

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):

November 14, 2002

CONTINENTAL AIRLINES, INC.

(Exact name of registrant as specified in its charter)

Delaware

1-10323

74-2099724

(State or other jurisdiction
of incorporation)

(Commission File Number)

(IRS Employer
Identification No.)

1600 Smith Street, Dept. HQSEO, Houston, Texas

77002

(Address of principal executive offices)

(Zip Code)

(713) 324-2950

(Registrant's telephone number, including area code)

Item 7. Financial Statements and Exhibits

a. Exhibits

1. Presentation Data.

Item 9. Regulation FD Disclosure.

We are furnishing herewith data being presented by certain of our executive officers on November 14, 2002 at the Salomon Smith Barney 2002 Transportation Conference.

Beginning Thursday afternoon, November 14, 2002, an audio webcast of their remarks and accompanying graphic presentation will be made available under the Investor Relations - Investor Presentation section of our corporate website at <http://www.continental.com/company>.

The information presented may contain forward-looking statements that are not limited to historical facts, but reflect our current beliefs, expectations or intentions regarding future events. All forward-looking statements involve risks and uncertainties that could cause actual results to differ materially from those in the forward-looking statements. For examples of such risks and uncertainties, please read the risk factors set forth in our 2001 10-K and our other securities filings, which identify important risks and uncertainties such as terrorist attacks, domestic and international economic conditions, the significant cost of aircraft fuel, labor costs, competition and industry conditions including the demand for air travel, airline pricing environment and industry capacity decisions, regulatory matters and the seasonal nature of the airline business.

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, Continental Airlines, Inc. has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

CONTINENTAL AIRLINES, INC.

By /s/ Diane Dayhoff

Diane Dayhoff

Staff Vice President - Finance

November 14, 2002

EXHIBIT INDEX

1. Presentation Data.

**Salomon Smith Barney
Transportation Conference
November 14, 2002**



Continental Airlines

Please note that the discussion today contains forward looking statements that are not limited to historical facts, but reflect the Company's current beliefs, expectations or intentions regarding future events. Actual results could differ materially from those described in the forward looking statements. Additional information concerning factors that could cause actual results to differ materially from those in the forward-looking statements is contained in the company's Form 10-K and other securities filings with the Securities and Exchange Commission.

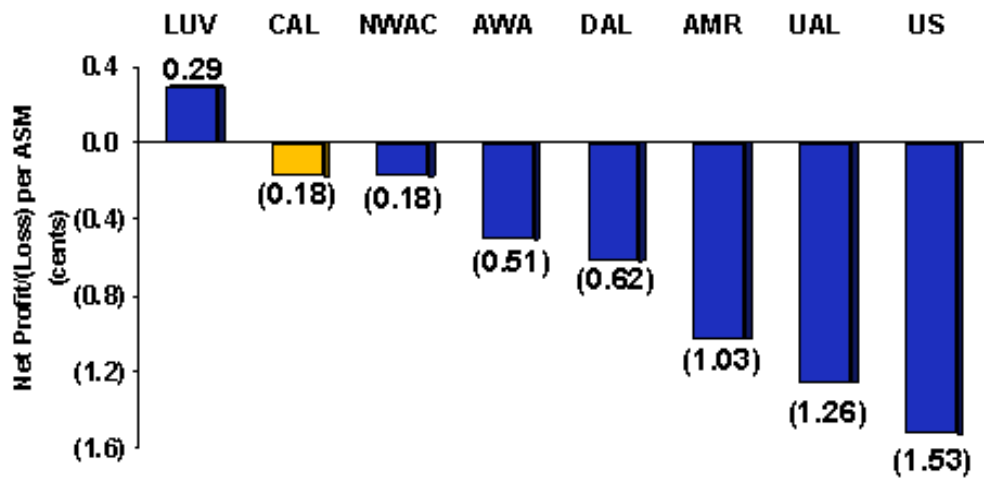
Unless otherwise noted, all statistics are for jet operations, excluding regional jets.

