

## TRAFFIC AND CAPACITY STATISTICS – January 2010

### *Summary of the headline figures*

In January 2010, passenger capacity, measured in Available Seat Kilometres, was 8.3 per cent below January 2009. Traffic, measured in Revenue Passenger Kilometres, fell by 7.0 per cent. This resulted in a passenger load factor increase of 1.0 points versus last year, to 74.2 per cent. Traffic comprised a 2.1 per cent decrease in premium traffic and a 7.9 per cent decrease in non-premium traffic. Longhaul premium shows a similar trend to the previous month.

Disruption as a result of heavy snow in the United Kingdom and other parts of Europe affected traffic and capacity during the early part of the month, particularly the volume of transfer passengers.

Cargo, measured in Cargo Tonne Kilometres, rose by 6.5 per cent.

### *Market conditions*

Trading conditions are fully reflected in the interim management statement published today (February 5, 2010).

### *Strategic Developments*

As part of a \$2 billion package of enhanced benefits for Japan Airlines put together with **oneworld** partners, British Airways proposed a radical extension of its co-operation with JAL. This would involve British Airways and JAL establishing a joint business for flights between Japan and Europe and doubling the number of JAL codeshares on British Airways' European flights.

British Airways will increase peak season frequencies on its new services to Majorca and Ibiza, from London City airport which begin in May 2010.

The airline launched its premium sale starting on January 27 through to February 9, 2010 Savings in First included flights to Los Angeles starting from £2,997, New York from £2,487, Seattle from £3,397 and Miami from £2,647.

*February 5, 2010*

**BRITISH AIRWAYS SCHEDULED SERVICES**

	Month of January			Financial year to date April to January		
	2010	2009	Change (%)	2010	2009	Change (%)
	<b>Passengers carried (000)</b>					
UK/Europe	1,171	1,282	-8.7	16,571	17,263	-4.0
Americas	524	570	-8.0	6,484	6,535	-0.8
Asia Pacific	125	137	-8.6	1,317	1,548	-15.0
Africa and Middle East	318	336	-5.1	3,013	2,973	+1.4
Total	2,138	2,325	-8.0	27,385	28,319	-3.3
<b>Revenue passenger km (m)</b>						
UK/Europe	1,161	1,268	-8.5	17,268	17,871	-3.4
Americas	3,630	3,901	-6.9	44,157	44,088	+0.2
Asia Pacific	1,329	1,431	-7.1	13,752	15,900	-13.5
Africa and Middle East	2,137	2,275	-6.1	19,749	19,593	+0.8
Total	8,258	8,875	-7.0	94,926	97,452	-2.6
<b>Available seat km (m)</b>						
UK/Europe	1,950	2,324	-16.1	23,667	25,501	-7.2
Americas	4,744	5,214	-9.0	53,569	55,238	-3.0
Asia Pacific	1,610	1,697	-5.1	16,251	19,130	-15.0
Africa and Middle East	2,823	2,894	-2.5	26,298	25,286	+4.0
Total	11,127	12,128	-8.3	119,785	125,154	-4.3
<b>Passenger load factor (%)</b>						
UK/Europe	59.5	54.6	+4.9pts	73.0	70.1	+2.9pts
Americas	76.5	74.8	+1.7pts	82.4	79.8	+2.6pts
Asia Pacific	82.6	84.3	-1.7pts	84.6	83.1	+1.5pts
Africa and Middle East	75.7	78.6	-2.9pts	75.1	77.5	-2.4pts
Total	74.2	73.2	+1.0pts	79.2	77.9	+1.3pts
<b>Revenue tonne km (RTK) (m)</b>						
Cargo tonne km (CTK)	346	325	+6.5	3,767	3,928	-4.1
Total RTK	1,181	1,228	-3.9	13,259	13,669	-3.0
Available tonne km (m)	1,681	1,814	-7.4	17,944	18,778	-4.4
Overall load factor (%)	70.2	67.7	+2.5pts	73.9	72.8	+1.1pts

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 March 31, 2009, which is available on [www.bashareholders.com](http://www.bashareholders.com).