registrant's telephone number) |

(Former name or former address, if changed since last report.)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- ☐ Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
- ☐ Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
- ☐ Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
- ☐ Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Item 2.02 Results of Operations

American Airlines, Inc. is furnishing herewith a press release issued on July 18, 2012 by its parent company, AMR Corporation (AMR), as Exhibit 99.1, which is included herein. This press release was issued to report AMR's second quarter 2012 results.

Item 9.01 Financial Statements and Exhibits

(c) Exhibits

Exhibit 99.1 Press Release of AMR dated July 18, 2012

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/ Kenneth W. Wimberly  
Kenneth W. Wimberly  
Corporate Secretary

Dated: July 18, 2012

## EXHIBIT INDEX

| <u>Exhibit</u> | <u>Description</u>                       |
|----------------|--|
| 99.1           | Press Release of AMR dated July 18, 2012 |

CONTACT: Sean Collins  
Media Relations  
Fort Worth, Texas  
817-967-1577  
[mediarelations@aa.com](mailto:mediarelations@aa.com)

FOR RELEASE: Wednesday, July 18, 2012

## **AMR CORPORATION REPORTS SECOND QUARTER 2012 RESULTS**

### **\$6.5 Billion in Quarterly Revenue, Highest in Company History**

### **Net Profit of \$95 Million, Excluding Reorganization and Special Items, a \$381 Million Improvement Over a Year Ago**

### **Net Loss of \$241 Million; Operating Income of \$142 Million**

FORT WORTH, Texas - AMR Corporation, the parent company of American Airlines, Inc., today reported second quarter revenue of \$6.5 billion, an increase of 5.5 percent year-over-year and the highest quarterly revenue in company history.

In the second quarter of 2012, the company reported a net profit of \$95 million, excluding reorganization and special items - a \$381 million improvement over the second quarter of 2011. AMR incurred a net loss of \$241 million compared to a net loss of \$286 million in the same period of 2011.

"Thanks to the great work of the entire American team, this was a time of exceptional improvement. Our revenue performance has topped the industry for several months, leading to our first second quarter profit in five years excluding reorganization and special items," said Tom Horton, AMR's Chairman and Chief Executive Officer. "And this improvement reflects only a fraction of our ongoing restructuring progress. While there is still much to be done, we expect this momentum to build quickly as the new American re-emerges as an industry leader."

### **Financial and Operational Performance**

Consolidated passenger revenue per available seat mile (unit revenue) grew 9.1 percent compared to the second quarter of 2011, and mainline passenger unit revenue increased 8.7 percent.

- Consolidated passenger yield, representing average fares paid, increased 7.1 percent year-over-year in the second quarter of 2012, and mainline passenger yield increased 6.8 percent.
- Mainline capacity, or total available seat miles, in the second quarter of 2012 decreased 2.4 percent compared to the same period in 2011.
- American's second quarter 2012 mainline load factor, or the percentage of total seats filled, was 85.1 percent - a record for any quarter.

The company's revenue performance was driven by year-over-year yield improvement and a higher consolidated load factor of 84.5 percent - a record for any quarter as well. Domestic unit revenue improved 8.6 percent in the second quarter versus the same period last year and, for the second consecutive quarter, the company experienced unit revenue increases across all five of its hubs. These results were supported by strong corporate revenue growth.

International unit revenue increased 9.0 percent in the second quarter, driven by increased load factors

across all entities, and strong yield performance. Premium cabin demand improved significantly in both the Atlantic and Pacific entities, generating unit revenue increases of 8.5 percent and 18.1 percent, respectively. American and its joint-business partners, British Airways and Iberia over the Atlantic, and Japan Airlines over the Pacific, have gained momentum in attracting high-value customers to the airlines' enhanced networks. The Latin American entity posted a 6.7 percent unit revenue increase in the second quarter of 2012, including yield improvements in Mexico and Central and South America.