Business Overview

Continental Outperforms the Industry

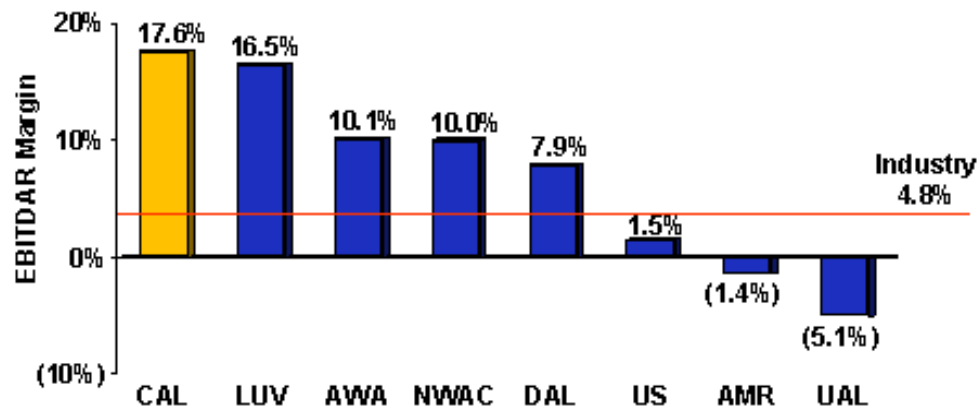
Net Profit/(Loss) per Available Seat Mile

Third Quarter 2002



Data excludes extraordinary items and non-recurring charges

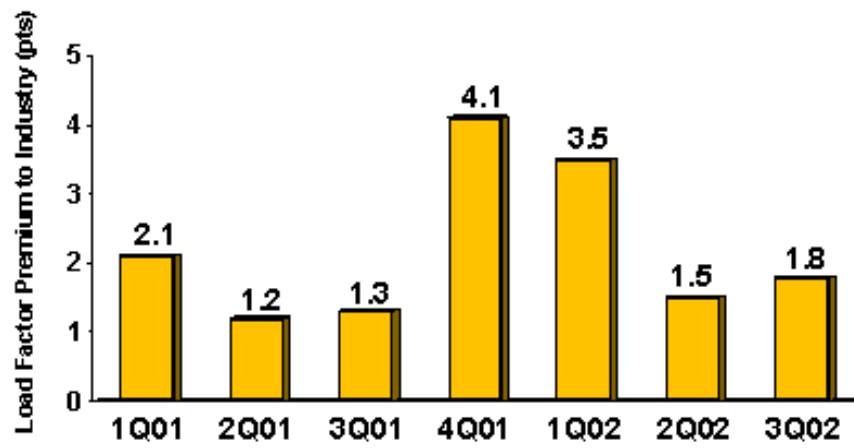
EBITDAR Margin Higher Than Industry Third Quarter 2002



EBITDAR Margin = (Operating Income + Depreciation & Amortization + Aircraft Rentals) / Operating Revenue
Excludes non-recurring items

