

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):

February 11, 2002

CONTINENTAL AIRLINES, INC.

(Exact name of registrant as specified in its charter)

Delaware

0-09781

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.

The Company is furnishing herewith certain data being presented by certain of its executive officers at a conference on February 11, 2002.

Beginning Monday, February 11, 2002, an audio webcast of their remarks and accompanying graphic presentation will be made available under the Investor Relations - Investor Presentation section at Continental's corporate website at <http://www.continental.com/corporate>.

The information presented may contain forward-looking statements not limited to historical facts, but reflecting the Company's current beliefs, expectations or intentions regarding future events. In connection therewith, please see the impact of the risk factors set forth in the Company's 2000 10-K and its other securities filings, which identify important matters such as the Company's high

leverage and significant financing needs, terrorist attacks, the Company's historical operating results, the significant cost of aircraft fuel, labor costs, certain tax matters, the Japanese economy and currency risk, competition and industry conditions, regulatory matters and the seasonal nature of the airline business, that could cause actual results to differ materially from those in the forward-looking statements.

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/ Jennifer L. Vogel

Jennifer L. Vogel

Vice President and General Counsel

February 11, 2002

EXHIBIT INDEX

1. Presentation Data.

A stylized globe graphic composed of blue and white curved lines, creating a grid-like pattern that represents latitude and longitude. It is positioned on the left side of the slide, partially overlapping the text.

**Goldman Sachs
Annual Air Carrier Conference
February 11, 2002**

Continental Airlines

Please note that the discussion today may contain 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.

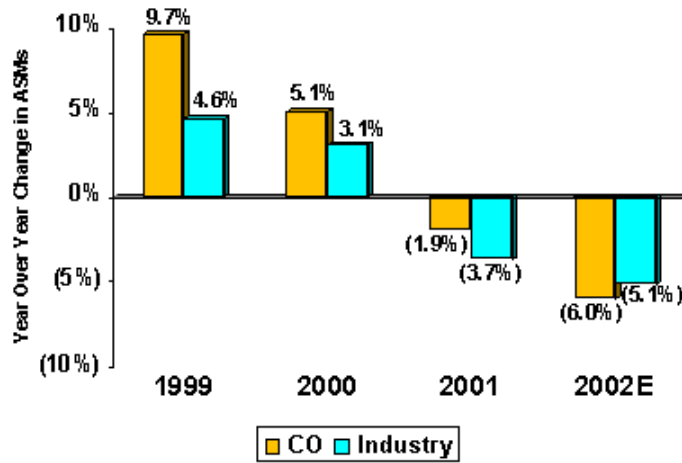
Unless otherwise noted, all statistics are for jet operations, excluding regional jets.

A stylized globe graphic composed of blue and white curved lines, creating a grid-like pattern that represents latitude and longitude. It is positioned on the left side of the slide, partially overlapping the text.

Strategic & Operational Overview

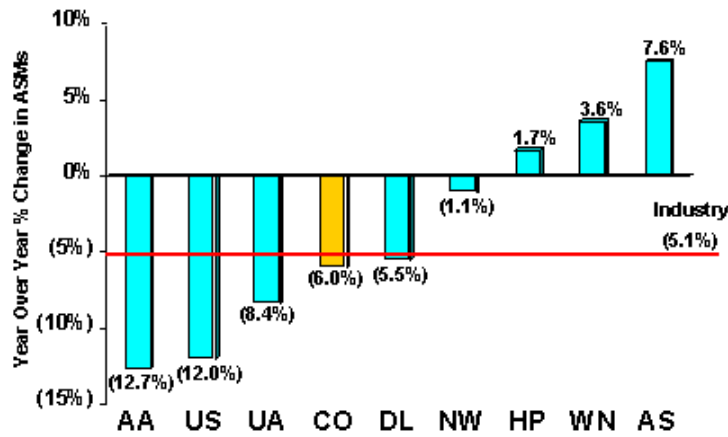
Continental Airlines

Unprecedented Industry Capacity Reduction



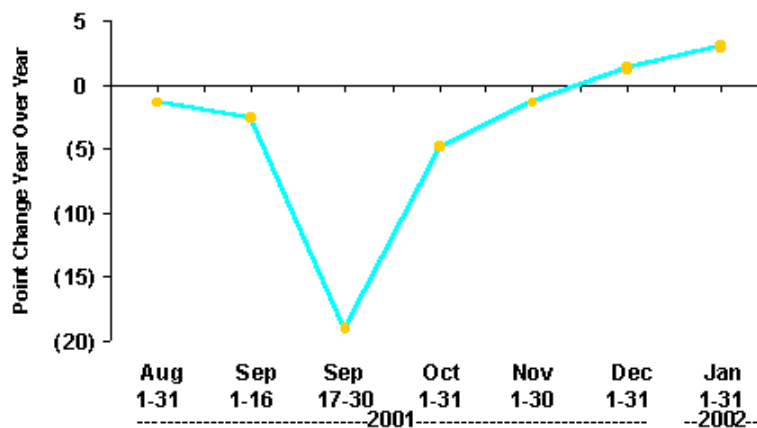
Source : 2002 Industry estimates for AA, AS, DL, HP, NW, TW, UA, US, WN per Goldman Sachs
2002 CO estimate per company guidance