"Our improved financial results were driven by strong unit revenue performance, with growth outpacing the industry in each of the three months of the second quarter," said Bella Goren, AMR's Chief Financial Officer. "Our consolidated unit revenue rose 9.1 percent, with increases across all five of our hubs and across all international entities. These industry-leading year-over-year revenue increases reflect the strength of our network and alliances, our focus on the customer, and the effectiveness of our overall strategy."

AMR's consolidated operating expenses, excluding special items, were \$6.2 billion, essentially flat with the same period last year. Excluding fuel costs, consolidated unit costs increased 2.3 percent year-over-year.

### **Reorganization Items and Special Charges**

The second quarter 2012 results include \$336 million in special charges and reorganization items.

- Of that amount, \$106 million is related to a special charge, primarily associated with employee severance-related costs.
- The company recognized \$230 million in reorganization items resulting from its and certain of its direct and indirect U.S. subsidiaries' voluntary petitions for reorganization under Chapter 11 on Nov. 29, 2011. These items are primarily from estimated claims associated with restructuring the financing arrangements for certain aircraft and rejecting certain special facility revenue bonds, as well as professional fees.

### **Fuel Impact**

Taking into account the impact of fuel hedging, AMR paid approximately \$3.24 per gallon for jet fuel in the second quarter of 2012 versus approximately \$3.12 per gallon in the second quarter of 2011, a 3.8 percent increase. As a result, the company paid \$81 million more for fuel in the second quarter of 2012 than it would have paid at prevailing prices from the prior-year period.

### **Cash Position**

AMR ended the second quarter with approximately \$5.8 billion in cash and short-term investments, including a restricted cash balance of \$772 million, compared to a balance of approximately \$5.6 billion in cash and short-term investments, including a restricted balance of approximately \$457 million, at the end of the second quarter of 2011.

At Nov. 30, 2011, the company had approximately \$4.8 billion in cash and short-term investments, including a restricted cash balance of \$693 million.

### **Fleet Renewal Progress**

Later this year, the company will start placing into service the newest addition to its fleet, the Boeing 777-300ER, which will showcase a number of special features, including fully lie-flat First and Business Class seating, with direct aisle access from every seat; specially designed Main Cabin Extra seating with more legroom

and comfort; international Wi-Fi and in-seat entertainment throughout all cabins.

In addition, the company recently unveiled plans for upgrading its international widebody fleet of Boeing 777-200ERs and Boeing 767-300ERs, which will also offer industry-leading interiors and amenities as well as fully lie-flat Business Class seats with aisle access for every seat.

### **About American Airlines**

American Airlines, American Eagle® and the AmericanConnection® carrier serve 260 airports in more than 50 countries and territories with, on average, more than 3,500 daily flights. The combined network fleet numbers more than 900 aircraft. American's award-winning website, AA.com®, provides users with easy access to check and book fares, plus personalized news, information and travel offers. American Airlines is a founding member of the oneworld® alliance, which brings together some of the best and biggest names in the airline business, enabling them to offer their customers more services and benefits than any airline can provide on its own. Together, its members and members-elect serve more than 900 destinations with more than 9,000 daily flights to 150 countries and territories. American Airlines, Inc. and American Eagle Airlines, Inc. are subsidiaries of AMR Corporation. AmericanAirlines, American Eagle, AmericanConnection, AA.com, and AAdvantage are trademarks of American Airlines, Inc. AMR Corporation common stock trades under the symbol "AAMRQ" on the OTCQB marketplace, operated by OTC Markets Group.

