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): September 9, 2015

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

Delaware	**001-06033**	**36-2675207**
Delaware	**001-10323**	**74-2099724**
(State or other jurisdiction of incorporation)	**(Commission File Number)**	**(IRS Employer Identification Number)**

233 S. Wacker Drive, Chicago, IL	**60606**
233 S. Wacker Drive, Chicago, IL	**60606**
(Address of principal executive offices)	**(Zip Code)**

(827) 825-4000
(827) 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))

Item 7.01 Regulation FD Disclosure

Gerald Laderman, Senior Vice President Finance and acting Chief Financial Officer, and James E. Compton, Vice Chairman and Chief Revenue Officer, of United Continental Holdings, Inc., the holding company whose primary subsidiary is United Airlines, Inc., will speak at the Cowen and Company 8th Annual Global Transportation Conference on September 9, 2015. 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, 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.

Exhibit No.	Description
99.1*	United Continental Holdings, Inc. slide presentation delivered on September 9, 2015

* Furnished herewith electronically.

SIGNATURES

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.

UNITED CONTINENTAL HOLDINGS, INC.
UNITED AIRLINES, INC.

By:	/s/ Gerald Laderman
Name:	Gerald Laderman
Title:	Senior Vice President Finance and acting Chief Financial Officer

Date: September 9, 2015

EXHIBIT INDEX

Exhibit No.	Description
99.1*	United Continental Holdings, Inc. slide presentation delivered on September 9, 2015

* Furnished herewith electronically.

Exhibit 99.1

Cowen and Company 8th Annual Global Transportation Conference

United Continental Holdings, Inc.

September 9, 2015

Gerry Laderman – Senior Vice President Finance and Acting Chief Financial Officer

Jim Compton – Vice Chairman and Chief Revenue Officer

A STAR ALLIANCE MEMBER

UNITED

Safe Harbor Statement

Certain statements included in this investor update are forward-looking and thus reflect our current expectations and beliefs with respect to certain current and future events and financial performance. Such forward-looking statements are and will be subject to many risks and uncertainties relating to our operations and business environment that may cause actual results to differ materially from any future results expressed or implied in such forward-looking statements. Words such as "expects," "will," "plans," "anticipates," "indicates," "believes," "forecast," "guidance," "outlook" and similar expressions are intended to identify forward-looking statements. Additionally, forward-looking statements include statements that do not relate solely to historical facts, such as statements which identify uncertainties or trends, 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 us on the date of this report. We undertake no obligation to publicly update or 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, without limitation, the following: our ability to comply with the terms of our various financing arrangements; the costs and availability of financing; our ability to maintain adequate liquidity; our ability to execute our operational plans and revenue-generating initiatives, including optimizing our revenue; our ability to control our costs, including realizing benefits from our resource optimization efforts, cost reduction initiatives and fleet replacement programs; our ability to utilize our net operating losses; our ability to attract and retain customers; demand for transportation in the markets in which we operate; an outbreak of a disease that affects travel demand or travel behavior; demand for travel and the impact that global economic conditions have on customer travel patterns; excessive taxation and the inability to offset future taxable income; general economic conditions (including interest rates, foreign currency exchange rates, investment or credit market conditions, crude oil prices, costs of aircraft fuel and energy refining capacity in relevant markets); economic and political instability and other risks of doing business globally; our ability to cost-effectively hedge against increases in the price of aircraft fuel; any potential realized or unrealized gains or losses related to fuel or currency hedging programs; the effects of any hostilities, act of war or terrorist attack; the ability of other air carriers with whom we have alliances or partnerships to provide the services contemplated by the respective arrangements with such carriers; disruptions to our regional network; the costs and availability of aviation and other insurance; industry consolidation or changes in airline alliances; competitive pressures on pricing and on demand; our capacity decisions and the capacity decisions of our competitors; U.S. or foreign governmental legislation, regulation and other actions (including open skies agreements and environmental regulations); the impact of regulatory, investigative and legal proceedings and legal compliance risks; labor costs; our ability to maintain satisfactory labor relations and the results of the collective bargaining agreement process with our union groups; any disruptions to operations due to any potential actions by our labor groups; weather conditions; and other risks and uncertainties set forth under Part I, Item 1A., Risk Factors, of UAL's Annual Report on Form 10-K, as well as other risks and uncertainties set forth from time to time in the reports we file with the SEC.

