

UNITED STATES
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 Report (Date of earliest event reported): May 30, 2018

UNITED CONTINENTAL HOLDINGS, INC.
UNITED AIRLINES, INC.
(Exact name of registrant as specified in its charter)

Delaware
Delaware
(State or other jurisdiction
of incorporation)

001-06033
001-10323
(Commission
File Number)

36-2675207
74-2099724
(IRS Employer
Identification Number)

233 S. Wacker Drive, Chicago, IL
233 S. Wacker Drive, Chicago, IL
(Address of principal executive offices)

60606
60606
(Zip Code)

(872) 825-4000
(872) 825-4000

Registrant's telephone number, including area code

(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))

Indicate by check mark whether the registrant is an emerging growth company as defined in Rule 405 of the Securities Act of 1933 (§230.405 of this chapter) or Rule 12b-2 of the Securities Exchange Act of 1934 (§240.12b-2 of this chapter).

Emerging growth company ☐

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. ☐

Item 7.01 Regulation FD Disclosure.

On May 30, 2018, J. Scott Kirby, President of United Continental Holdings, Inc., the holding company whose primary subsidiary is United Airlines, Inc., will speak at the 2018 Bernstein Strategic Decisions Conference. Attached hereto as Exhibit 99.1 are slides that will be presented at that time.

The information in this Item 7.01, including Exhibit 99.1, is being furnished and shall not be deemed to be “filed” for purposes of Section 18 of the Securities Exchange Act of 1934, as amended, (the “Exchange Act”) or otherwise subject to the liabilities of that Section and shall not be deemed incorporated by reference into any registration statement or other document filed pursuant to the Securities Act of 1933, as amended, except as shall be expressly set forth by specific reference in such filing.

Item 9.01 Financial Statements and Exhibits.

<u>Exhibit No.</u>	<u>Description</u>
99.1	<u>United Continental Holdings, Inc. slide presentation dated May 30, 2018</u>

SIGNATURES

Pursuant to the requirements of the Exchange Act, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

UNITED CONTINENTAL HOLDINGS, INC.
UNITED AIRLINES, INC.

By: /s/ Chris Kenny
Name: Chris Kenny
Title: Vice President and Controller

Date: May 30, 2018

Bernstein Strategic Decisions Conference

May 30, 2018



Scott Kirby
President

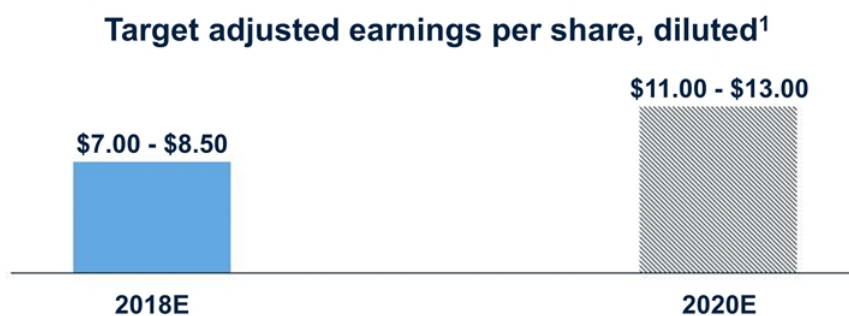
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Safe Harbor Statement