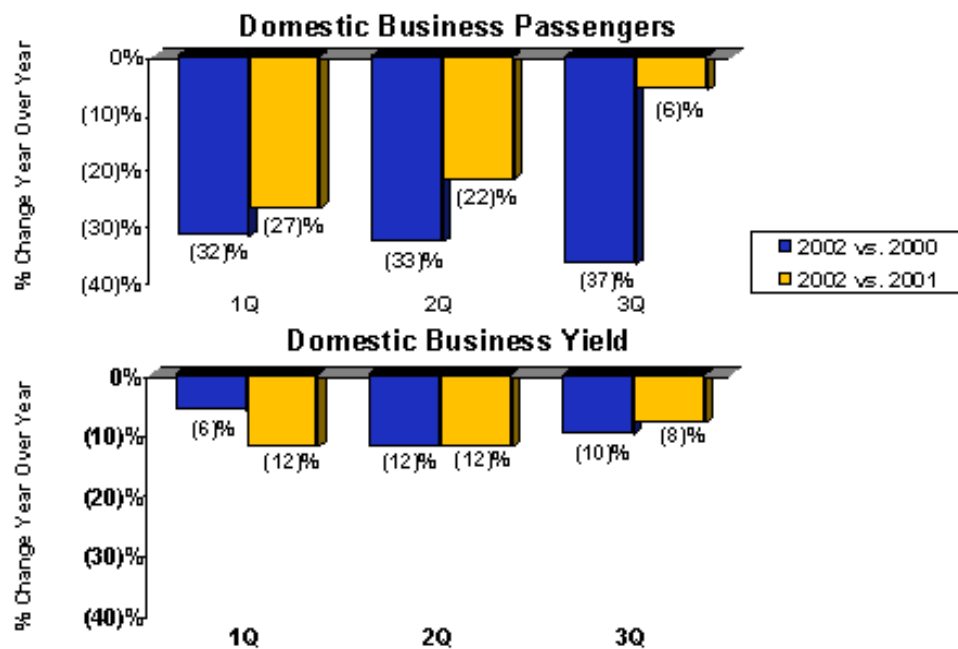
Continental Capacity Matches Demand

Load Factor Premium to the Industry

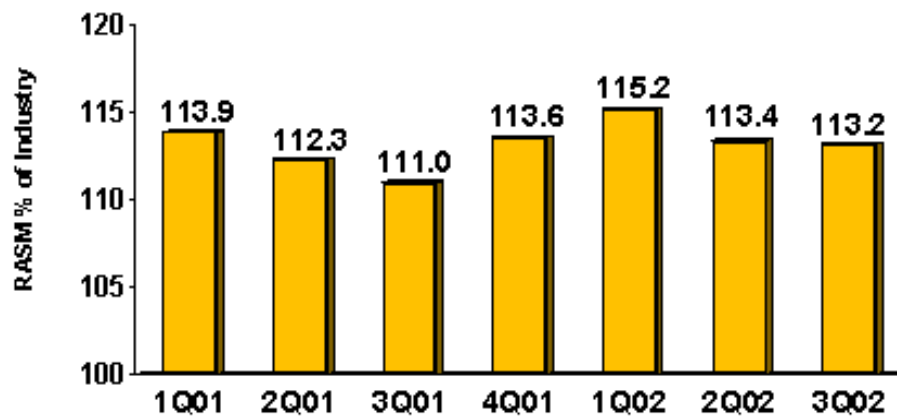


Source : Company Reports; Industry= ALK, AMR, AWA, CAL, DAL, LUV, NWAC, UAL, US

Return of Business Traveler Slow And Yields Remain Depressed



Continental Continues RASM Premium (Length of Haul Adjusted)

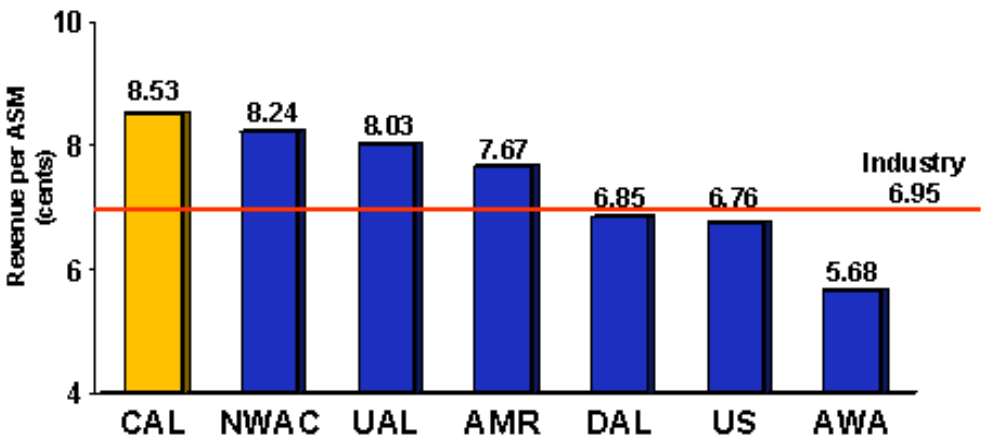


Domestic Data per ATA Definitions
Excludes Southwest Airlines
Based on Net RASM

Best System RASM

Third Quarter 2002

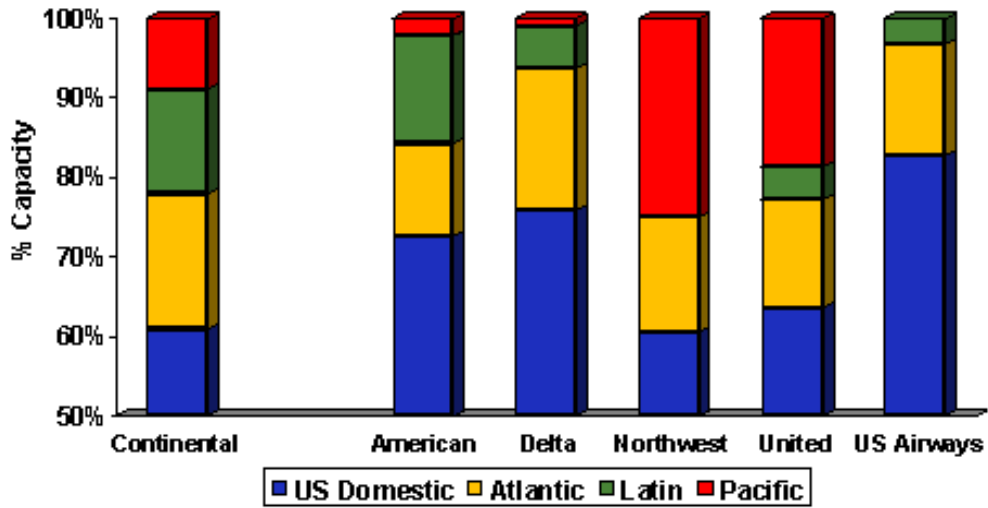
(Length of Haul Adjusted)



