



TRAFFIC AND CAPACITY STATISTICS – July 2010

Summary of the headline figures

In July 2010 traffic, measured in Revenue Passenger Kilometres, fell by 2.6 per cent. Passenger capacity, measured in Available Seat Kilometres, was down 1.9 per cent on July 2009. This resulted in a passenger load factor decrease of 0.6 points versus last year, to 84.0 per cent. Traffic comprised a 0.8 per cent increase in premium traffic and a 3.2 per cent decrease in non-premium traffic.

Cargo, measured in Cargo Tonne Kilometres, rose by 3.3 per cent.

Market conditions

Underlying market conditions are as we outlined in the Interim Management Statement and investor presentation of July 30, 2010. For the summer overall volumes are likely to be slightly lower than the peak levels seen last year with a lower proportion of transfer traffic and strong yield performance in both premium and non-premium. In the winter yield growth is likely to slow due to capacity increases and the stronger base.

Strategic Developments

The European Union approved the planned merger between British Airways and Iberia without applying any conditions. The airlines received regulatory approval from the US authorities in June. These approvals are another important step towards the completion of the merger which is scheduled to take place by the end of 2010.

British Airways, American Airlines and Iberia received final regulatory approval from both the European Commission and the US Department of Transportation thus allowing the three airlines to enter into a joint business agreement on transatlantic flights.

During the month the UK Pensions Regulator approved the recovery plans to address the pension deficits in the Airways Pension Scheme and New Airways Pension Scheme. These recovery plans avoid closing the pension schemes and maintain BA's annual contributions at the current level of some £330 million, plus agreed annual increases in line with inflation expectations averaging three per cent.

British Airways became the first UK airline to take delivery of the long range Boeing 777-300ER. The state-of-the art aircraft is bigger, quieter and more fuel efficient than its predecessors and showcases the future face of British Airways. It features an all-new interior including new World Traveller and new World Traveller Plus cabins and a new in-flight entertainment system.

August 4, 2010

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of July		Change (%)	Financial year to date		
				April to July		Change (%)
	2010	2009		2010	2009	
Passengers carried (000)						
UK/Europe	2,011	1,992	+0.9	6,281	7,232	-13.2
Americas	735	748	-1.7	2,471	2,726	-9.4
Asia Pacific	130	151	-13.6	431	551	-21.8
Africa and Middle East	321	318	+0.9	1,038	1,147	-9.5
Total	3,198	3,210	-0.4	10,221	11,656	-12.3
Revenue passenger km (m)						
UK/Europe	2,119	2,124	-0.2	6,651	7,645	-13.0
Americas	5,024	5,085	-1.2	16,932	18,475	-8.4
Asia Pacific	1,356	1,578	-14.1	4,447	5,723	-22.3
Africa and Middle East	2,061	2,055	+0.3	6,747	7,444	-9.4
Total	10,559	10,842	-2.6	34,777	39,287	-11.5
Available seat km (m)						
UK/Europe	2,579	2,635	-2.2	8,933	10,168	-12.1
Americas	5,813	5,815	0.0	21,015	22,363	-6.0
Asia Pacific	1,561	1,779	-12.2	5,631	6,876	-18.1
Africa and Middle East	2,621	2,587	+1.3	9,511	10,055	-5.4
Total	12,574	12,816	-1.9	45,090	49,461	-8.8
Passenger load factor (%)						
UK/Europe	82.2	80.6	+1.6pts	74.5	75.2	-0.7pts
Americas	86.4	87.5	-1.1pts	80.6	82.6	-2.0pts
Asia Pacific	86.8	88.7	-1.9pts	79.0	83.2	-4.2pts
Africa and Middle East	78.6	79.4	-0.8pts	70.9	74.0	-3.1pts
Total	84.0	84.6	-0.6pts	77.1	79.4	-2.3pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	393	380	+3.3	1,511	1,474	+2.5
Total RTK	1,459	1,464	-0.4	5,029	5,393	-6.8
Available tonne km (m)	1,909	1,903	+0.3	6,953	7,378	-5.8
Overall load factor (%)	76.4	76.9	-0.5pts	72.3	73.1	-0.8pts

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.