Certain statements included in this presentation are forward-looking and thus reflect our current expectations and beliefs with respect to future events and anticipated financial and operating performance. Such forward-looking statements are and will be subject to many risks relating to our operations and business environment that may cause actual results to differ materially from any future results expressed in forward-looking statements. Words such as “expects,” “will,” “plans,” “anticipates,” “indicates,” “believes,” “estimates,” “forecast,” “goals” and similar expressions are intended to identify forward-looking statements. Additionally, forward-looking statements include statements that relate solely to historical facts, such as statements which identify uncertainties or trends, discuss the possible future effects of current uncertainties, or which indicate that the future effects of known trends or uncertainties cannot be predicted, guaranteed or assured. Statements in this presentation are based upon information available to us on the date of this presentation. We undertake no obligation to revise any forward-looking statement, whether as a result of new information, future events, changed circumstances or otherwise, except as required by applicable law. Our actual results could differ materially from these forward-looking statements due to numerous factors including, but not limited to, the following: general economic conditions (including interest rates, foreign currency exchange rates, investment or credit market conditions); costs of aircraft fuel and energy refining capacity in relevant markets; economic and political instability and other risks of doing business in certain countries; political developments that may impact our operations in certain countries; demand for travel and the impact that global economic and political conditions may have on customer travel patterns; competitive pressures on pricing and on demand; demand for transportation in the markets in which we operate; decisions and the capacity decisions of our competitors; the effects of any hostilities, act of war or terrorist attack; the effects of any cybersecurity breaches; the impact of regulatory, investigative and legal proceedings and legal compliance risks; disruptions to our regional operations or other air carriers with whom we have alliances or partnerships to provide the services contemplated by the respective arrangements with respect to any modification or termination of our aircraft orders; potential reputational or other impact from adverse events in the operations of our regional carriers or the operations of our code share partners; our ability to attract and retain customers; our ability to execute our plans and revenue-generating initiatives, including optimizing our revenue; our ability to control our costs, including realizing benefits from fleet optimization efforts, cost reduction initiatives and fleet replacement programs; the impact of any management changes; our ability to hedge against increases in the price of aircraft fuel if we decide to do so; any potential realized or unrealized gains or losses related to any fuel hedging programs; labor costs; our ability to maintain satisfactory labor relations and the results of any collective bargaining agreement process with our labor groups; any disruptions to operations due to any potential actions by our labor groups; an outbreak of a disease that affects travel demand or travel restrictions; foreign governmental legislation, regulation and other actions (including Open Skies agreements and environmental regulations); industry changes in airline alliances; our ability to comply with the terms of our various financing arrangements; the costs and availability of financing; our ability to maintain adequate liquidity; the costs and availability of aviation and other insurance; weather conditions; our ability to utilize our net operating assets; our future taxable income; the impact of changes in tax laws; the success of our investments in airlines in other parts of the world; and other risks set forth under Part I, Item 1A., “Risk Factors,” of our Annual Report on Form 10-K for the fiscal year ended December 31, 2017, as well as the uncertainties set forth from time to time in the reports we file with the U.S. Securities and Exchange Commission.

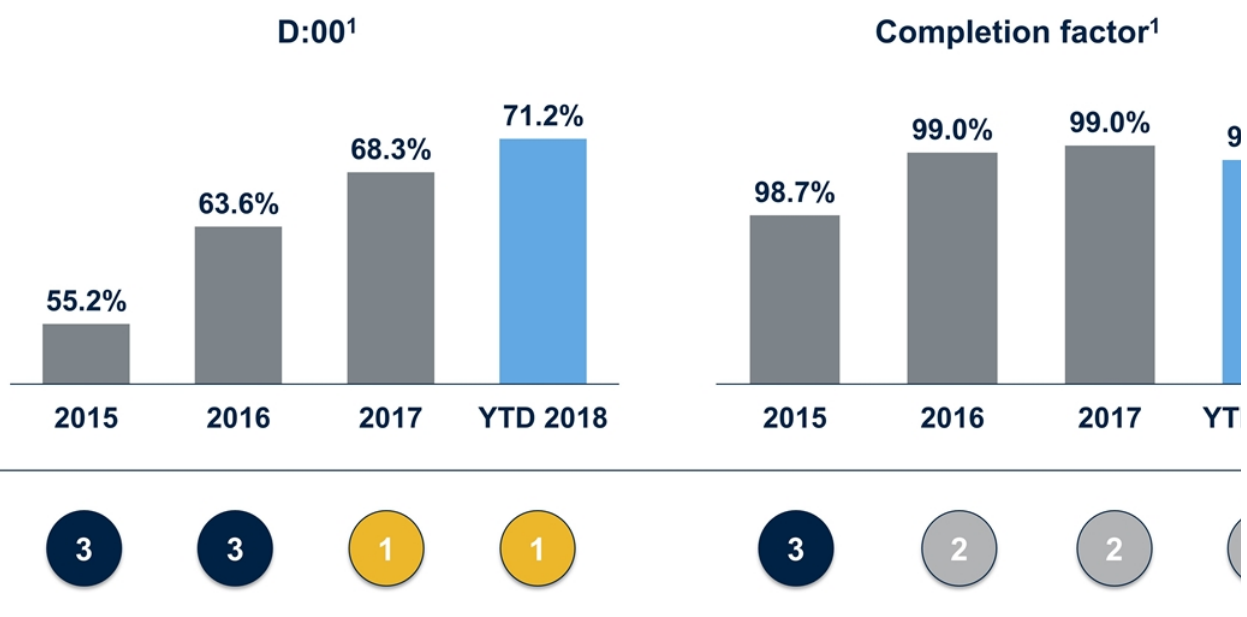
Improving profitability remains top financial objective