Improving long-term shareholder value

Maintain capacity discipline

Execute on revenue initiatives

Grow CASM less than inflation

Balance cash flow allocation

Several initiatives in place to improve revenue performance

Improve reliability

Enhance revenue management

Optimize the network

Upgauge & simplify Express operation

Expand ancillary revenue

Expect PRASM to be down 5% - 7% for third-quarter 2015

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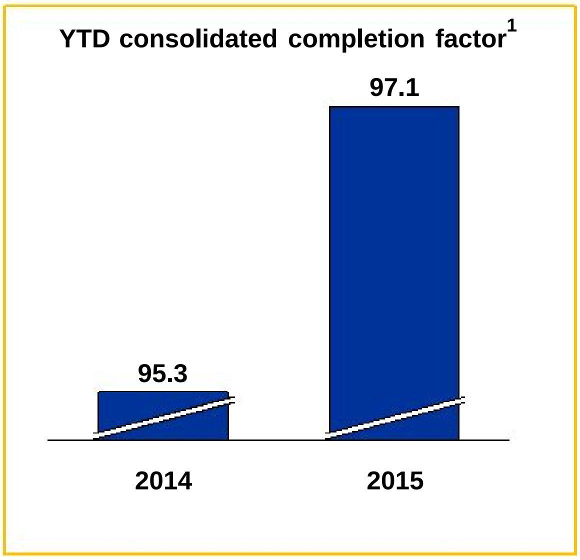
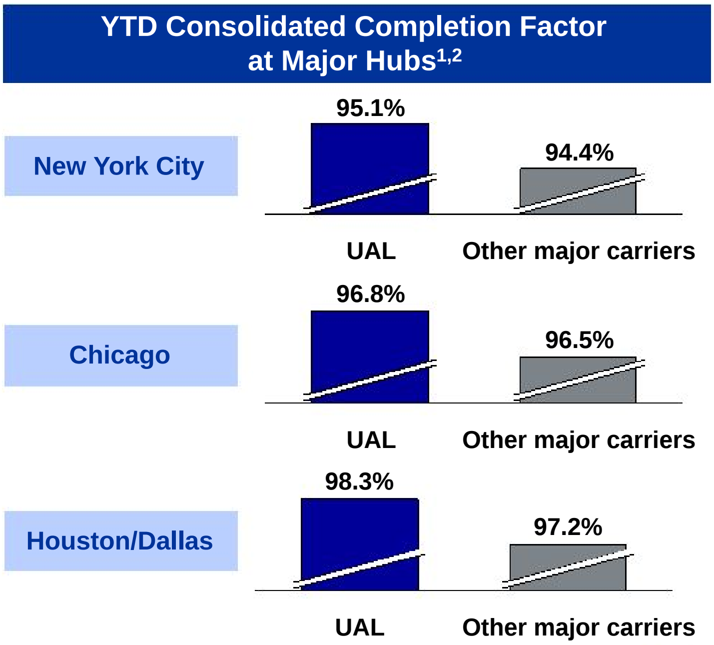
Expect PRASM to be down 5% - 7% for third-quarter 2015

Making progress towards becoming the most reliable carrier in our hubs





[1] Year-to-date (YTD) January – August 2015
[2] Weighted average of major carriers. Major carriers defined as UAL, AAL, DAL, LUV. Airports include - New York City: EWR, LGA, JFK; Chicago: ORD, MDW; Houston/Dallas: IAH, HOU, DFW, DAL