CO Capacity Reduction In Line With Industry Full Year 2002 vs. 2001



Source : 2002 Industry estimates for AA, AS, DL, HP, NW, WN, UA, US per Goldman Sachs; AA adjusted to include TW
2002 CO estimate per company guidance

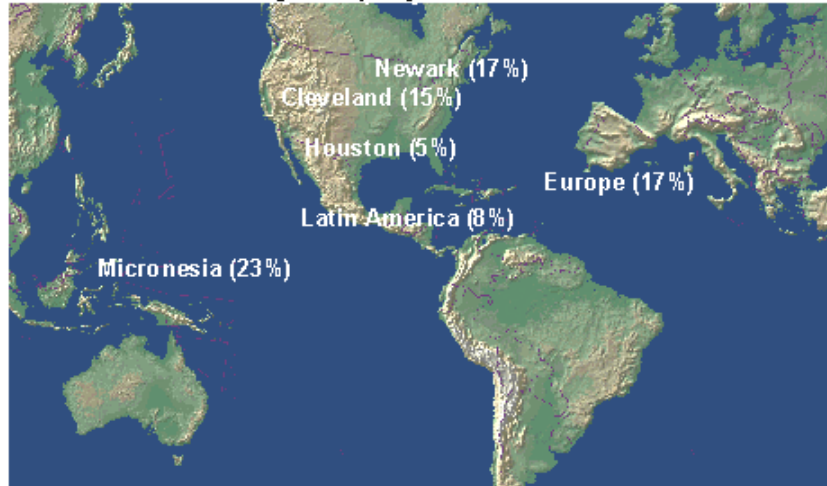
Load Factor Stabilizing



Note: January data is preliminary

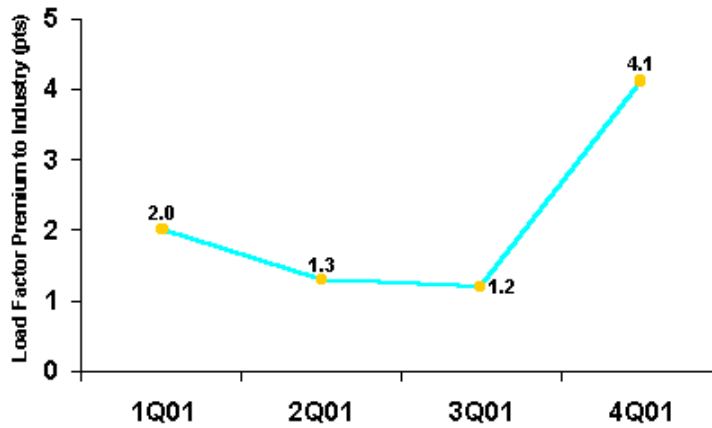
Continental Smaller, But Maintains High Quality Product

Estimated Change in Capacity First Quarter 2002 vs. 2001



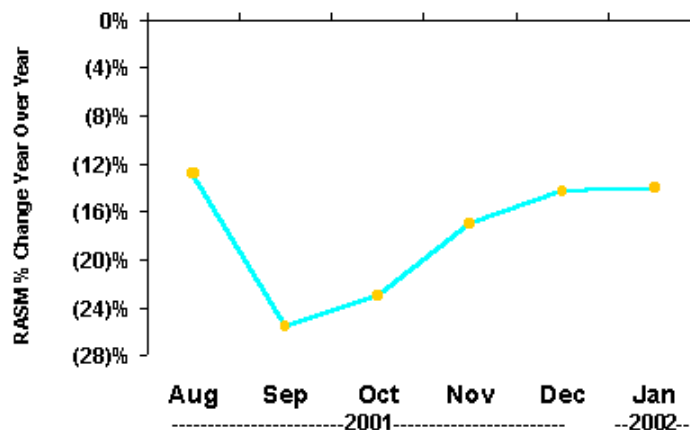
Trans Pacific flat year-over-year due to Hong Kong start up March 2001
Data includes Continental Express