Length of haul adjusted to CAL's 3 Q02 system LOH of 1,505

Globally Well-Balanced

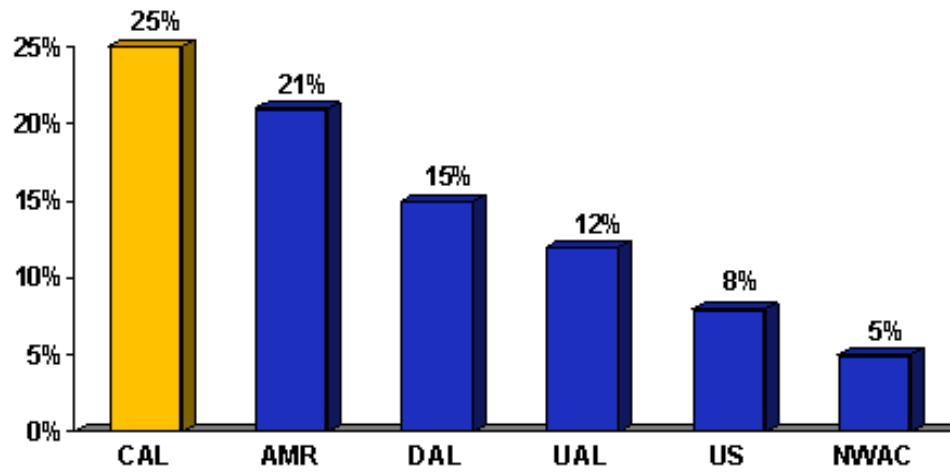
Major U.S. Carriers



Source : AA, CO, DL, NW, UA YTD 9/30/02 per traffic releases; US Airways LTM 2002 per DOT Form 41

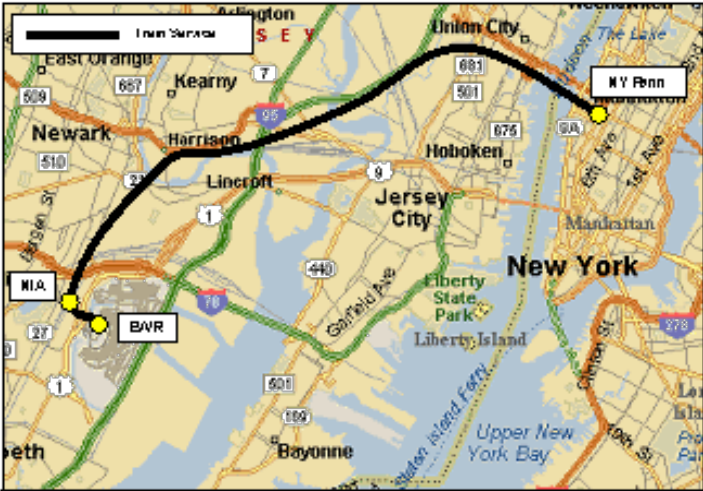
New York Domestic Market Share Leader

New York City Revenue %



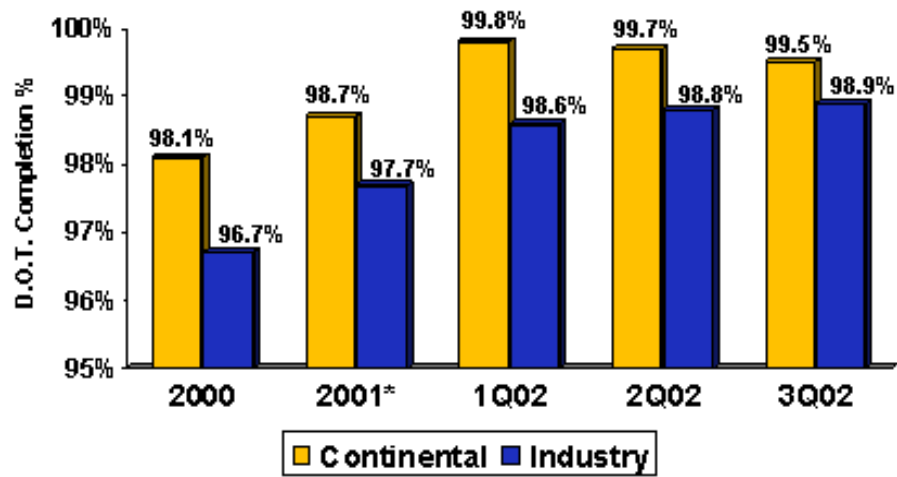
Source: O&D Plus database 2 Q02 (latest available data), Top 6 Major U.S. Carriers Shown

