

## TRAFFIC AND CAPACITY STATISTICS – February 2007

### *Summary of the headline figures*

In February 2007, passenger capacity, measured in Available Seat Kilometres, was 0.9 per cent above February 2006. Traffic, measured in Revenue Passenger Kilometres, was lower by 4.2 per cent. This resulted in a passenger load factor down 3.7 points versus last year, to 67.5 per cent. The decrease in traffic comprised a 6.3 per cent decrease in premium traffic and a 3.8 per cent decrease in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, decreased by 10.9 per cent. Overall load factor fell by 2.6 points to 64.7 per cent.

Strike dates were announced in January covering six days in the first two weeks of February. During these days we closed our systems to new bookings. As premium travel is predominantly booked two to three weeks pre-departure, premium bookings during this period were significantly impacted.

### *Market conditions*

Market conditions are broadly unchanged.

### *Strategic Developments*

British Airways took the first step towards expanding its longhaul fleet by ordering four Boeing 777-200 ER aircraft for delivery during early 2009, with options on four Boeing 777-200 ER aircraft for delivery in 2010.

British Airways and the trustees of the New Airways Pension Scheme (NAPS) formally agreed a ten year funding plan to tackle the £2.1 billion deficit in the scheme. The plan, which was agreed in principle with the trustees last year, includes annual company contributions of some £280 million, a one-off cash injection of £800 million and benefit changes to take effect from April 1. It also includes an additional £150 million in cash over the next three years, subject to the airline's financial performance. The benefit changes deliver an immediate deficit reduction of some £400 million and a saving of some £80 million a year.

The airline launched Easter breaks with up to 45 per cent off British Airways business class (Club World) fares to 28 holiday destinations if booked before March 8, 2007. These included return fares from London to New York starting from £1349 (saving up to £983), £1349 to Baltimore, Boston, Philadelphia and Washington (saving up to £1083 each) and £1749 to Seattle (saving up to £1412). Los Angeles and San Francisco are available from £1649 (saving up to £1337 each).

March 5, 2007

Note: Traffic statistics will exclude the regional operations of BA Connect from next month.

## BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

BRITISH AIRWAYS SCHEDULED SERVICES	Month of February			Financial year April through to Feb		
	2007	2006	Change (%)	2007	2006	Change (%)
<b>Passengers carried (000)</b>						
UK/Europe	1491	1613	-7.6	21164	21214	-0.2
Americas	455	484	-5.9	6756	6727	+0.4
Asia Pacific	125	148	-15.2	1681	1740	-3.4
Africa and Middle East	293	276	+6.0	3272	2888	+13.3
Total	2364	2520	-6.2	32873	32569	+0.9
<b>Revenue passenger km (m)</b>						
UK/Europe	1363	1421	-4.1	19972	19534	+2.2
Americas	3084	3260	-5.4	45563	45185	+0.8
Asia Pacific	1291	1524	-15.3	17177	17931	-4.2
Africa and Middle East	2018	1894	+6.5	22080	19551	+12.9
Total	7756	8099	-4.2	104791	102202	+2.5
<b>Available seat km (m)</b>						
UK/Europe	2309	2327	-0.8	28396	28997	-2.1
Americas	4745	4634	+2.4	59457	57448	+3.5
Asia Pacific	1779	2000	-11.0	21941	23367	-6.1
Africa and Middle East	2651	2416	+9.7	28567	25282	+13.0
Total	11484	11377	+0.9	138361	135094	+2.4
<b>Passenger load factor (%)</b>						
UK/Europe	59.1	61.1	-2.0pts	70.3	67.4	+2.9pts
Americas	65.0	70.3	-5.3pts	76.6	78.7	-2.1pts
Asia Pacific	72.6	76.2	-3.6pts	78.3	76.7	+1.6pts
Africa and Middle East	76.1	78.4	-2.3pts	77.3	77.3	+0.0pts
Total	67.5	71.2	-3.7pts	75.7	75.7	+0.0pts
<b>Revenue tonne km (RTK) (m)</b>						
Cargo tonne km (CTK)	336	377	-10.9	4309	4471	-3.6
Total RTK	1116	1181	-5.5	14897	14683	+1.5
Available tonne km (m)	1725	1756	-1.7	21235	21081	+0.7
<b>Overall load factor (%)</b>	64.7	67.3	-2.6pts	70.2	69.7	+0.5pts

Certain information included in these statements is forward-looking and involves risks and uncertainties that could cause actual results to differ materially from those expressed or implied by the forward looking statements.

Forward-looking statements include, without limitation, projections relating to results of operations and financial conditions and the Company's plans and objectives for future operations, including, without limitation, discussions of the Company's Business Plan programs, expected future revenues, financing plans and expected expenditures and divestments. All forward-looking statements in this report are based upon information known to the Company on the date of this report. The Company undertakes no obligation to publicly update or revise any forward-looking statement, whether as a result of new information, future events or otherwise.

It is not reasonably possible to itemize all of the many factors and specific events that could cause the Company's forward looking statements to be incorrect or that could otherwise have a material adverse effect on the future operations or results of an airline operating in the global economy. Information on some factors which could result in material difference to the results is available in the Company's SEC filings, including, without limitation the Company's Report on Form 20-F for the year ended March 2006.

The estimated impact of the averted strike in Quarter 4 reflects the direct costs of the measures and the estimated revenue impacts, both direct and indirect. The estimate of £80 million is based on assumptions the company considers reasonable, but are judgemental.

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