Load Factor Premium to the Industry

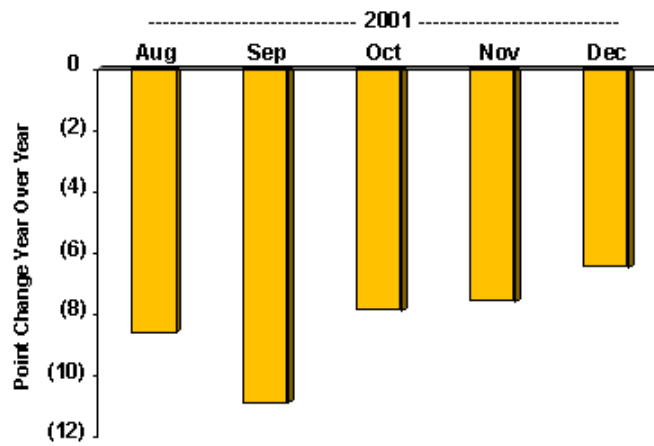


Source: Company Reports
Industry = AA, AS, CO, DL, HP, NW, TW, UA, US, WNN

Progressive RASM Improvement

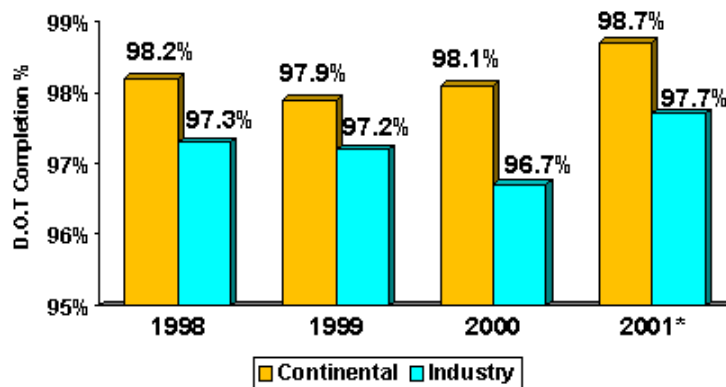


Domestic Business Mix Recovering Slowly



Business Mix = High Yield Revenue as % of Domestic Revenue

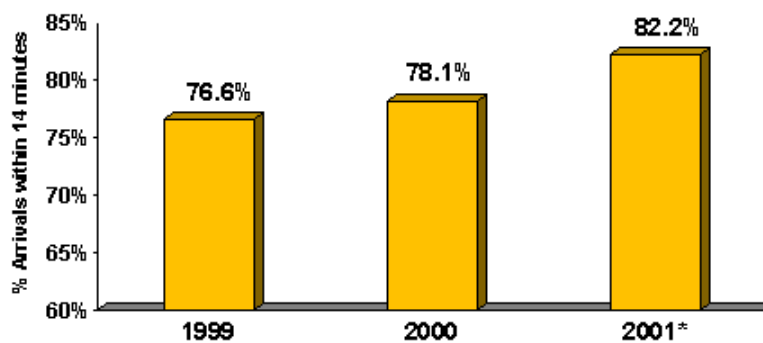
Exceptional Completion Factor



Industry = Top 10 US Major Carriers
*Non-weighted average; data excludes Sept 11-30

Consistent Strong Operational Integrity

On-Time Performance



*September 2001 capacity reduction cancellations not included

Maintain Employee Focused Culture

- On-Time Bonus
- Perfect Attendance-Ford Explorer Program
- 401K Contributions
- Strong Communication Commitment
 - Daily News Update
 - Weekly Voicemail

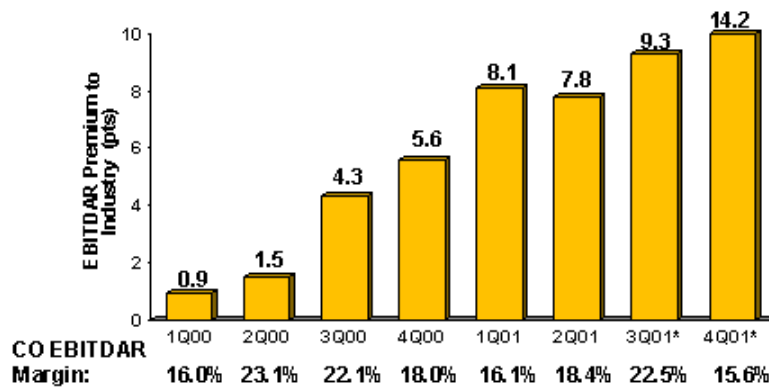
Only Airline to make *Fortune's* 2002 List of
"100 Best Companies to Work For"