### ***Cautionary Statement Regarding Forward-Looking Statements and Information***

This news release could be viewed as containing forward-looking statements or information. Actual results may differ materially from the results suggested by the statements and information contained herein for a number of reasons, including, but not limited to, the impact of the restructuring of the company and certain of its U.S. subsidiaries, the company's ability to refinance, extend or repay its near and intermediate term debt, the company's substantial level of indebtedness and related interest rates, the potential impact of volatile and rising fuel prices, impairments and restructuring charges. Because of the company's restructuring, there can be no assurance as to the future value of the company's securities, including its common stock, which could have little or no value at the end of the restructuring process. Accordingly, the company urges that caution be exercised with respect to existing and future investments in any of these securities (including the company's common stock) or other claims. Readers are referred to the documents filed by the company with the Securities and Exchange Commission, including the company's Form 10-K for the period ended December 31, 2011, which further identify the important risk factors that could cause actual results to differ materially from the forward-looking statements in this news release. The company disclaims any obligation to update any forward-looking statement or information.

**Detailed financial information follows:**

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

|   | Three Months Ended<br>June 30, |           | Percent<br>Change |
|---|--------------------------------|-----------|-------------------|
|   | 2012                           | 2011      |                   |
| <b>Revenues</b>                                       |                                |           |                   |
| Passenger - American Airlines                         | \$ 4,837                       | \$ 4,557  | 6.1               |
| - Regional Affiliates                                 | 790                            | 711       | 11.1              |
| Cargo   | 175                            | 187       | (6.6)             |
| Other revenues  | 650                            | 659       | (1.4)             |
| Total operating revenues                              | 6,452                          | 6,114     | 5.5               |
| <b>Expenses</b>                                       |                                |           |                   |
| Aircraft fuel   | 2,209                          | 2,202     | 0.3               |
| Wages, salaries and benefits                          | 1,778                          | 1,764     | 0.8               |
| Other rentals and landing fees                        | 333                            | 355       | (6.2)             |
| Maintenance, materials and repairs                    | 357                            | 334       | 6.8               |
| Depreciation and amortization                         | 261                            | 266       | (2)               |
| Commissions, booking fees and credit card expense     | 263                            | 268       | (2.1)             |
| Aircraft rentals                                      | 130                            | 158       | (18)              |
| Food service  | 130                            | 133       | (1.6)             |
| Special charges                                       | 106                            | —         | *                 |
| Other operating expenses                              | 743                            | 712       | 4.4               |
| Total operating expenses                              | 6,310                          | 6,192     | 1.9               |
| <b>Operating Income (Loss)</b>                        | 142                            | (78)      | *                 |
| <b>Other Income (Expense)</b>                         |                                |           |                   |
| Interest income                                       | 7                              | 7         | (3.9)             |
| Interest expense                                      | (164)                          | (215)     | (23.8)            |
| Interest capitalized                                  | 12                             | 10        | 18.4              |
| Miscellaneous - net                                   | (8)                            | (10)      | (20)              |
| Total other income                                    | (153)                          | (208)     | (26.4)            |
| <b>Income (Loss) Before Reorganization Items, Net</b> | (11)                           | (286)     | (96.1)            |
| <b>Reorganization Items, Net</b>                      | (230)                          | —         | *                 |
| <b>Income Before Income Taxes</b>                     | (241)                          | (286)     | (15.7)            |
| Income tax  | —                              | —         | —                 |
| <b>Net Income</b>                                     | \$ (241)                       | \$ (286)  | (15.7)            |
| <b>Earnings Per Share</b>                             |                                |           |                   |
| Basic   | \$ (0.72)                      | \$ (0.85) |                   |
| Diluted   | \$ (0.72)                      | \$ (0.85) |                   |
| <b>Number of Shares Used in Computation</b>           |                                |           |                   |
| Basic   | 335                            | 335       |                   |
| Diluted   | 335                            | 335       |                   |