Current network priorities

Keep total capacity in line with demand

Consolidate frequencies, increasing gauge while decreasing departures

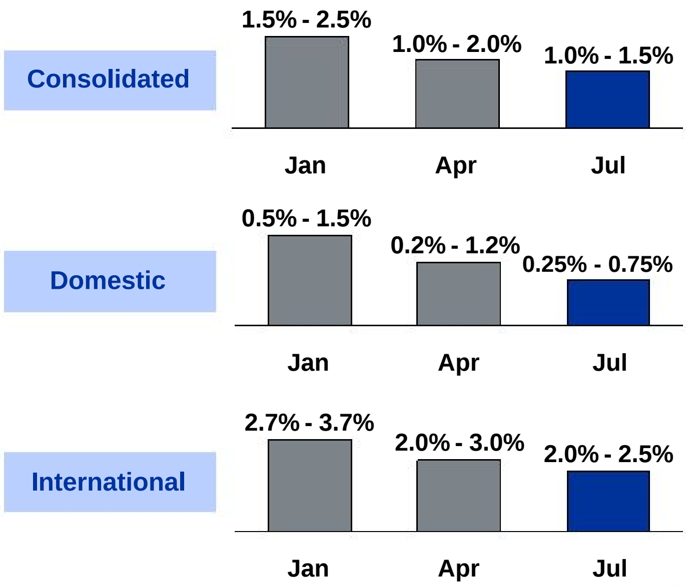
Re-allocate assets across network to address market level demand changes

Utilize flexible fleet plan to address regional pilot shortage

We have taken steps to adjust capacity to match current revenue environment…

- Strong U.S. dollar puts pressure on international markets, especially during off-peak months
- Decreased demand in oil-centric markets
- Lower international surcharges in Pacific

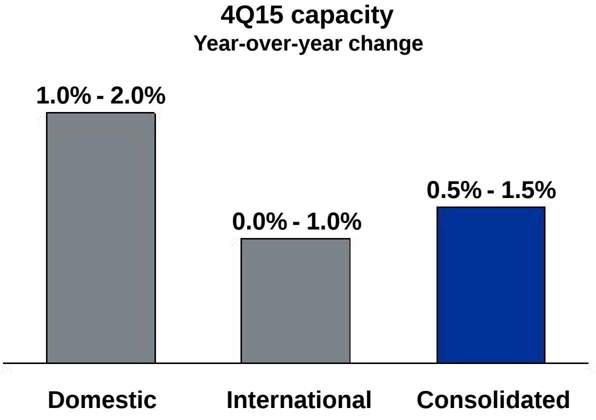
2015 Capacity Guidance



Source: SEC filings

UNITED

…and will continue to do so going forward…



Source: SEC filings

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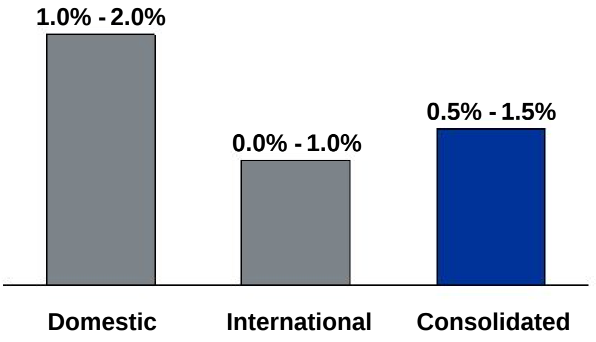
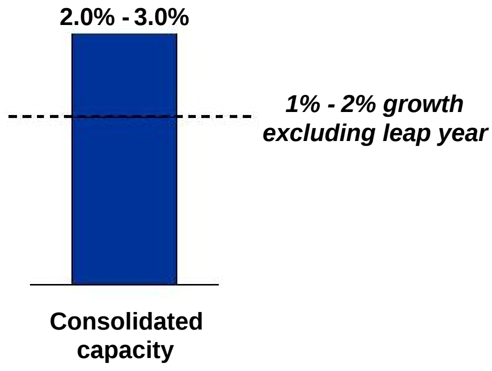
…and will continue to do so going forward…