AirTrain to Newark/Liberty Less Hassle, Quicker Service



	<u>Est. Travel Time*</u>	<u>Cost</u>
Private Car Service	1 Hr 15 Min.	\$50-\$75
Direct Rail Service	30 Min.	\$11
*between 5-6:30pm		

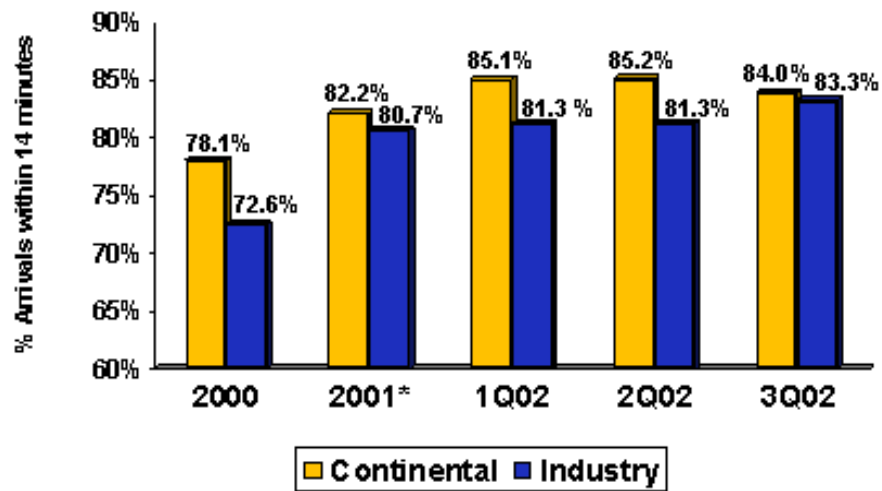
Exceptional Completion Factor



Industry data per D.O.T. Air Traffic Consumer Report definition
*Non-weighted average; data excludes Sept 11-30

Superb Operating Performance

On-Time Arrivals



Industry data per D.O.T. Air Traffic Consumer Report definition
*September 2001 capacity reduction cancellations not included