\* Greater than 100%



**AMR CORPORATION**  
**OPERATING STATISTICS**  
(Unaudited)

**OPERATING STATISTICS BY REGIONAL ENTITY**

**American Airlines, Inc.**

**Three Months Ended June 30, 2012**

| <b>Entity Results</b> | <b>RASM<sup>1</sup><br/>(cents)</b> | <b>Y-O-Y<br/>Change</b> | <b>ASMs<sup>2</sup><br/>(billions)</b> | <b>Y-O-Y<br/>Change</b> |
|-----------------------|-------------------------------------|-------------------------|--|-------------------------|
| DOT Domestic          | 12.75                               | 8.6%                    | 22.7                                   | (1.9)                   |
| International         | 12.46                               | 9.0                     | 15.6                                   | (3.0)                   |
| DOT Latin America     | 13.61                               | 6.7                     | 7.3                                    | 1.3                     |
| DOT Atlantic          | 11.76                               | 8.5                     | 6.0                                    | (9.2)                   |
| DOT Pacific           | 10.67                               | 18.1                    | 2.3                                    | 1.3                     |

**American Airlines, Inc.**

**Three Months Ended June 30, 2012**

| <b>Entity Results</b> | <b>Load Factor<br/>(pts)</b> | <b>Y-O-Y<br/>Change<br/>(pts)</b> | <b>Yield<br/>(cents)</b> | <b>Y-O-Y<br/>Change</b> |
|-----------------------|------------------------------|-----------------------------------|--------------------------|-------------------------|
| DOT Domestic          | 86.3                         | 0.7                               | 14.78                    | 7.7%                    |
| International         | 83.4                         | 2.7                               | 14.94                    | 5.5                     |
| DOT Latin America     | 80.6                         | 0.7                               | 16.88                    | 5.9                     |
| DOT Atlantic          | 85.8                         | 2.9                               | 13.70                    | 4.9                     |
| DOT Pacific           | 86.1                         | 9.1                               | 12.39                    | 5.7                     |

<sup>1</sup> Revenue per Available Seat Mile

<sup>2</sup> Available Seat Miles

**AMR CORPORATION**  
**NON-GAAP AND OTHER RECONCILIATIONS**  
(in millions)  
(Unaudited)

|   | Three Months Ended<br>June 30, |          | Percent<br>Change |
|---|--------------------------------|----------|-------------------|
|   | 2012                           | 2011     |                   |
| Net Income  | \$ (241)                       | \$ (286) | (15.7)            |
| Special Charges                                       | 106                            | —        | *                 |
| Reorganization Items                                  | 230                            | —        | *                 |
| Net Income Excluding Reorganization and Special Items | 95                             | (286)    | *                 |

**AMR CORPORATION**  
**OPERATING STATISTICS**  
(Unaudited)

|  | Three Months Ended<br>June 30, |        | Percent<br>Change |
|--|--------------------------------|--------|-------------------|
|  | 2012                           | 2011   |                   |
| <b>American Airlines, Inc. Mainline Jet Operations</b>                                   |                                |        |                   |
| Revenue passenger miles (millions)   | 32,586                         | 32,788 | (0.6)             |
| Available seat miles (millions)  | 38,289                         | 39,228 | (2.4)             |
| Cargo ton miles (millions)   | 456                            | 459    | (0.7)             |
| Passenger load factor  | 85.1%                          | 83.6%  | 1.5 pts           |
| Passenger revenue yield per passenger mile (cents)                                       | 14.84                          | 13.90  | 6.8               |
| Passenger revenue per available seat mile (cents)  | 12.63                          | 11.62  | 8.7               |
| Cargo revenue yield per ton mile (cents)   | 38.34                          | 40.76  | (5.9)             |
| Operating expenses per available seat mile, excluding Regional<br>Affiliates (cents) (1) | 14.55                          | 13.85  | 5.0               |
| Fuel consumption (gallons, in millions)  | 604                            | 627    | (3.7)             |
| Fuel price per gallon (dollars)  | 3.24                           | 3.11   | 4.1               |
| <b>Regional Affiliates</b>   |                                |        |                   |
| Revenue passenger miles (millions)   | 2,683                          | 2,585  | 3.8               |
| Available seat miles (millions)  | 3,447                          | 3,412  | 1.0               |
| Passenger load factor  | 77.8%                          | 75.8%  | 2.1 pts           |
| <b>AMR Corporation</b>   |                                |        |                   |
| Average Equivalent Number of Employees   |                                |        |                   |
| American Airlines  | 65,300                         | 66,800 |                   |
| Other  | 12,800                         | 13,700 |                   |
| Total  | 78,100                         | 80,500 |                   |

(1)Excludes \$756 million and \$793 million of expense incurred related to Regional Affiliates in 2012 and 2011, respectively.

