



TRAFFIC STATISTICS SEPTEMBER 2010



Operating performance

The load factor improved by 4.4 points compared to the previous year, standing at 83.4%. Revenue passenger kilometres (RPK) went up 10.1%, with a 4.3% increase in capacity measured in available seat kilometres (ASK). Passenger unit revenue continues to be higher than last year, despite the effect of the 10.8% increase in the average stage length. The reasons behind are the significant rise in long haul yields, the increase in *business* passengers, and the improvement in the load factor in all segments.

In the **long haul** year-on-year variations in traffic and capacity had an upward trend since June, with increases of 17.3% and 11.3% respectively in September. Thus the load factor improved by 4.4 points, standing at 85.6%. In Latin America RPK grew by 22.4% while capacity rose by 16.7%, with significant increases in the main destinations. The load factor improved by 4.0 points compared to the previous year, reaching 86.1%. In the North Atlantic the load factor improved by 5.1 points, standing at 83.6%, as traffic (-2.0%) went down in a lower rate than capacity (-8.0%), due to the reduction of frequencies in some routes.

In **Europe** the load factor went up 2.1 points, reaching 81.2%, with decreases of 2.3% and 4.8% in traffic and capacity, respectively. Considering only those European flights to/from Madrid, RPK grew by 0.6%, capacity fell by 2.4%, and the load factor improved by 2.4 points. In **Africa and the Middle East** traffic rose by 12.8%, and capacity went up 11.3%, due mainly to the opening of new routes in summer (Amman and Damascus in July and Oran from the 16th of September). Thus the load factor stood at 74.7% (+ 1.0 points).

The **domestic** load factor improved by 7.0 points, standing at 77.0%, with decreases of 5.0% in RPK and 13.6% in ASK. This reduction in capacity was greater than in previous months due mainly to additional adjustments in flights to the Canary Islands. In flights between Madrid and Barcelona the load factor improved by 18.3 points, to 73.9%, with an increase of 4.3% in traffic.

In the **third quarter** 2010 the overall load factor improved by 3.4 points compared to the previous year, reaching 85.6%, with increases of 7.7% in RPK and 3.4% in capacity.



Highlights

- The merger process between Iberia and British Airways continues to progress following the schedule. On the 22nd of September Iberia's Board of Directors decided not to exercise its right to cancel the Merger Contract with British Airways in relation to the agreement reached between the latter and the trustees of its pension funds. On the 27th of September the members of the Board of Directors of International Consolidated Airlines Group (IAG), the holding company formed by the British Airways and Iberia merger, were appointed, as well as the members of the Consultative Committees.
- On the 6th of October Iberia, American Airlines and British Airways formally announced the launch of the Joint Business to operate the North Atlantic routes. The agreement implies greater advantages for clients and the fact that oneworld can compete on equal terms with the other two alliances in the North Atlantic.

- In October Iberia opened two new destinations, San Salvador (El Salvador) and Cordoba (Argentina), and started to operate a new direct flight between Madrid and Panama.

	September			Accumulated		
	2010	2009	%	2010	2009	%

ASK (million)	5,375	5,155	4.3	46,518	47,312	-1.7
Domestic	617	715	-13.6	5,909	6,458	-8.5
Medium Haul	1,278	1,313	-2.7	11,187	12,048	-7.1
Europe	1,091	1,145	-4.8	9,608	10,496	-8.5
Africa* and Middle East	187	168	11.3	1,578	1,552	1.7
Long Haul	3,480	3,127	11.3	29,422	28,807	2.1

RPK (million)	4,481	4,071	10.1	38,657	37,853	2.1
Domestic	475	500	-5.0	4,407	4,698	-6.2
Medium Haul	1,026	1,030	-0.5	8,635	9,148	-5.6
Europe	886	907	-2.3	7,430	8,018	-7.3
Africa* and Middle East	139	124	12.8	1,205	1,130	6.6
Long Haul	2,981	2,540	17.3	25,614	24,008	6.7

Load factor (%)	83.4	79.0	4.4 p.p.	83.1	80.0	3.1 p.p.
Domestic	77.0	70.0	7.0 p.p.	74.6	72.7	1.8 p.p.
Medium Haul	80.3	78.5	1.8 p.p.	77.2	75.9	1.3 p.p.
Europe	81.2	79.1	2.1 p.p.	77.3	76.4	0.9 p.p.
Africa* and Middle East	74.7	73.7	1.0 p.p.	76.3	72.8	3.5 p.p.
Long Haul	85.6	81.3	4.4 p.p.	87.1	83.3	3.7 p.p.

**Excluding South Africa*