Industry Leading Product

Consistent Customer Satisfaction



2002
Best Elite-Level Program



Great Employees - Great Place to Work
Only Airline to make *Fortune's* 2002 List

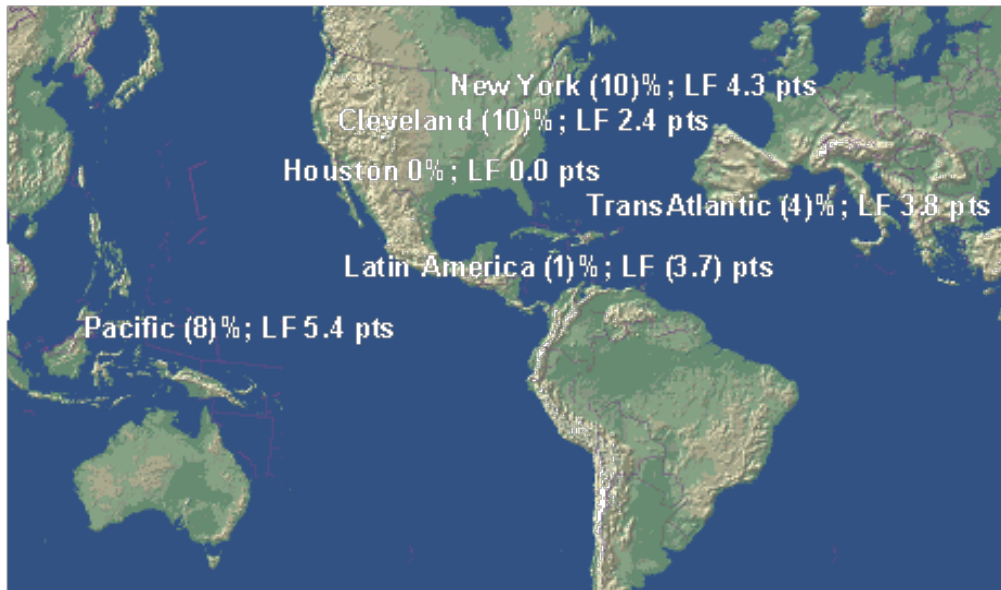


Fourth Year in a Row

Financial Update

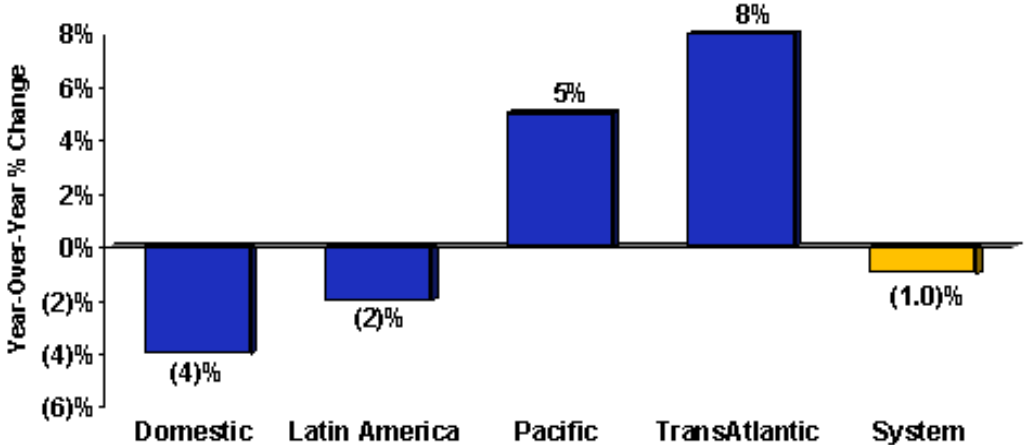
Third Quarter Capacity Changes Match Demand

Third Quarter 2002 vs. 2001



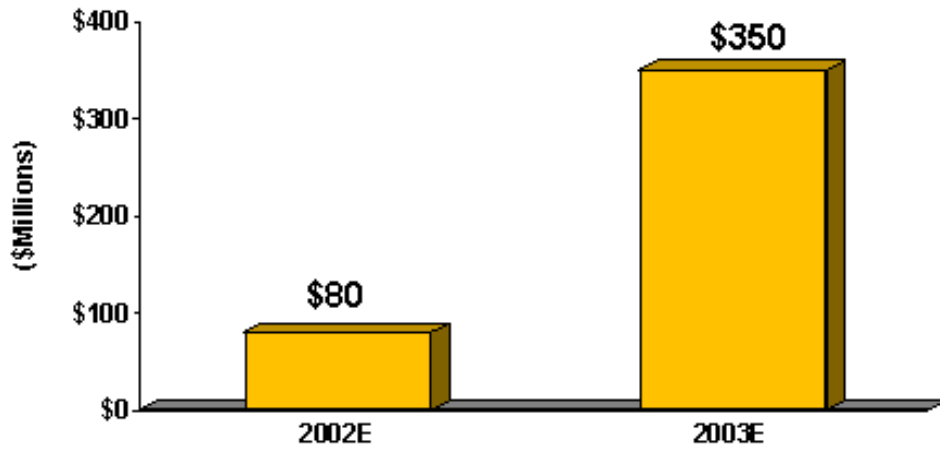
Data includes Continental Express

2003 Planned Domestic Capacity Reduction of 4%



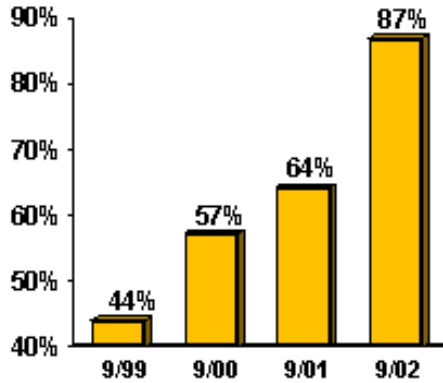
Revenue Generating/Cost Saving Initiatives on Target

