

TRAFFIC AND CAPACITY STATISTICS – April 2009

Summary of the headline figures

In April 2009, passenger capacity, measured in Available Seat Kilometres, was 2.4 per cent below April 2008. Traffic, measured in Revenue Passenger Kilometres, rose by 0.9 per cent. This resulted in a passenger load factor increase of 2.6 points versus last year, to 78.1 per cent. Traffic comprised a 17.7 per cent decrease in premium traffic and a 5.2 per cent rise in non-premium traffic.

Comparisons between April 2008 and April 2009 are complicated by the timing of Easter, which fell in March in 2008 but was in April this year. The effect in April 2009 is to increase non-premium and reduce premium volumes.

Cargo, measured in Cargo Tonne Kilometres, fell by 14.8 per cent.

Market conditions

Market conditions remain very challenging, with volume under pressure in premium and yield under pressure in all cabins. Yield weakness is driven by both price and fare mix.

It is too early to give any indication of the impact of the recent outbreak of swine flu.

Strategic Developments

British Airways sold its 11 mainline Boeing 757 aircraft for cargo conversion. The 757s will leave the fleet between 2010–2012 and be replaced by Airbus A320 family aircraft.

The U.S. Department of Transportation continued to move forward in reviewing British Airways, American Airlines and Iberia's application for antitrust immunity by issuing a scheduling order. The order sets in motion a period of public comment and a six-month time frame for a decision.

The airline launched a Backing Britain campaign to help British businesses beat the recession. In conjunction with UK Trade & Investment (UKTI) and BritishAmerican Business (BAB), it will offer 5,000 return flights worth up to £15 million to help UK small and medium enterprises win new business abroad.

The airline's subsidiary airline OpenSkies completed its merger with French airline L'Avion which was acquired in July 2008. The combined airline will be known as OpenSkies.

In a bid to enable budding British talent to realise their dreams, British Airways launched the BA Great Britons Programme with a £500,000 travel fund offering up to 180 free flights a year until 2012.

May 6, 2009

	Month of April		Change
	2009	2008	(%)
Passengers carried (000)			
UK/Europe	1,693	1,670	+1.4
Americas	629	615	+2.2
Asia Pacific	142	156	-9.1
Africa and Middle East	292	280	+4.1
Total	2,756	2,721	+1.3
Revenue passenger km (m)			
UK/Europe	1,763	1,712	+3.0
Americas	4,259	4,152	+2.6
Asia Pacific	1,463	1,575	-7.1
Africa and Middle East	1,876	1,835	+2.3
Total	9,361	9,273	+0.9
Available seat km (m)			
UK/Europe	2,431	2,529	-3.9
Americas	5,347	5,433	-1.6
Asia Pacific	1,767	1,946	-9.2
Africa and Middle East	2,440	2,378	+2.6
Total	11,985	12,286	-2.4
Passenger load factor (%)			
UK/Europe	72.5	67.7	+4.8 pts
Americas	79.7	76.4	+3.3 pts
Asia Pacific	82.8	80.9	+1.9 pts
Africa and Middle East	76.9	77.1	-0.2 pts
Total	78.1	75.5	+2.6 pts
Revenue tonne km (RTK) (m)			
Cargo tonne km (CTK)	348	409	-14.8
Total RTK	1,279	1,326	-3.6
Available tonne km (m)	1,791	1,857	-3.5
Overall load factor (%)	71.4	71.4	+0.0 pts

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.