

TRAFFIC AND CAPACITY STATISTICS – August 2010

Summary of the headline figures

In August 2010 traffic, measured in Revenue Passenger Kilometres, fell by 2.9 per cent. Passenger capacity, measured in Available Seat Kilometres, was down 2.6 per cent on August 2009. This resulted in a passenger load factor decrease of 0.3 points versus last year, to 84.4 per cent. Traffic comprised a 1.4 per cent decrease in premium traffic and a 3.1 per cent decrease in non-premium traffic. The year-on-year reduction in premium traffic is due to promotional activity in the premium cabins last year.

Cargo, measured in Cargo Tonne Kilometres, rose by 3.4 per cent.

Market conditions

Market conditions remain as previously anticipated, with overall summer volumes slightly lower than the peak levels seen last year and strong yield performance in both premium and non-premium.

Strategic Developments

British Airways is extending its route network from London City Airport this winter with a new route to Chambéry, the gateway to the French Alps. The service, by BACityFlyer, the wholly-owned subsidiary of British Airways, will operate four times a week from 18th December until the end of March 2011, using the airline's fleet of brand new Embraer 190 aircraft.

To celebrate 'Backing the Bid' week (August 23-29), footballer Bobby Zamora launched an electronic board in British Airways' Galleries lounge in Terminal 5, which allows customers to express their personal backing. Hundreds of these signatures will be replicated on to the livery of the official British Airways aircraft taking the England 2018 bid team to FIFA for the final presentation in December.

British Airways launched a new sale on Thursday, August 26. The twenty day sale offers discounted flights to more than a hundred destinations worldwide as well as hundreds of holidays for departures from August 26, 2010 right through to June 30, 2011.

September 3, 2010

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of August			Financial year to date April to August		
	2010	2009	Change (%)	2010	2009	Change (%)
	Passengers carried (000)					
UK/Europe	1,964	1,929	+1.8	8,245	9,162	-10.0
Americas	735	757	-2.9	3,207	3,484	-8.0
Asia Pacific	130	147	-11.1	562	697	-19.5
Africa and Middle East	324	324	-0.1	1,362	1,471	-7.4
Total	3,154	3,157	-0.1	13,375	14,814	-9.7
Revenue passenger km (m)						
UK/Europe	2,097	2,105	-0.4	8,748	9,751	-10.3
Americas	5,031	5,141	-2.1	21,963	23,618	-7.0
Asia Pacific	1,346	1,522	-11.6	5,796	7,246	-20.0
Africa and Middle East	2,079	2,101	-1.0	8,826	9,545	-7.5
Total	10,553	10,870	-2.9	45,333	50,159	-9.6
Available seat km (m)						
UK/Europe	2,551	2,617	-2.5	11,484	12,784	-10.2
Americas	5,806	5,843	-0.6	26,820	28,207	-4.9
Asia Pacific	1,563	1,764	-11.4	7,194	8,639	-16.7
Africa and Middle East	2,588	2,616	-1.1	12,099	12,670	-4.5
Total	12,507	12,840	-2.6	57,597	62,301	-7.6
Passenger load factor (%)						
UK/Europe	82.2	80.5	+1.7pts	76.2	76.3	-0.1pts
Americas	86.7	88.0	-1.3pts	81.9	83.7	-1.8pts
Asia Pacific	86.2	86.3	-0.1pts	80.6	83.9	-3.3pts
Africa and Middle East	80.4	80.3	+0.1pts	72.9	75.3	-2.4pts
Total	84.4	84.7	-0.3pts	78.7	80.5	-1.8pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	394	381	+3.4	1,907	1,858	+2.6
Total RTK	1,463	1,473	-0.7	6,494	6,869	-5.5
Available tonne km (m)	1,901	1,904	-0.2	8,855	9,284	-4.6
Overall load factor (%)	77.0	77.4	-0.4pts	73.3	74.0	-0.7pts

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. Further information on some of the most important risks in this regard is given in the Company's Annual Report and Accounts for the year ended March 31, 2010, which is available on www.bashareholders.com.