Pre-Tax Net Benefit

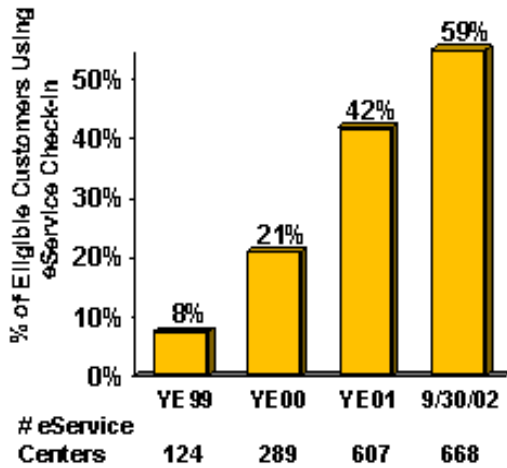


New Technology Drives Cost Savings And Data Collection

E-Tickets as a % of Sales



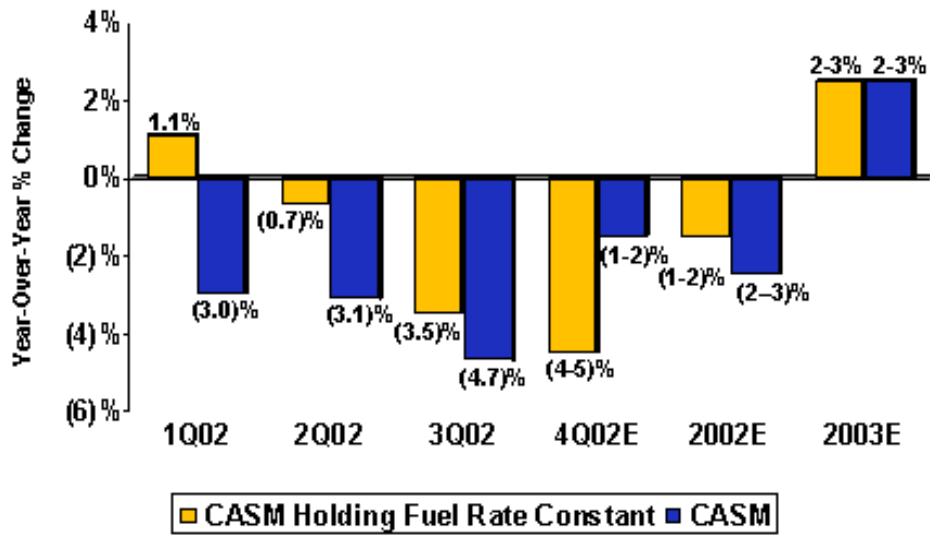
eService Check-In Penetration Rate



eService Centers

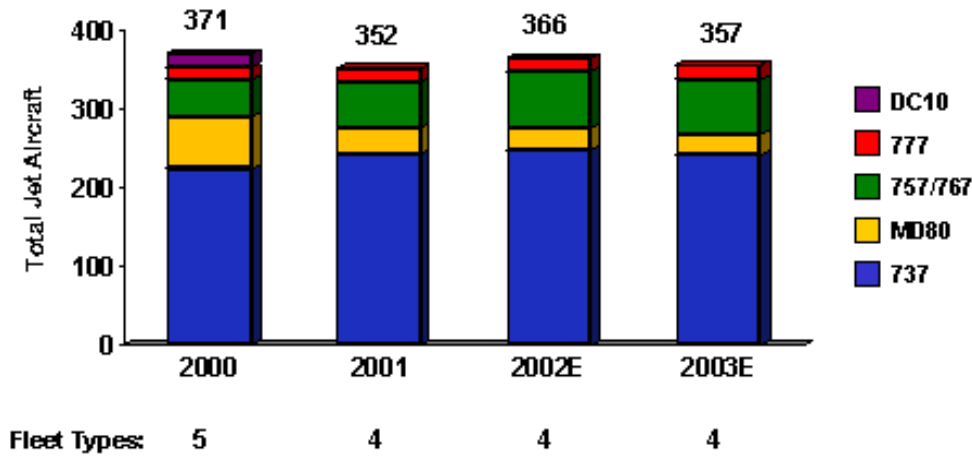
YE 99	124	289	607	668
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Costs are Being Managed