4Q15 capacity
Year-over-year change



1Q16 capacity
Year-over-year change

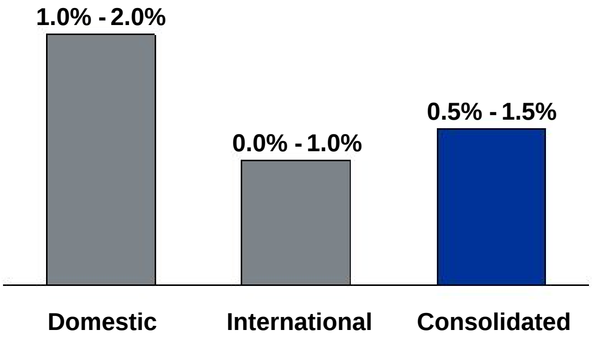


2016 H/(L) vs. 2014	*2.1% - 3.1%*
2016 H/(L) vs. 2013	*1.8% - 2.8%*
2016 H/(L) vs. 2012	*(2.2%) – (3.2%)*

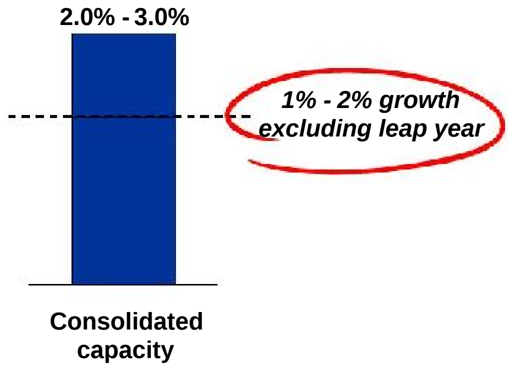
Source: SEC filings

…and will continue to do so going forward…

4Q15 capacity
Year-over-year change



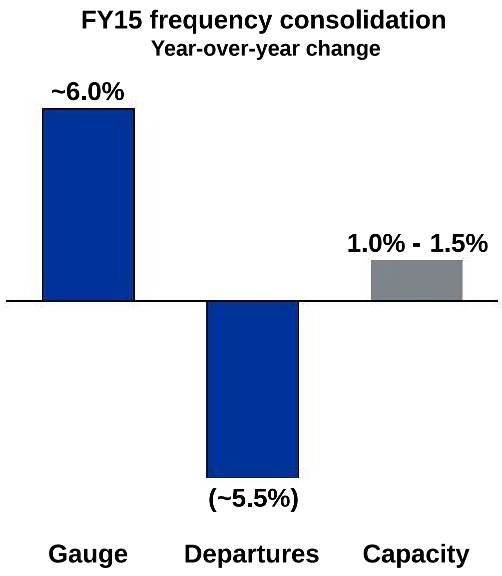
1Q16 capacity
Year-over-year change

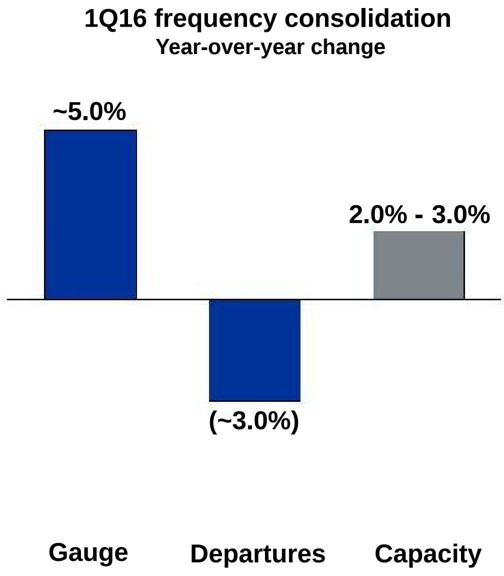


2016 H/(L) vs. 2014	*2.1% - 3.1%*
2016 H/(L) vs. 2013	*1.8% - 2.8%*
2016 H/(L) vs. 2012	*(2.2%) – (3.2%)*

Source: SEC filings

…while consolidating frequencies and increasing gauge





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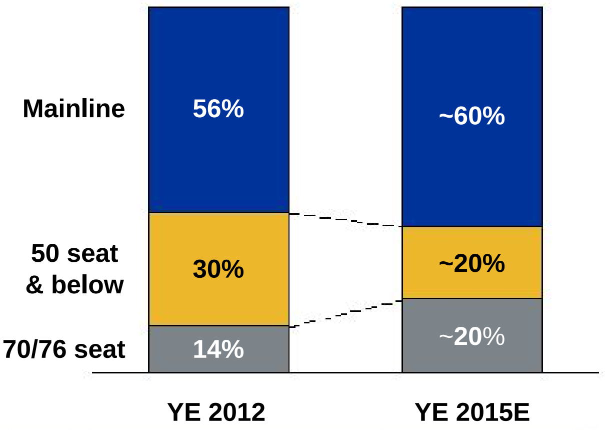
Fleet upgauging results in a larger mainline fleet