Fourth Year in a Row

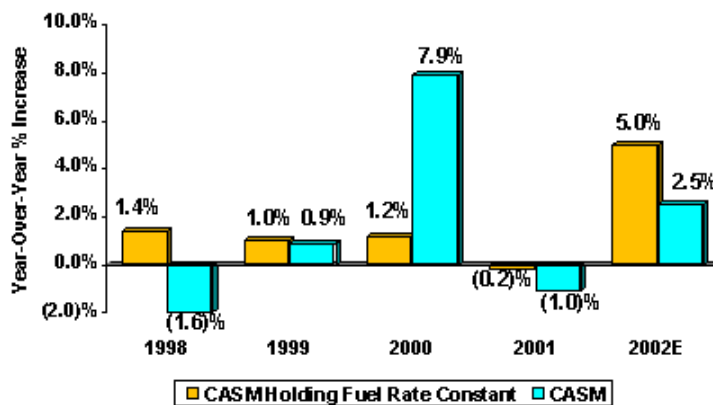


CO Maintains an EBITDAR Premium

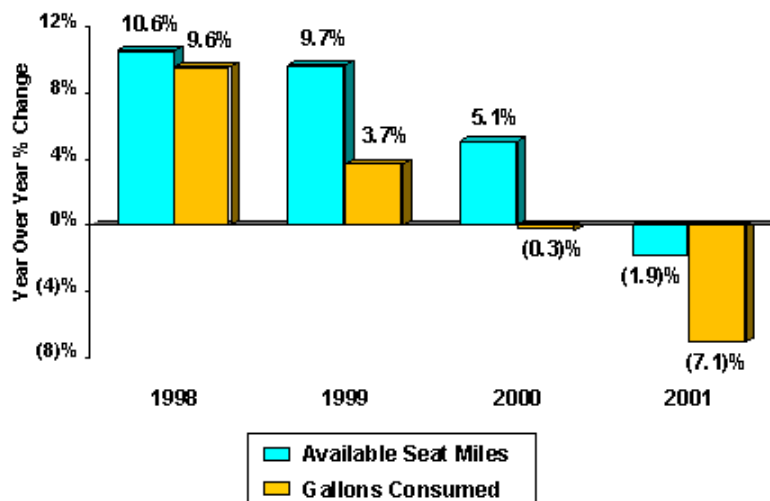


Industry = AA, CO, DL, HP, NW, UA, US, WN
 *Includes government grant

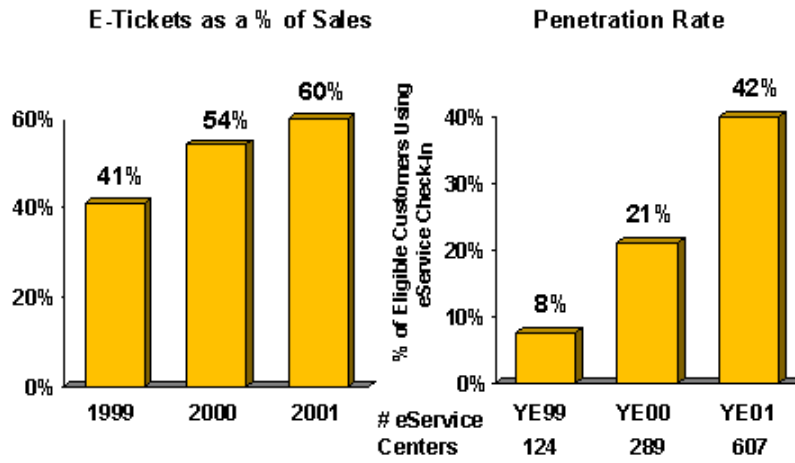
Costs are Being Managed



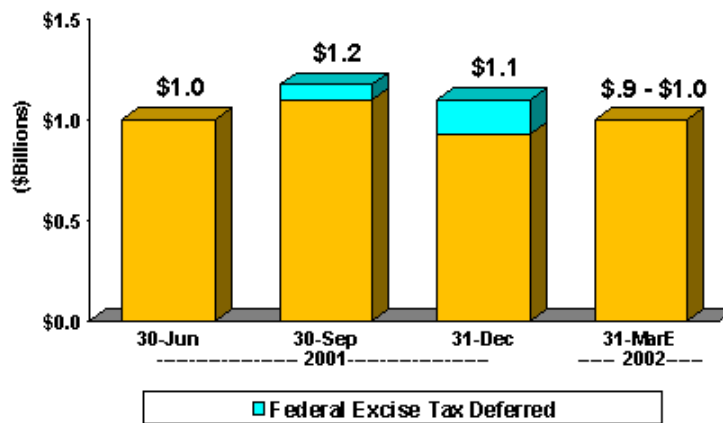
Young Fuel Efficient Fleet is a Natural Hedge



