

**TRAFFIC AND CAPACITY STATISTICS – September 2009***Summary of the headline figures*

In September 2009, passenger capacity, measured in Available Seat Kilometres, was 3.7 per cent below September 2008. Traffic, measured in Revenue Passenger Kilometres, fell by 0.8 per cent. This resulted in a passenger load factor increase of 2.4 points versus last year, to 81.3 per cent. Traffic comprised a 7.9 per cent decrease in premium traffic and a 0.7 per cent increase in non-premium traffic. Premium traffic comparisons are starting to be against a weaker base, with the bankruptcy of Lehman Brothers occurring mid-way through September 2008.

Cargo, measured in Cargo Tonne Kilometres, fell by 2.6 per cent.

*Market conditions*

Market conditions remain unchanged with yields under pressure from the year on year impact of lower fuel surcharges, exchange movements and mix.

*Strategic Developments*

British Airways launched the first ever longhaul flight from London City airport, an exclusive, all-business service to New York on a 32-seater Airbus A318. Customers on the new service will be the first to be able to send emails, texts and use the internet on transatlantic flights via an in-flight mobile communications service. London City airport also saw the introduction of the first aircraft of BA Cityflyer's new fleet of Embraer efficiency jets.

More than 50 per cent of flights departed early as the airline recorded its best ever September punctuality performance. The month was also the most punctual since January 1994 with more than 87 per cent of flights departing early or on time.

British Airways scooped three top accolades at the Business Traveller Awards 2009 winning Best Airline, Best Shorthaul Carrier and Best Frequent Flyer Programme. This month it was also named Best Business Class airline by readers of Conde Nast Traveller magazine.

*October 5, 2009*

**BRITISH AIRWAYS SCHEDULED SERVICES**

	Month of September			Financial year to date April to September		
	2009	2008	Change (%)	2009	2008	Change (%)
<b>Passengers carried (000)</b>						
UK/Europe	1,822	1,876	-2.9	10,984	11,380	-3.5
Americas	684	662	+3.4	4,169	4,143	+0.6
Asia Pacific	135	164	-17.7	833	974	-14.5
Africa and Middle East	282	271	+3.9	1,753	1,716	+2.2
Total	2,923	2,973	-1.7	17,738	18,213	-2.6
<b>Revenue passenger km (m)</b>						
UK/Europe	1,937	1,976	-2.0	11,688	11,918	-1.9
Americas	4,655	4,466	+4.2	28,275	27,905	+1.3
Asia Pacific	1,410	1,678	-16.0	8,659	9,932	-12.8
Africa and Middle East	1,825	1,787	+2.1	11,371	11,214	+1.4
Total	9,826	9,906	-0.8	59,993	60,969	-1.6
<b>Available seat km (m)</b>						
UK/Europe	2,494	2,631	-5.2	15,279	15,925	-4.1
Americas	5,512	5,601	-1.6	33,722	34,422	-2.0
Asia Pacific	1,578	1,932	-18.3	10,222	11,829	-13.6
Africa and Middle East	2,502	2,389	+4.8	15,174	14,549	+4.3
Total	12,087	12,553	-3.7	74,397	76,726	-3.0
<b>Passenger load factor (%)</b>						
UK/Europe	77.7	75.1	+2.6pts	76.5	74.8	+1.7pts
Americas	84.4	79.7	+4.7pts	83.8	81.1	+2.7pts
Asia Pacific	89.3	86.8	+2.5pts	84.7	84.0	+0.7pts
Africa and Middle East	72.9	74.8	-1.9pts	74.9	77.1	-2.2pts
Total	81.3	78.9	+2.4pts	80.6	79.5	+1.1pts
<b>Revenue tonne km (RTK) (m)</b>						
Cargo tonne km (CTK)	381	391	-2.6	2,240	2,437	-8.1
Total RTK	1,363	1,378	-1.1	8,233	8,510	-3.3
Available tonne km (m)	1,795	1,876	-4.3	11,080	11,513	-3.8
Overall load factor (%)	75.9	73.5	+2.4pts	74.3	73.9	+0.4pts

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](http://www.bashareholders.com).