United fleet mix



Seats per departure	95	103

Upgauging benefits:

- More cost efficient
- Improved reliability
- Additional ancillary revenue opportunities

Improving long-term shareholder value

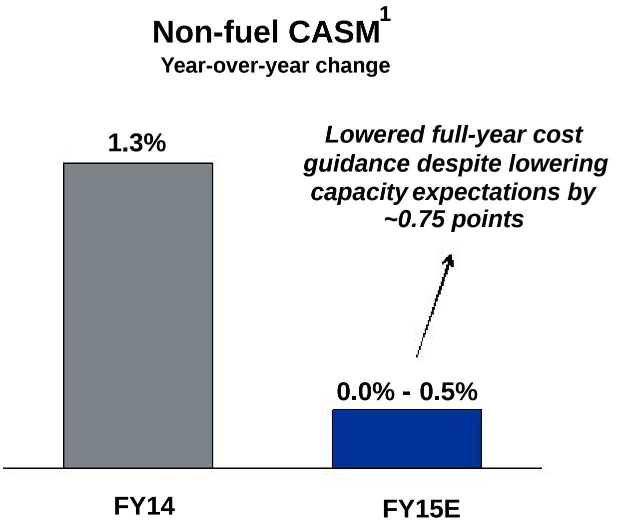
Maintain capacity discipline

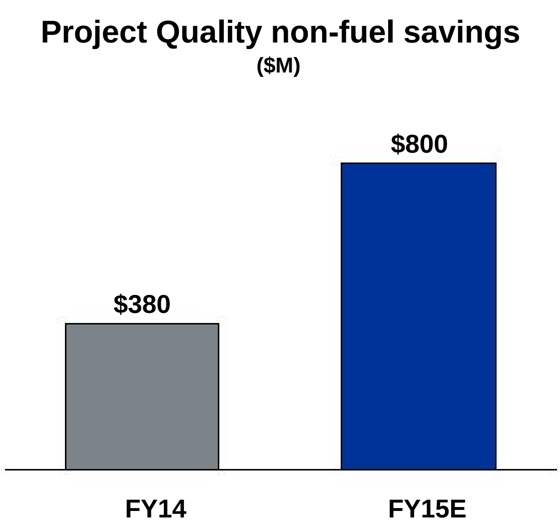
Execute on revenue initiatives

Grow CASM less than inflation

Balance cash flow allocation

Demonstrating strong cost performance; on track to achieve $1B in non-fuel annual savings by 2016





[1]Excluding special charges, fuel, third-party business and profit sharing expense. 2015E as of July 23, 2015 Investor Update. For a GAAP to Non-GAAP reconciliation, see Appendix A.

UNITED

Improving long-term shareholder value

Maintain capacity discipline

Execute on revenue initiatives

Grow CASM less than inflation

Balance cash flow allocation

Balanced capital allocation

Invest in business	Average capital expenditures[1] of $2.7B - $2.9B through 2018
Debt reduction	Achieve ~$15B gross debt target and progress toward investment grade credit metrics
Pension funding	Achieve well-funded pension plan status
Shareholder compensation	Return $4B to shareholders by 2017 and continue to evolve shareholder compensation

Maintain unrestricted liquidity balance of $5B - $6B, including revolver

[1]Capital expenditures include net purchase deposits and exclude fully reimbursable capital projects and capital leases

Investing in the business while maintaining capital discipline

Invest in business

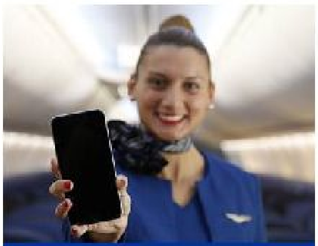
Debt reduction

Pension funding

Shareholder compensation

Aircraft acquisition

Aircraft modifications



Technology

Airport enhancements

Expect average capital expenditures[1] of $2.7B - $2.9B through 2018

[1]Capital expenditures include net purchase deposits and exclude fully reimbursable capital projects and capital leases