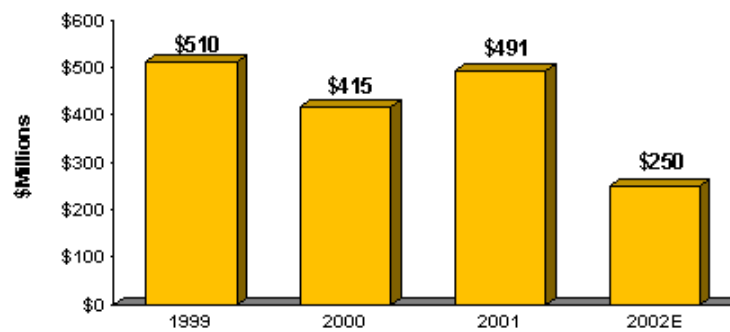
Customers Embrace eService Check-In



Targeted Cash Balance of \$1.5 Billion



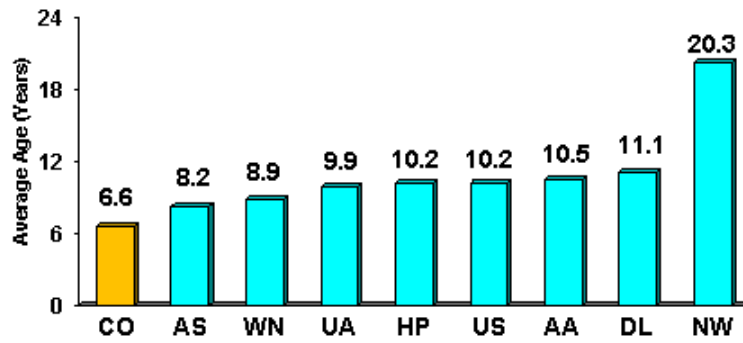
Cash Capital Expenditure



Includes purchase deposits; does not include spare parts

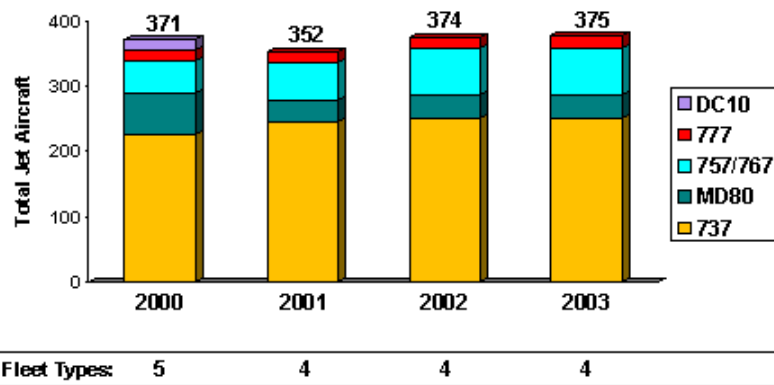
The Youngest Jet Fleet

September 2001

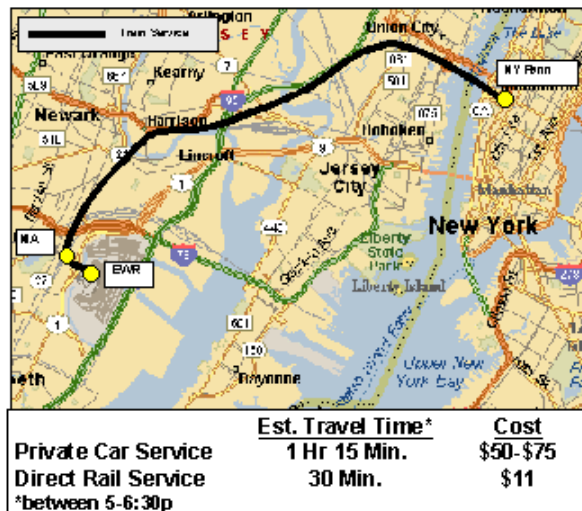


Source: Company reports and BACK Aviation Services

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



Direct Rail Service to Newark Over 1,800 Customers per Day



New York - Global Gateway State-of-the-Art Premier Facility



2002 Outlook

- Excellent Employee Relations
- Industry Leading Product
- Capacity Aligned to Meet Market Demand
- Load Factor Premium
- Progressive RASM Improvement
- Young, Fuel-Efficient Fleet with Natural Hedge

We Are Smaller But Have the Same Priorities

