



TRAFFIC AND CAPACITY STATISTICS – October 2010

Summary of the headline figures

In October 2010 traffic, measured in Revenue Passenger Kilometres, rose by 3.9 per cent. Passenger capacity, measured in Available Seat Kilometres, was up 5.2 per cent on October 2009. This resulted in a passenger load factor decrease of 1.0 points versus last year, to 79.8 per cent. Traffic comprised a 4.6 per cent increase in premium traffic and a 3.7 per cent increase in non-premium traffic.

Cargo, measured in Cargo Tonne Kilometres, rose by 6.8 per cent.

Market conditions

Market conditions are as outlined in the Interim Management Report of October 29, 2010.

Strategic Developments

The CEOs of British Airways, American Airlines and Iberia met in London on October 6 for the official start of the new trilateral relationship, which enables **oneworld** to compete far more effectively with other global alliances on routes between Europe and North America. British Airways announced a new route that will start from next April from London Heathrow to San Diego. The airlines placed codeshares on a significant number of additional routes, greatly increasing the number of destination choices available to customers.

BA CityFlyer, the wholly owned subsidiary of British Airways, took up options for two new Embraer E-190 jets, one year after the first aircraft in the new fleet went into service, and launched a new double daily service to Stockholm from London City Airport.

The pioneering Joint Services Agreement (JSA) between British Airways and Qantas marked its 15th anniversary in October. The JSA covers 125 million kilometres a year, with nearly two million seats and 24 aircraft flying on the route at any one time. In recent years the JSA has served as a model that airlines globally have sought to emulate.

November 3, 2010

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of October			Financial year to date April to October		
	2010	2009	Change (%)	2010	2009	Change (%)
Passengers carried (000)						
UK/Europe	1,833	1,677	+9.3	12,013	12,661	-5.1
Americas	681	655	+4.0	4,574	4,824	-5.2
Asia Pacific	127	127	+0.2	815	960	-15.1
Africa and Middle East	311	305	+1.9	1,973	2,058	-4.1
Total	2,951	2,764	+6.8	19,375	20,502	-5.5
Revenue passenger km (m)						
UK/Europe	1,882	1,735	+8.4	12,641	13,424	-5.8
Americas	4,659	4,449	+4.7	31,327	32,726	-4.3
Asia Pacific	1,322	1,320	+0.2	8,444	9,980	-15.4
Africa and Middle East	2,022	2,009	+0.6	12,763	13,380	-4.6
Total	9,885	9,513	+3.9	65,175	69,510	-6.2
Available seat km (m)						
UK/Europe	2,461	2,327	+5.8	16,415	17,563	-6.5
Americas	5,674	5,196	+9.2	38,116	38,921	-2.1
Asia Pacific	1,575	1,529	+3.0	10,276	11,752	-12.6
Africa and Middle East	2,674	2,720	-1.7	17,259	17,894	-3.5
Total	12,384	11,772	+5.2	82,067	86,131	-4.7
Passenger load factor (%)						
UK/Europe	76.5	74.6	+1.9pts	77.0	76.4	+0.6pts
Americas	82.1	85.6	-3.5pts	82.2	84.1	-1.9pts
Asia Pacific	84.0	86.4	-2.4pts	82.2	84.9	-2.7pts
Africa and Middle East	75.6	73.9	+1.7pts	73.9	74.8	-0.9pts
Total	79.8	80.8	-1.0pts	79.4	80.7	-1.3pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	429	402	+6.8	2,723	2,640	+3.1
Total RTK	1,423	1,347	+5.7	9,308	9,579	-2.8
Available tonne km (m)	1,894	1,775	+6.7	12,594	12,853	-2.0
Overall load factor (%)	75.2	75.9	-0.7pts	73.9	74.5	-0.6pts

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 for the year ended March 31, 2010 and in the shareholder documentation in respect of the merger issued on October 26, 2010; these documents are available on www.bashareholders.com.