**AMR CORPORATION**  
**NON-GAAP AND OTHER RECONCILIATIONS**

(Unaudited)

**American Airlines, Inc. Mainline Jet Operations**

(in millions, except as noted)

**Three Months Ended  
June 30,**

|   | <b>2012</b> | <b>2011</b> |
|---|-------------|-------------|
| Total operating expenses  | \$ 6,325    | \$ 6,225    |
| Less: Operating expenses incurred related to Regional Affiliates                  | 756         | 793         |
| Operating expenses excluding expenses incurred related to Regional Affiliates     | \$ 5,569    | \$ 5,432    |
| American mainline jet operations available seat miles                             | 38,289      | 39,228      |
| Operating expenses per available seat mile, excluding Regional Affiliates (cents) | 14.55       | 13.85       |
| Percent change  | 5%          |             |

**American Airlines, Inc. Mainline Jet Operations**

(in millions, except as noted)

**Three Months Ended  
June 30,**

|   | <b>2012</b> | <b>2011</b> |
|---|-------------|-------------|
| Total operating expenses  | \$ 6,325    | \$ 6,225    |
| Less: Operating expenses incurred related to Regional Affiliates  | 756         | 793         |
| Operating expenses excluding expenses incurred related to Regional Affiliates   | \$ 5,570    | \$ 5,432    |
| American mainline jet operations available seat miles   | 38,289      | 39,228      |
| Operating expenses per available seat mile, excluding Regional Affiliates (cents)   | 14.55       | 13.85       |
| Less: Impact of reorganization and special items (cents)  | 0.28        | —           |
| Operating expenses per available seat mile, excluding impact of reorganization and special items (cents)                    | 14.27       | 13.85       |
| Percent change  | 3.1%        |             |
| Less: Fuel cost per available seat mile (cents)   | 5.11        | 4.97        |
| Operating expenses per available seat mile, excluding impact of reorganization and special items, and fuel expenses (cents) | 9.16        | 8.88        |
| Percent change  | 3.2%        |             |

Note: The company believes that operating expenses per available seat mile, excluding the cost of fuel, reorganization items and special items, assists investors in understanding the impact of fuel prices and special items on the company's operations.

**AMR CORPORATION**  
**NON-GAAP AND OTHER RECONCILIATIONS**

(Unaudited)

**AMR Corporation Consolidated**  
(in millions, except as noted)

|   | <b>Three Months Ended<br/>June 30,</b> |              |
|---|--|--------------|
|   | <b>2012</b>                            | <b>2011</b>  |
| Operating expenses per available seat mile (cents)  | 15.12                                  | 14.52        |
| Less: Impact of reorganization and special items (cents)  | 0.25                                   | —            |
| Operating expenses per available seat mile, excluding impact of reorganization and special items (cents)                  | <u>14.87</u>                           | <u>14.52</u> |
| Percent change  | 2.4%                                   |              |
| Less: Fuel expense per available seat mile (cents)  | <u>5.30</u>                            | <u>5.16</u>  |
| Operating expenses per available seat mile, excluding impact of reorganization and special items and fuel expense (cents) | <u>9.57</u>                            | <u>9.36</u>  |
| Percent change  | 2.3%                                   |              |