767-300ER interior improvements

More overhead storage, larger seat-back video screens and slimline seats

2 class configuration with BusinessFirst

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Flight attendant handheld devices

- Process electronic payments for onboard purchases
- Replace printed safety and training manuals
- Real-time reporting and improved follow-up on aircraft cabin issues and repairs

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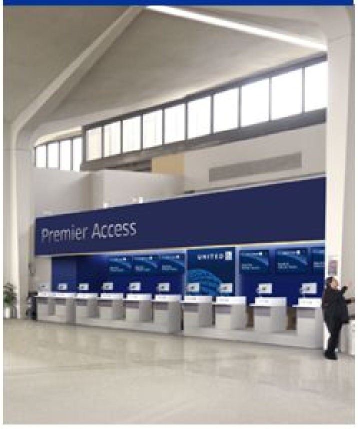
Airport enhancements

Lobby design

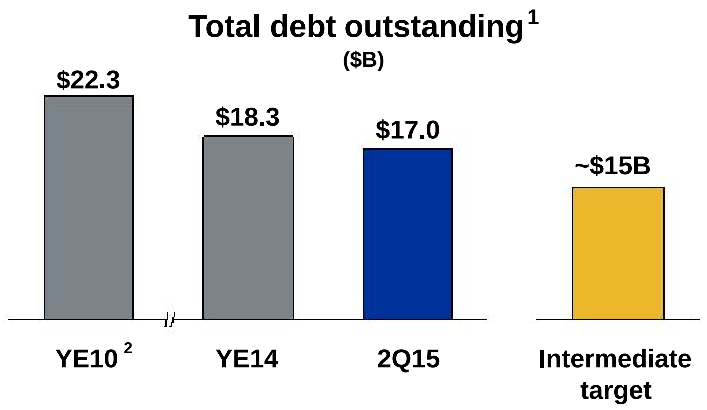


Gate furniture

Technology

Continuing to pay down debt and de-risk the business

- Invest in business
- **Debt reduction**
- Pension funding
- Shareholder compensation



- **Through end of 2Q15, have pre-paid $920M of debt and eliminated all high interest prepayable debt**
- **Progressing toward investment grade credit metrics**

[1]Includes annualized aircraft rent capitalized at 7x
[2]2010 data is pro-forma
Source: SEC filings

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Funding pension in excess of minimum required

- Invest in business
- Debt reduction
- **Pension funding**
- Shareholder compensation

- **Through end of 2Q15, have funded approximately $800M, substantially all of which is in excess of minimum required**
- **Expect minimal contributions for remainder of 2015**
- **Beyond 2015, expect to contribute ~$400 million annually**

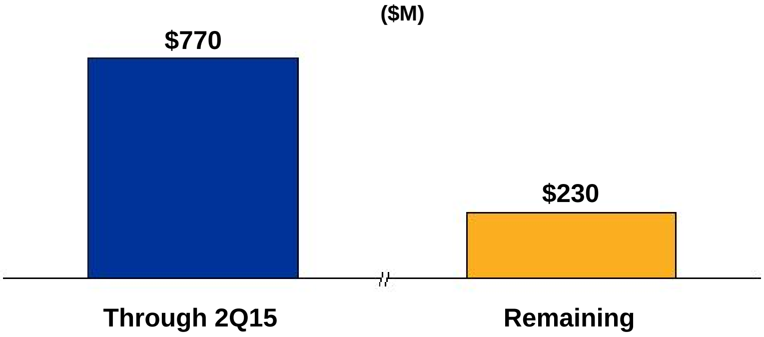
Source: SEC filings

Continuing to return cash to shareholders

- Invest in business
- Debt reduction
- Pension funding
- **Shareholder compensation**

2014 share repurchase authorization progress

($M)

