

Traffic And Capacity Statistics – May 2010

Summary of the headline figures

The last 14 days of the month were affected by industrial activity by the Unite union representing cabin crew. Despite this, in May 2010 traffic, measured in Revenue Passenger Kilometres, fell by only 11.5 per cent. Passenger capacity, measured in Available Seat Kilometres, was down 4.7 per cent on May 2009; the strikes accounted for some 6 per cent reduction in capacity. This resulted in a passenger load factor decrease of 5.4 points versus last year, to 69.7 per cent. Traffic comprised a 6.5 per cent decrease in premium traffic and a 12.5 per cent decrease in non-premium traffic.

The financial impact of the strike continues at some £7 million per day. During the final strike period we have planned for an increased flying programme as more crew ignore the strike and report for duty. We have announced that we are planning to fly about 80 per cent of our longhaul programme including all JFK services and also all South African flights as we approach the World Cup.

The total cost of the strike period can only be assessed at the end of the disruption and will reflect lost bookings and reduced travel volumes offset by some volume driven cost savings.

Cargo, measured in Cargo Tonne Kilometres, rose by 7.1 per cent.

Market conditions

Market conditions continue to show improvement.

Strategic Developments

British Airways' two subsidiary airlines launched new routes this month. BA CityFlyer has started services to Ibiza and Mallorca from London City Airport, which will operate up to four and five times a week respectively. OpenSkies has opened a new route between Paris Orly and Washington D.C. which will operate five times a week.

British Airways continued its campaign as the official airline of the England 2018 World Cup Bid by flying the England 2018 bid team to FIFA's headquarters in Zurich. The value in kind partnership will allow the England 2018 bid team to fly around the globe to meet with key figures in world football as they seek to earn the right to stage the tournament in England.

June 3, 2010

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of May		Change (%)	Financial year to date		
				April to May		Change (%)
	2010	2009		2010	2009	
Passengers carried (000)						
UK/Europe	1,451	1,735	-16.4	2,694	3,428	-21.4
Americas	590	644	-8.5	1,101	1,273	-13.5
Asia Pacific	96	123	-22.4	188	265	-28.9
Africa and Middle East	231	257	-10.3	470	550	-14.5
Total	2,367	2,759	-14.2	4,453	5,516	-19.3
Revenue passenger km (m)						
UK/Europe	1,552	1,833	-15.3	2,850	3,596	-20.7
Americas	4,052	4,358	-7.0	7,555	8,616	-12.3
Asia Pacific	983	1,278	-23.1	1,930	2,741	-29.6
Africa and Middle East	1,515	1,688	-10.3	3,040	3,565	-14.7
Total	8,102	9,157	-11.5	15,375	18,518	-17.0
Available seat km (m)						
UK/Europe	2,261	2,534	-10.8	4,120	4,966	-17.0
Americas	5,446	5,532	-1.6	9,852	10,879	-9.4
Asia Pacific	1,413	1,661	-14.9	2,592	3,428	-24.4
Africa and Middle East	2,499	2,462	+1.5	4,541	4,903	-7.4
Total	11,619	12,189	-4.7	21,105	24,175	-12.7
Passenger load factor (%)						
UK/Europe	68.7	72.3	-3.6pts	69.2	72.4	-3.2pts
Americas	74.4	78.8	-4.4pts	76.7	79.2	-2.5pts
Asia Pacific	69.5	77.0	-7.5pts	74.5	80.0	-5.5pts
Africa and Middle East	60.6	68.5	-7.9pts	66.9	72.7	-5.8pts
Total	69.7	75.1	-5.4pts	72.8	76.6	-3.8pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	402	375	+7.1	717	723	-0.9
Total RTK	1,222	1,288	-5.1	2,274	2,567	-11.4
Available tonne km (m)	1,808	1,821	-0.8	3,274	3,612	-9.4
Overall load factor (%)	67.6	70.7	-3.1pts	69.5	71.1	-1.6pts

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, which will be available at our website www.bashareholders.com from June 10, 2010.