- Primary focus areas:
 - Strengthening and growing our domestic network
 - Driving asset efficiency and productivity
- Remain committed to the long-term financial targets that we laid out on January 23rd
 - 2018 target adjusted earnings per share previously raised to \$7.00 - \$8.50 from \$



¹ Excludes special charges and the impact of mark-to-market adjustments on equity investments, the nature of which are not determinable at this time. Accordingly, the comp earnings guidance on a GAAP basis

Continuing to deliver top-tier operational performance in 2018



¹ Mainline operation

² Source: Department of Transportation for 2015-2017 and masFlight for YTD 2018

Note: YTD 2018 includes data through May 28, 2018

Commercial initiatives expected to create tailwinds

United® Premium Plus



SFO Polaris Lounge

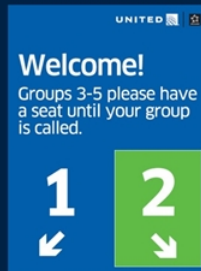


- Gemini Revenue Management system for
- Segmentation improvements
 - Basic Economy
 - Premium Plus
- Network optimization
 - IAH / ORD re-banking
 - Driving higher connectivity at our hubs
- Product improvements
 - Expansion of Polaris seat – average of one plan
 - New Polaris Lounges in EWR and IAH scheduled for summer, LAX later this year; SFO now open
 - Wi-Fi and entertainment improvements
- Sales initiatives
 - Focusing on domestic high-yield share

We are improving the customer experience in 2018

Boarding

- Testing new boarding process
- Better communications via gate displays and customer notifications



Connections

- Additional wayfinding maps throughout terminals
- Informative messaging for connecting customers

Checked Bags

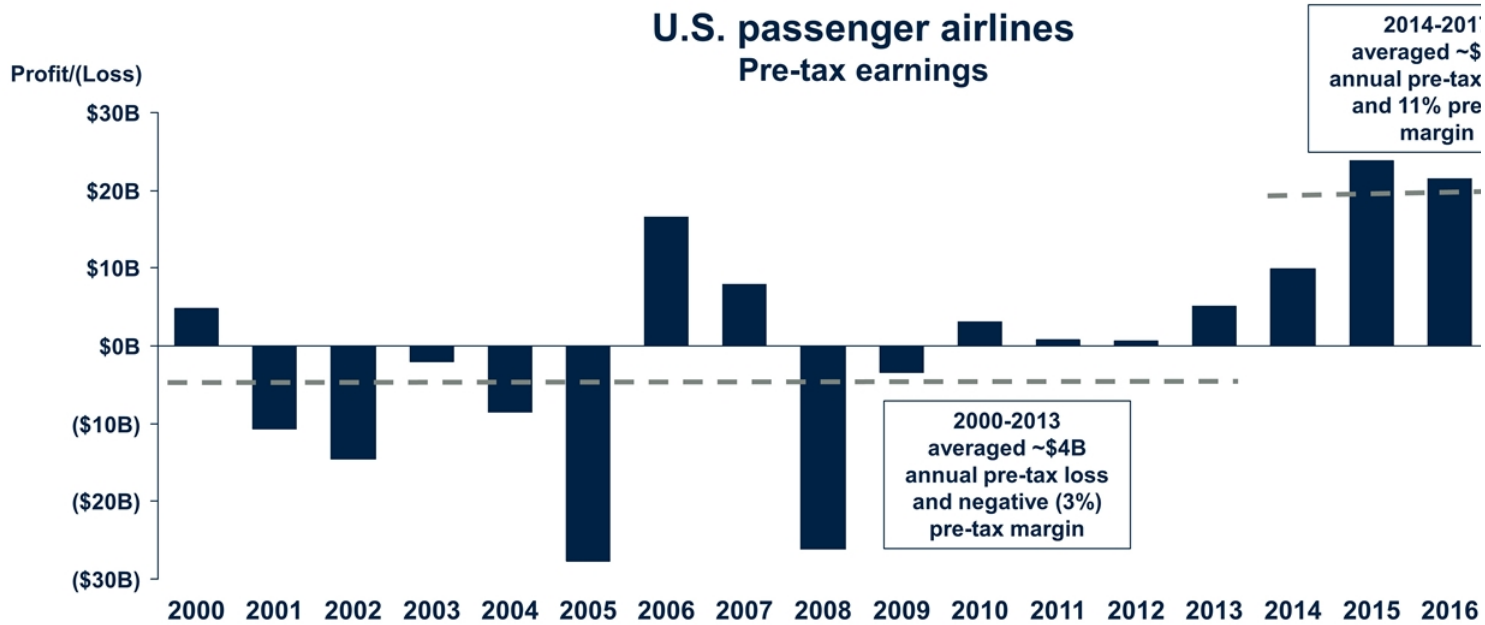
- Improved mishandled bag performance
- Bag tracking in the mobile app
- Better coordination with interline partners