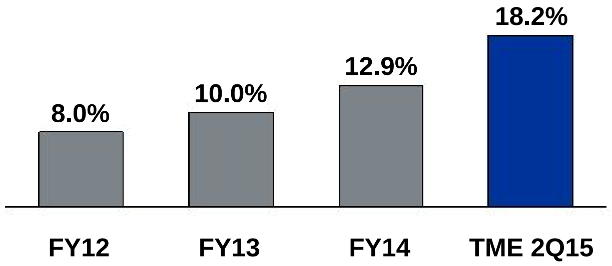


- **In July 2015, announced new $3B authorization to be completed by 2017**
- **Expect to complete 2014 $1B authorization in 3Q15, almost 2 years ahead of schedule**

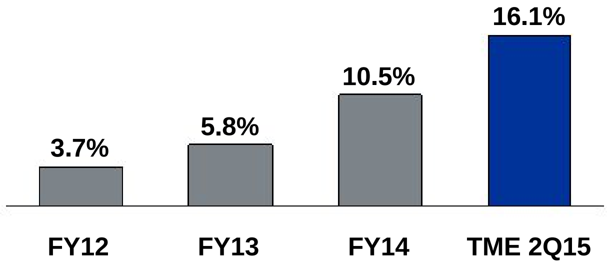
Source: SEC filings

United's financial results continue to improve

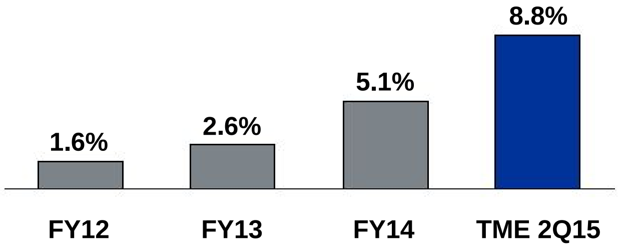
Return on invested capital



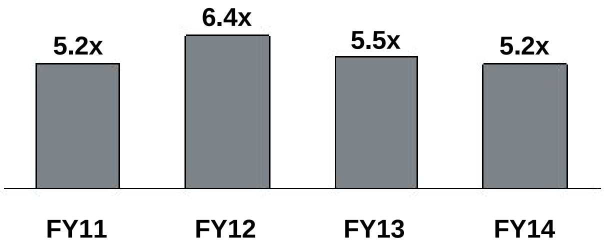
Cash return on capital[1]



Pre-tax margin



Debt / EBITDA[2]



Note: For a GAAP to Non-GAAP reconciliation, see Appendix A

[1] Twelve months ended cash flows from operations divided by average invested capital. Average invested capital is shown in Appendix A

[2] Based on Moody's airline credit rating methodology; includes Moody's adjustments to credit metrics

UNITED

Improving long-term shareholder value

- Maintain capacity discipline
- Execute on revenue initiatives
- Grow CASM less than inflation
- Balance cash flow allocation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Appendix A: reconciliation of GAAP to Non-GAAP financial measures

UAL evaluates its financial performance utilizing various accounting principles generally accepted in the United States of America (GAAP) and Non-GAAP financial measures, including income (loss) before income taxes excluding special items, net income (loss) excluding special items, net earnings (loss) per share excluding special items, and CASM, among others. CASM is a common metric used in the airline industry to measure an airline's cost structure and efficiency. Pursuant to SEC Regulation G, UAL has included the following reconciliation of reported Non-GAAP financial measures to comparable financial measures reported on a GAAP basis. UAL believes that adjusting for special items is useful to investors because special charges are non-recurring charges not indicative of UAL's ongoing performance. In addition, the company believes that adjusting for MTM gains and losses from fuel derivative contracts settling in future periods and prior period gains and losses on fuel derivative contracts settled in the current period is useful because the adjustments allow investors to better understand the cash impact of settled fuel derivative contracts in a given period. UAL also believes that excluding third-party business expenses, such as maintenance, ground handling and catering services for third parties, fuel sales and non-air mileage redemptions, provides more meaningful disclosure because these expenses are not directly related to UAL's core business. UAL also believes that excluding fuel costs from certain measures is useful to investors because it provides an additional measure of management's performance excluding the effects of a significant cost item over which management has limited influence. UAL excludes profit sharing because this exclusion allows investors to better understand and analyze our recurring cost performance and provides a more meaningful comparison of our core operating costs to the airline industry. UAL also believes that adjusting capital expenditures for fully reimbursable projects and capital leases is useful to investors in order to appropriately reflect the non-reimbursable funds spent on capital expenditures. UAL excludes capital leases, as capital expenditures shown should only represent those assets acquired through the issuance of debt. For additional information related to special items, see Note 17 to the financial statements included in the 2014 Annual Report Form 10-K.

