

TRAFFIC AND CAPACITY STATISTICS – March 2009

Summary of the headline figures

In March 2009, passenger capacity, measured in Available Seat Kilometres, was 0.9 per cent above March 2008. Traffic, measured in Revenue Passenger Kilometres, fell by 7.3 per cent. This resulted in a passenger load factor decrease of 6.4 points versus last year, to 72.7 per cent. Traffic comprised a 13.0 per cent decrease in premium traffic and a 6.0 per cent fall in non-premium traffic.

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

Cargo, measured in Cargo Tonne Kilometres, fell by 10.0 per cent.

Market conditions

Market conditions remain challenging, with both volume and yield under pressure in all markets.

At Investor Day we indicated that the full year result would be impacted by one-off items: the significant snowfall in early February, which severely restricted operations for several days; and any additional severance costs through to the end of March as we continue to restructure the business. These are expected to be some £20 million and £35 million respectively.

The revenue outlook for the full year will be impacted by some £20-£25 million due to the weakness in volume and yield, particularly in US traffic.

Including the impact of weaker revenue for the year we anticipate that we will report a full year operating loss of some £150 million before total severance costs of £75 million.

Strategic Developments

The airline won five top accolades from the Chartered Institute of Marketing Travel Marketing Awards for its 'Terminal 5 is working' campaign.

British Airways has invested £5 million to become the first commercial airline to introduce onboard Microwave Landing System technology. The system increases the safe landing rate during low visibility at Heathrow by more than 20 per cent, reducing delays and disruption caused by fog.

Flights to Atlanta and Toulouse moved from Gatwick to Heathrow at the start of the summer season on March 29, 2009. Services from Heathrow to Dhaka and Kolkata and from Gatwick to Dublin, Geneva (summer only) and Zurich were suspended. At Heathrow, Nice flights moved from Terminal 3 to Terminal 5 and flights to Malaga and Vienna moved from Terminal 5 to Terminal 3.

April 3, 2009

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of March			Financial year April to March		
	2009	2008	Change (%)	2009	2008	Change (%)
	Passengers carried (000)					
UK/Europe	1,570	1,719	-8.7	20,113	21,112	-4.7
Americas	580	640	-9.5	7,593	7,856	-3.4
Asia Pacific	142	161	-11.9	1,804	1,920	-6.0
Africa and Middle East	319	321	-0.7	3,589	3,685	-2.6
Total	2,610	2,841	-8.2	33,097	34,573	-4.3
Revenue passenger km (m)						
UK/Europe	1,577	1,684	-6.3	20,711	20,857	-0.7
Americas	3,962	4,347	-8.9	51,294	52,956	-3.1
Asia Pacific	1,472	1,658	-11.2	18,555	19,713	-5.9
Africa and Middle East	2,129	2,171	-1.9	23,742	24,811	-4.3
Total	9,141	9,859	-7.3	114,301	118,337	-3.4
Available seat km (m)						
UK/Europe	2,461	2,399	+2.6	30,063	29,084	+3.4
Americas	5,523	5,382	+2.6	65,353	65,941	-0.9
Asia Pacific	1,778	1,914	-7.1	22,421	23,256	-3.6
Africa and Middle East	2,814	2,771	+1.6	30,606	31,206	-1.9
Total	12,576	12,466	+0.9	148,443	149,488	-0.7
Passenger load factor (%)						
UK/Europe	64.1	70.2	-6.1 pts	68.9	71.7	-2.8 pts
Americas	71.7	80.8	-9.1 pts	78.5	80.3	-1.8 pts
Asia Pacific	82.8	86.6	-3.8 pts	82.8	84.8	-2.0 pts
Africa and Middle East	75.7	78.3	-2.6 pts	77.6	79.5	-1.9 pts
Total	72.7	79.1	-6.4 pts	77.0	79.2	-2.2 pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	390	434	-10.0	4,638	4,892	-5.2
Total RTK	1,304	1,415	-7.8	16,063	16,792	-4.3
Available tonne km (m)	1,894	1,905	-0.6	22,277	22,863	-2.6
Overall load factor (%)	68.8	74.3	-5.5 pts	72.1	73.4	-1.3 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.