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

|   | <b>Six Months Ended<br/>June 30,</b> |                  | <b>Percent<br/>Change</b> |
|---|--------------------------------------|------------------|---------------------------|
|   | <b>2012</b>                          | <b>2011</b>      |                           |
| <b>Revenues</b>                                       |                                      |                  |                           |
| Passenger - American Airlines                         | \$ 9,394                             | \$ 8,691         | 8.1                       |
| - Regional Affiliates                                 | 1,460                                | 1,288            | 13.3                      |
| Cargo   | 343                                  | 356              | (3.7)                     |
| Other revenues  | 1,293                                | 1,312            | (1.4)                     |
| Total operating revenues                              | <u>12,490</u>                        | <u>11,647</u>    | <u>7.2</u>                |
| <b>Expenses</b>                                       |                                      |                  |                           |
| Aircraft fuel   | 4,375                                | 4,044            | 8.2                       |
| Wages, salaries and benefits                          | 3,560                                | 3,486            | 2.1                       |
| Other rentals and landing fees                        | 661                                  | 707              | (6.5)                     |
| Maintenance, materials and repairs                    | 700                                  | 639              | 9.5                       |
| Depreciation and amortization                         | 521                                  | 542              | (3.9)                     |
| Commissions, booking fees and credit card expense     | 529                                  | 524              | 0.9                       |
| Aircraft rentals                                      | 272                                  | 318              | (14.4)                    |
| Food service  | 255                                  | 253              | 0.6                       |
| Special charges                                       | 117                                  | —                | *                         |
| Other operating expenses                              | 1,447                                | 1,443            | 0.3                       |
| Total operating expenses                              | <u>12,437</u>                        | <u>11,956</u>    | <u>4.0</u>                |
| <b>Operating Income (Loss)</b>                        | 53                                   | (309)            | *                         |
| <b>Other Income (Expense)</b>                         |                                      |                  |                           |
| Interest income                                       | 13                                   | 14               | (6.8)                     |
| Interest expense                                      | (342)                                | (415)            | (17.6)                    |
| Interest capitalized                                  | 24                                   | 17               | 41.9                      |
| Miscellaneous - net                                   | (18)                                 | (29)             | (37.9)                    |
| Total other income                                    | <u>(323)</u>                         | <u>(413)</u>     | <u>(21.8)</u>             |
| <b>Income (Loss) Before Reorganization Items, Net</b> | (270)                                | (722)            | (62.6)                    |
| <b>Reorganization Items, Net</b>                      | (1,630)                              | —                | *                         |
| <b>Income Before Income Taxes</b>                     | (1,900)                              | (722)            | *                         |
| Income tax  | —                                    | —                | —                         |
| <b>Net Income</b>                                     | <u>\$ (1,900)</u>                    | <u>\$ (722)</u>  | <u>*</u>                  |
| <b>Earnings Per Share</b>                             |                                      |                  |                           |
| Basic   | <u>\$ (5.67)</u>                     | <u>\$ (2.16)</u> |                           |
| Diluted   | <u>\$ (5.67)</u>                     | <u>\$ (2.16)</u> |                           |
| <b>Number of Shares Used in Computation</b>           |                                      |                  |                           |
| Basic   | 335                                  | 334              |                           |
| Diluted   | 335                                  | 334              |                           |

\* Greater than 100%

**AMR CORPORATION**  
**OPERATING STATISTICS**  
(Unaudited)

**OPERATING STATISTICS BY REGIONAL ENTITY**

**American Airlines, Inc.**

**Six Months Ended June 30, 2012**

| <b>Entity Results</b> | <b>RASM<sup>1</sup><br/>(cents)</b> | <b>Y-O-Y<br/>Change</b> | <b>ASMs<sup>2</sup><br/>(billions)</b> | <b>Y-O-Y<br/>Change</b> |
|-----------------------|-------------------------------------|-------------------------|--|-------------------------|
| DOT Domestic          | 12.35                               | 9.1%                    | 45.2                                   | (1.7)                   |
| International         | 12.29                               | 9.6                     | 31.0                                   | (0.3)                   |
| DOT Latin America     | 13.83                               | 8.9                     | 15.8                                   | 3.2                     |
| DOT Atlantic          | 10.96                               | 8.8                     | 10.7                                   | (7.4)                   |
| DOT Pacific           | 10.09                               | 12.3                    | 4.6                                    | 6.3                     |

