

TRAFFIC AND CAPACITY STATISTICS – October 2009

Summary of the headline figures

In October 2009, passenger capacity, measured in Available Seat Kilometres, was 6.4 per cent below October 2008. Traffic, measured in Revenue Passenger Kilometres, fell by 1.9 per cent. This resulted in a passenger load factor increase of 3.7 points versus last year, to 80.7 per cent. Traffic comprised a 1.4 per cent decrease in premium traffic and a 2.0 per cent decrease in non-premium traffic.

Cargo, measured in Cargo Tonne Kilometres, fell by 0.9 per cent.

Market conditions

Trading conditions are fully reflected in the interim management report published today (November 6, 2009).

Strategic Developments

This month British Airways had its best ever network punctuality, with 90 per cent of flights departing on schedule according to industry standards, and a record baggage performance.

The airline has transferred flights to Bangkok, Singapore and Sydney from Terminal 4 to the newly refurbished Terminal 3 at Heathrow. Terminal 3 now plays host to about eight per cent of British Airways' flights and is the designated home for the **oneworld** alliance at the airport.

From October 25, British Airways began services from Heathrow to Las Vegas and from Gatwick to Punta Cana, The Maldives, Montego Bay and Sharm El Sheikh.

The airline introduced a second service from London City to New York JFK. In addition to the BA001 departure at 12.50, customers can now leave from London City on the BA003 at 16.00 and arrive in JFK at 20.25.

November 6, 2009

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of October			Financial year to date April to October		
	2009	2008	Change (%)	2009	2008	Change (%)
	Passengers carried (000)					
UK/Europe	1,677	1,746	-4.0	12,661	13,126	-3.5
Americas	655	647	+1.2	4,824	4,790	+0.7
Asia Pacific	127	162	-21.8	960	1,136	-15.5
Africa and Middle East	305	288	+5.9	2,058	2,004	+2.7
Total	2,764	2,843	-2.8	20,502	21,056	-2.6
Revenue passenger km (m)						
UK/Europe	1,735	1,812	-4.2	13,424	13,730	-2.2
Americas	4,449	4,348	+2.3	32,726	32,254	+1.5
Asia Pacific	1,320	1,661	-20.5	9,980	11,593	-13.9
Africa and Middle East	2,009	1,875	+7.1	13,380	13,089	+2.2
Total	9,513	9,696	-1.9	69,510	70,666	-1.6
Available seat km (m)						
UK/Europe	2,340	2,643	-11.5	17,619	18,568	-5.1
Americas	5,198	5,521	-5.9	38,922	39,948	-2.6
Asia Pacific	1,529	1,982	-22.9	11,752	13,811	-14.9
Africa and Middle East	2,720	2,447	+11.2	17,894	16,996	+5.3
Total	11,786	12,592	-6.4	86,188	89,323	-3.5
Passenger load factor (%)						
UK/Europe	74.2	68.6	+5.6pts	76.2	73.9	+2.3 pts
Americas	85.6	78.8	+6.8pts	84.1	80.7	+3.4 pts
Asia Pacific	86.4	83.8	+2.6pts	84.9	83.9	+1.0 pts
Africa and Middle East	73.9	76.6	-2.7pts	74.8	77.0	-2.2 pts
Total	80.7	77.0	+3.7pts	80.6	79.1	+1.5 pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	402	406	-0.9	2,640	2,840	-7.0
Total RTK	1,347	1,369	-1.6	9,579	9,875	-3.0
Available tonne km (m)	1,775	1,886	-5.9	12,853	13,395	-4.0
Overall load factor (%)	75.9	72.6	+3.3pts	74.5	73.7	+0.8 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 March 31, 2009, which is available on www.bashareholders.com.