AMERICAN AIRLINES INC
Form 8-K
June 18, 2008

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: June 18, 2008

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

Delaware	1-2691	13-1502798
(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)

(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 8.01 Other Events

American Airlines, Inc. is filing herewith its Eagle Eye communication to investors by its parent company, AMR Corporation. This document includes (a) actual unit cost, fuel price, capacity and traffic information for April and May and (b) forecasts of unit cost, revenue performance, fuel prices and fuel hedging, capacity and traffic estimates, liquidity expectations, other income/expense estimates and share count.

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: June 18, 2008

AMR EAGLE EYE
June 18, 2008

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, the words "expects", "plans," "anticipates," "indicates," "believes," "forecast," "guidance," "outlook", "may," "will," "should" and sim are intended to identify forward-looking statements. Similarly, statements that describe our objectives, plans or goals are 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; future financing plans and needs; overall economic conditions; plans and objectives for future operations; and the impact on the Company of its results of operations in recent 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 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. This document includes forecasts of unit cost and revenue performance, fuel prices and fuel hedging, capacity and traffic estimates, other income/expense estimates, share count, and statements regarding the Company's liquidity, each of which is a forward-looking statement. Forward-looking statements are subject to a number of factors that could cause the Company's actual results to differ materially from the Company's 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 materially weakened financial condition of the Company, resulting from its significant losses in recent years; the ability of the Company to generate additional revenues and reduce its costs; changes in economic and other conditions beyond the Company's control, and the volatile results of the Company's operations; the Company's substantial indebtedness and other obligations; the ability of the Company to satisfy existing financial or other covenants in certain of its credit agreements; continued high and volatile fuel prices and further increases in the price of fuel, and the availability of fuel; the fiercely and increasingly competitive business environment faced by the Company; industry consolidation; competition with reorganized and reorganizing carriers; low fare levels by historical standards and the Company's reduced pricing power; the Company's potential need to raise additional funds and its ability to do so on acceptable terms; changes in the Company's corporate or business strategy; government regulation of the Company's business; conflicts overseas or terrorist attacks; uncertainties with respect to the Company's international operations; outbreaks of a disease (such as SARS or avian flu) that affects travel behavior; labor costs that are higher than those of the Company's competitors; uncertainties with respect to the Company's relationships with unionized and other employee work groups; increased insurance costs and potential reductions of available insurance coverage; the Company's ability to retain key management personnel; potential failures or disruptions of the Company's computer, communications or other technology systems; changes in the price of the Company's common stock; and the ability of the Company to reach acceptable agreements with third parties. Additional information concerning these and other factors is contained in the Company's Securities and Exchange Commission filings, including but not limited to the Company's Annual Report on Form 10-K for the year ended December 31, 2007.

This Eagle Eye provides updated guidance for the second quarter and the full year 2008.

Performance Update

Costs: Unit cost forecasts are attached.

Revenue: Second quarter mainline unit revenue is expected to increase between 6.0% and 7.0% year over year. Second quarter consolidated unit revenue is expected to increase between 5.9% and 6.9%. In total, Cargo and Other Revenue is anticipated to increase relative to second quarter 2007 at a slightly greater rate than unit revenue.

Liquidity: We expect to end the second quarter with a cash and short-term investment balance of approximately $5.0 billion, including approximately $426 million in restricted cash and short-term investments.

Eric Briggle
Managing Director, Investor Relations

AMR EAGLE EYE

Fuel Forecast

Fuel Hedge Position:

2Q08: Hedged on approximately 36% of consumption at an average cap of $70/bbl WTI Crude ($2.38/gal. jet fuel equivalent).
FY08: Hedged on approximately 33% of consumption at an average cap of $78/bbl WTI Crude ($2.55/gal. jet fuel equivalent).

AMR Fuel Price (Including Effective Hedges and Taxes) and Consumption (based on 6/9/08 forward curve)

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
Fuel Price (dollars/gal)	2.93	3.19	3.46	3.20	3.38
Fuel Consumption (MM gals)	244.6	261.1	257.0	762.7	3,003.7

Unit Cost Forecast (cents)

AMR Consolidated Cost per ASM

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
AMR Cost per ASM	13.78	13.81	14.62	14.07	14.46
AMR Cost per ASM (ex-special items) 1/	13.78	13.81	14.62	14.07	14.46
AMR Cost per ASM (ex-fuel and special items) 1/	8.84	8.43	8.71	8.66	8.73

American Mainline Cost per ASM

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
AA Cost per ASM	13.03	13.10	13.93	13.36	13.73
AA Cost per ASM (ex-special items) 1/	13.03	13.10	13.93	13.36	13.73
AA Cost per ASM (ex-fuel and special items) 1/	8.25	7.88	8.17	8.09	8.15

Notes: Full year 2008 unit cost estimates incorporate effects of capacity reductions in 4Q08 as announced on May 21, 2008. Forecasts do not include any special, non-cash charges associated with aircraft impairments referred to in our Form 8-K dated June 18, 2008 as estimates of such charges are not yet available. The increase in ex-fuel unit cost versus prior guidance is primarily due to reduced capacity.

1/ The Company believes that unit costs excluding fuel and/or special items is a useful measurement to investors in monitoring the Company's ongoing cost performance.

Capacity and Traffic Forecast
(millions)

AA Mainline Operations

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
ASMs	13,462	14,389	13,964	41,815	164,232
Domestic	8,427	9,076	8,700	26,203	102,257
International	5,035	5,313	5,264	15,612	61,975
Traffic	10,789	11,758	12,018	34,565	135,075

Regional Affiliate Operations

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
ASMs	1,073	1,107	1,088	3,268	12,562
Traffic	760	810	859	2,430	9,148

Below the Line
Income/Expenses

Total Other Income(Expense) is estimated at ($156) million in the second quarter of 2008.

AMR EAGLE EYE

Share Count (millions)

2Q08		
Earnings	Basic	Diluted
Over $65 million	251	289
$48-$64 million	251	274
$0-$47 million	251	257
Loss	251	251

FY2008		
Earnings	Basic	Diluted
Over $257 million	251	290
$191-$256 million	251	275
$0-190 million	251	258
Loss	251	251

Reconciliation to GAAP

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
Cents					
AMR CASM	13.78	13.81	14.62	14.07	14.46
Less Special Items CASM	-	-	-	-	-
AMR CASM Excluding Special Items	13.78	13.81	14.62	14.07	14.46
Less Fuel CASM	4.94	5.38	5.91	5.41	5.73
AMR CASM Excluding Fuel and Special Items	8.84	8.43	8.71	8.66	8.73

	Actual		Forecast		
	Apr	May	Jun	2Q08	2008
Cents					
AA CASM	13.03	13.10	13.93	13.36	13.73
Less Special Items CASM	-	-	-	-	-
AA CASM Excluding Special Items	13.03	13.10	13.93	13.36	13.73
Less Fuel CASM	4.78	5.22	5.76	5.27	5.58
AA CASM Excluding Fuel and Special Items	8.25	7.88	8.17	8.09	8.15