

## TRAFFIC AND CAPACITY STATISTICS – July 2008

### *Summary of the headline figures*

In July 2008, passenger capacity, measured in Available Seat Kilometres, was 3.5 per cent above July 2007. Traffic, measured in Revenue Passenger Kilometres, fell by 3.5 per cent. This resulted in a passenger load factor decrease of 5.4 points versus last year, to 75.8 per cent. Traffic comprised a 0.4 per cent increase in premium traffic and a 4.1 per cent fall in non-premium traffic.

These statistics now incorporate data for OpenSkies operations between Paris and New York.

Cargo, measured in Cargo Tonne Kilometres, rose by 3.7 per cent.

### *Market conditions*

Market conditions for the industry remain very difficult on the back of high oil prices and a weak economic environment. Longhaul premium remains broadly flat versus last year while non-premium bookings remain most sensitive to price changes.

### *Strategic Developments*

Talks began with Iberia with a view to an all-share merger. Talks are at an early stage but both companies are confident of securing regulatory approval.

OpenSkies said it will introduce a daily service between Amsterdam's Schiphol International Airport and New York's John F. Kennedy Airport from October 15, 2008.

British Airways announced an in-depth study with Rolls-Royce on the viability of alternative fuels. Suppliers will offer alternative fuel samples for testing on a Rolls-Royce RB211 engine from a British Airways Boeing 747.

British Airways celebrated reaching £25 million for its UNICEF Change for Good programme. UNICEF and British Airways have worked together on the programme for 14 years, raising money to transform the lives of some of the world's most vulnerable children in more than 50 countries.

*August 5, 2008*

**BRITISH AIRWAYS SCHEDULED SERVICES**

	Month of July			Financial year to date		
			Change (%)	April to July		Change (%)
	2008	2007		2008	2007	
<b>Passengers carried (000)</b>						
UK/Europe	1931	1974	-2.2	7130	7357	-3.1
Americas	667	686	-2.8	2560	2667	-4.0
Asia Pacific	157	163	-3.5	596	610	-2.4
Africa and Middle East	281	307	-8.5	1081	1146	-5.7
Total	3036	3130	-3.0	11366	11780	-3.5
<b>Revenue passenger km (m)</b>						
UK/Europe	2031	1985	+2.3	7398	7316	+1.1
Americas	4502	4650	-3.2	17243	17985	-4.1
Asia Pacific	1638	1682	-2.6	6086	6242	-2.5
Africa and Middle East	1808	2020	-10.5	7024	7640	-8.1
Total	9978	10338	-3.5	37751	39183	-3.7
<b>Available seat km (m)</b>						
UK/Europe	2759	2547	+8.3	10581	9982	+6.0
Americas	5969	5701	+4.7	22846	22373	+2.1
Asia Pacific	2013	1987	+1.3	7908	7917	-0.1
Africa and Middle East	2432	2498	-2.6	9670	10002	-3.3
Total	13172	12733	+3.5	51004	50274	+1.5
<b>Passenger load factor (%)</b>						
UK/Europe	73.6	77.9	-4.3pts	69.9	73.3	-3.4pts
Americas	75.4	81.6	-6.2pts	75.5	80.4	-4.9pts
Asia Pacific	81.4	84.7	-3.3pts	77.0	78.8	-1.8pts
Africa and Middle East	74.3	80.9	-6.6pts	72.6	76.4	-3.8pts
Total	75.8	81.2	-5.4pts	74.0	77.9	-3.9pts
<b>Revenue tonne km (RTK) (m)</b>						
Cargo tonne km (CTK)	410	395	+3.7	1646	1588	+3.6
Total RTK	1406	1439	-2.3	5400	5535	-2.4
Available tonne km (m)	1970	1951	+1.0	7663	7713	-0.7
Overall load factor (%)	71.4	73.8	-2.4pts	70.5	71.8	-1.3pts

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. Fuller information on some factors which could result in material difference to the results is available in the company's Annual Report for the year ended 31 March 2008, which is available on [www.bashareholders.com](http://www.bashareholders.com).