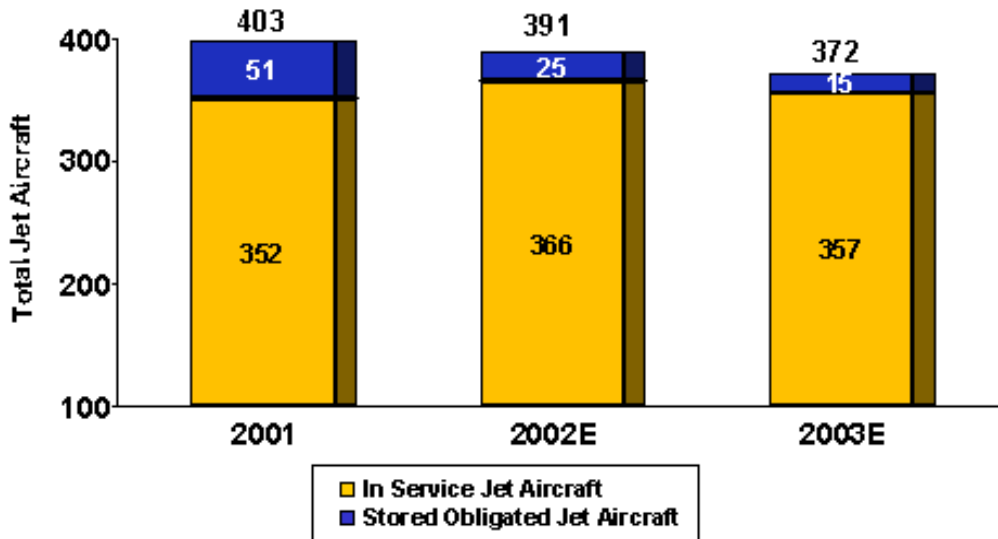


Data excludes extraordinary items and non-recurring changes

Common Fleet Types Add Flexibility Year End In-Service Fleet Plan

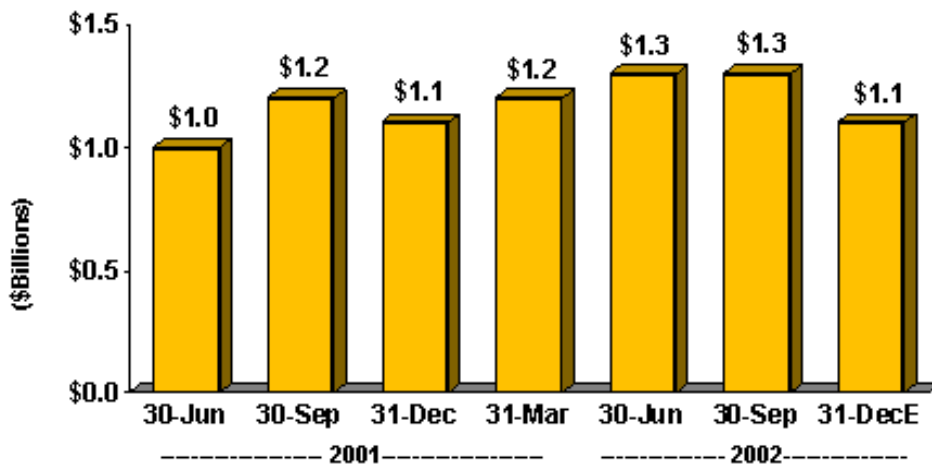


Obligated Fleet Count Decreasing Aircraft at Year End

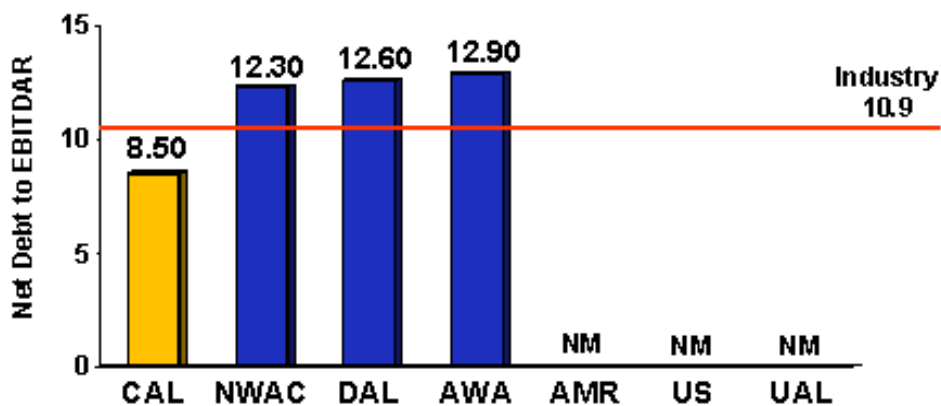


Excludes two 747s, two 727s, four DC10s and two MD80s which are stored but are not financially obligated
 Stored aircraft include subleased DC10s (three in 2001 & 2002 and two in 2003)

Managing for Cash



Lowest Net Debt to EBITDAR



Balance sheet data as of 9/30/02 except for DAL and US which are as of 6/30/02. EBITDAR is for LTM ended 9/30/02. Ratios include capitalized aircraft operating leases.
 AMR, US and UAL's Net Debt to EBITDAR of (22.94), (19.95) and (25.55), respectively, was considered NM.

Assets Available to Monetize

- **34 Million Shares ExpressJet**
- **\$1B Other Unencumbered Assets**

Leading by Every Measure of Success

Continental Airlines

- **Managing Business to Meet Changing Environment**
- **Leading by Every Measure of Success**
- **Adequate Liquidity for the Future**