Forward Looking Projections. UAL is unable to reconcile certain forward-looking projections to GAAP as the nature or amount of special items cannot be estimated at this time.

(in millions, except CASM amounts)

Consolidated CASM	**2014**	**2013**	**Percentage Change**
Operating expense	$36,528	$37,030	(1.4)
Special charges	443	520	NM
Third-party business expenses	534	694	(23.1)
Aircraft fuel and related taxes	11,675	12,345	(5.4)
Profit sharing	235	190	23.7
Operating expense excluding above items	$23,641	$23,281	1.5
ASMs – consolidated	246,021	245,354	0.3
CASM (cents)	14.85	15.09	(1.6)
CASM, excluding special charges	14.67	14.88	(1.4)
CASM, excluding special charges and third-party business expenses	14.45	14.60	(1.0)
CASM, excluding special charges, third-party business expenses and fuel	9.70	9.57	1.4
CASM, excluding special charges, third-party business expenses, fuel and profit sharing	**9.61**	**9.49**	**1.3**

Source: Item 6 of UAL's 2014 Form 10-K
NM: not meaningful

Pre-tax margin	**2014**	**2013**	**2012**
Income (loss) before income taxes	$1,128	$539	($724)
Add: Special charges	517	520	1,323
Add: Economic Hedge Adjustments	327	(45)	See Note 1
Adjusted income before income taxes	1,972	1,014	599
Operating Revenues	$38,901	$38,279	$37,152
Adjusted pre-tax margin	**5.1%**	**2.6%**	**1.6%**

Note 1: United began reporting earnings excluding Economic Hedge Adjustments in 2014 for the years ended 2014 and 2013.

UNITED

Appendix A: reconciliation of GAAP to Non-GAAP financial measures (continued)

Return on invested capital (ROIC) is a Non-GAAP financial measure that we believe provides useful supplemental information for management and investors by measuring the effectiveness of our operations' use of invested capital to generate profits.

(in millions)	Twelve Months Ended June 30, 2015	Twelve Months Ended December 31, 2014	Twelve Months Ended December 31, 2013 (d)	Twelve Months Ended December 31, 2012
Net Operating Profit After Cash Tax (NOPAT)				
Pre-tax income excluding special items (a)	$3,385	$1,972	$1,059	$599
NOPAT adjustments (b)	1,195	1,265	1,439	1,453
NOPAT	$4,580	$3,237	$2,498	$2,052
Effective tax rate	0.2%	0.3%	(2.4%)	1.7%
Invested Capital (five-quarter average)				
Total assets	$38,454	$37,568	$37,198	$38,083
Invested capital adjustments (c)	13,270	12,495	12,302	12,592
Average invested capital	$25,184	$25,073	$24,896	$25,491
ROIC	18.2%	12.9%	10.0%	8.0%

Notes:

(a) Non-GAAP Financial Reconciliation

	Twelve Months Ended June 30, 2015	Twelve Months Ended December 31, 2014	Twelve Months Ended December 31, 2013	Twelve Months Ended December 31, 2012
Pre-tax income (loss)	$2,651	$1,128	$539	($724)
Add: Special items	734	844	520	1,323
Pre-tax income excluding special items	$3,385	$1,972	$1,059	$599

(b) NOPAT adjustments include: adding back (net of tax shield) interest expense, the interest component of capitalized aircraft rent, and net interest on pension while removing interest tax expense.

(c) Invested capital adjustments include: adding back capital aircraft rent (at 7.0X) and deferred income taxes, less advance ticket sales, frequent flyer deferred revenue, tax valuation allowance, and other non-interest bearing liabilities.

(d) The 2013 ROIC calculation agrees to the amounts presented in the fiscal year 2013 earnings release. In 2014, we modified the ROIC calculation to reflect economic hedge adjustments. If we presented 2013 ROIC using the 2014 methodology, 2013 ROIC would be 9.9%.

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