**American Airlines, Inc.**

**Six Months Ended June 30, 2012**

| <b>Entity Results</b> | <b>Load Factor<br/>(pts)</b> | <b>Y-O-Y<br/>Change<br/>(pts)</b> | <b>Yield<br/>(cents)</b> | <b>Y-O-Y<br/>Change</b> |
|-----------------------|------------------------------|-----------------------------------|--------------------------|-------------------------|
| DOT Domestic          | 83.3                         | 1.3                               | 14.84                    | 7.4%                    |
| International         | 80.3                         | 2.3                               | 15.29                    | 6.4                     |
| DOT Latin America     | 79.9                         | (0.1)                             | 17.31                    | 9.0                     |
| DOT Atlantic          | 80.4                         | 4.2                               | 13.63                    | 3.1                     |
| DOT Pacific           | 81.9                         | 5.7                               | 12.32                    | 4.5                     |

<sup>1</sup> Revenue per Available Seat Mile

<sup>2</sup> Available Seat Miles

**AMR CORPORATION**  
**NON-GAAP AND OTHER RECONCILIATIONS**  
(in millions)  
(Unaudited)

|   | Six Months Ended<br>June 30, |       | Percent<br>Change |
|---|------------------------------|-------|-------------------|
|   | 2012                         | 2011  |                   |
| Net Income  | \$ (1,900)                   | (722) | *                 |
| Special Charges                                       | 117                          | 31    | *                 |
| Reorganization Items                                  | 1,630                        | —     | *                 |
| Net Income Excluding Reorganization and Special Items | (153)                        | (691) | (77.9)            |

\* Greater than 100%

**AMR CORPORATION**  
**OPERATING STATISTICS**  
(Unaudited)

|  | Six Months Ended<br>June 30, |        | Percent<br>Change |
|--|------------------------------|--------|-------------------|
|  | 2012                         | 2011   |                   |
| <b>American Airlines, Inc. Mainline Jet Operations</b>                                   |                              |        |                   |
| Revenue passenger miles (millions)   | 62,546                       | 61,953 | 1.0               |
| Available seat miles (millions)  | 76,207                       | 77,078 | (1.1)             |
| Cargo ton miles (millions)   | 901                          | 898    | 0.3               |
| Passenger load factor  | 82.1%                        | 80.4%  | 1.7 pts           |
| Passenger revenue yield per passenger mile (cents)                                       | 15.02                        | 14.03  | 7.1               |
| Passenger revenue per available seat mile (cents)  | 12.33                        | 11.28  | 9.3               |
| Cargo revenue yield per ton mile (cents)   | 38.07                        | 39.66  | (4.0)             |
| Operating expenses per available seat mile, excluding<br>Regional Affiliates (cents) (1) | 14.38                        | 13.63  | 5.5               |
| Fuel consumption (gallons, in millions)  | 1,196                        | 1,224  | (2.2)             |
| Fuel price per gallon (dollars)  | 3.24                         | 2.93   | 10.3              |
| <b>Regional Affiliates</b>   |                              |        |                   |
| Revenue passenger miles (millions)   | 5,054                        | 4,720  | 7.1               |
| Available seat miles (millions)  | 6,781                        | 6,567  | 3.2               |
| Passenger load factor  | 74.5%                        | 71.9%  | 2.7 pts           |
| <b>AMR Corporation</b>   |                              |        |                   |
| Average Equivalent Number of Employees   |                              |        |                   |
| American Airlines  | 65,500                       | 66,250 |                   |
| Other  | 13,000                       | 13,500 |                   |
| Total  | 78,500                       | 79,750 |                   |

(1)Excludes \$1.5 billion and \$1.5 billion of expense incurred related to Regional Affiliates in 2012 and 2011, respectively.

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