Communications

- Providing more information to employees and customers during flight delays >60 mins
- Improved automated messages

The U.S. airline industry is now generating consistent profits

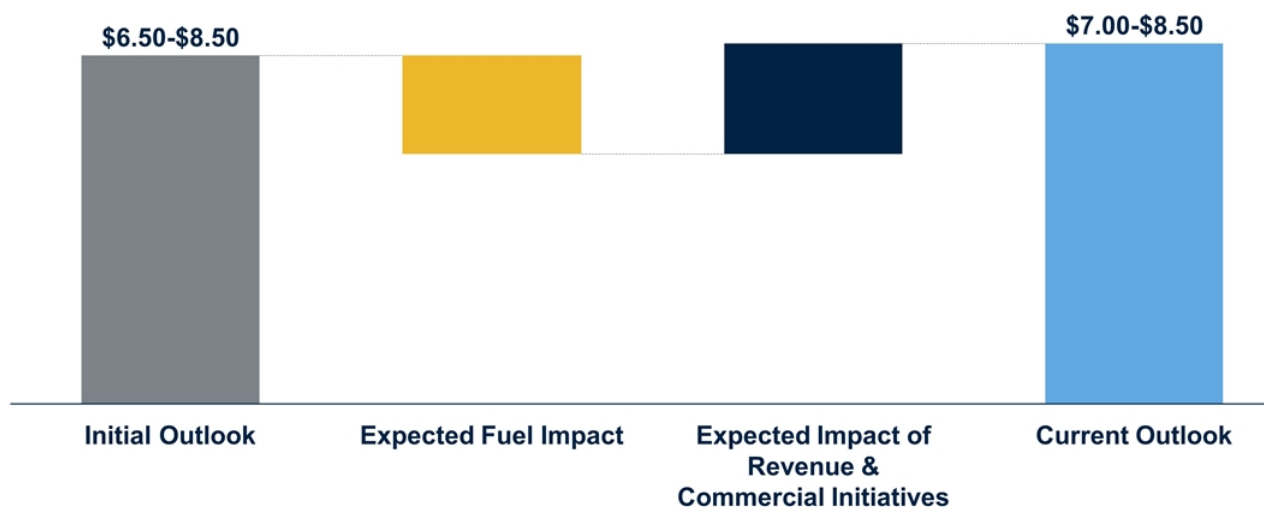


Structural changes in the business and advanced thinking regarding airline economics have led to financial stability

Source: U.S DOT Form 41 Data

Increased fuel price expected to be offset by revenue and commercial

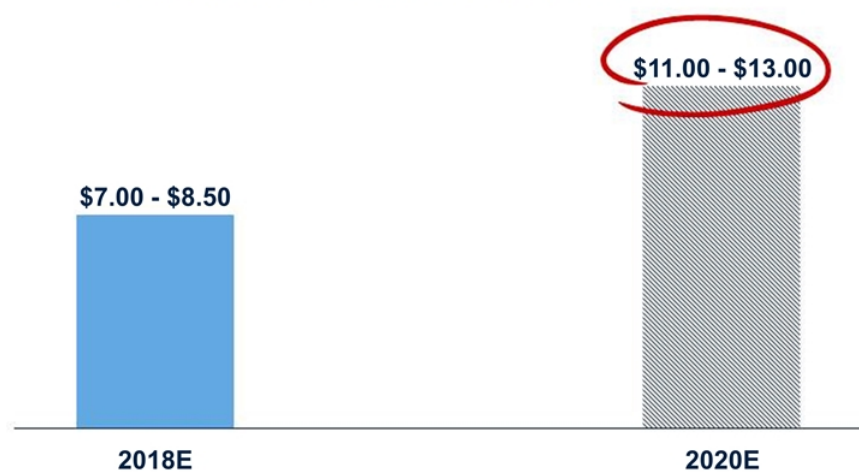
2018 target adjusted earnings per share, diluted¹



¹ Excludes special charges and the impact of mark-to-market adjustments on equity investments, the nature of which are not determinable at this time. Accordingly, the company's earnings guidance is on a GAAP basis.

Despite run-up in fuel, remain committed to our adjusted EPS guid

Target adjusted earnings per share, diluted¹



¹ Excludes special charges and the impact of mark-to-market adjustments on equity investments, the nature of which are not determinable at this time. Accordingly, the comp earnings guidance on a GAAP basis

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