FIRST QUARTER RESULTS 1999-2000 (unaudited)

		Three months ended June 30			Year ended March 31
		1999 £m	*1998 £m*	Change	1999 £m
Turnover	£m	**2,222**	*2,278*	(2.5)%	8,876
Operating profit	£m	**94**	*173*	(45.7)%	442
Profit before tax	£m	**200**	*145*	37.9%	225
Retained profit for the period	£m	**188**	*131*	43.5%	15
Capital and reserves at period end	£m	**3,788**	*3,468*	9.2%	3,355
Earnings per share					
Basic	p	**17.5**	*12.6*	38.9%	19.5
Diluted	p	**16.8**	*11.9*	41.2%	19.2

GROUP PROFIT AND LOSS ACCOUNT (unaudited)

	Three months ended June 30			Year ended March 31
	1999 £m	*1998 £m*	Change	1999 £m
Traffic Revenue				
Scheduled passenger	**1,868**	*1,920*	(2.7)%	7,485
Scheduled cargo	**124**	*132*	(6.1)%	523
Non-scheduled services	**21**	*17*	23.5%	62
	2,013	*2,069*	(2.7)%	8,070
Other revenue	**209**	*209*		806
TOTAL TURNOVER	**2,222**	*2,278*	(2.5)%	8,876
Employee costs	**602**	*593*	1.5%	2,356
Depreciation	**154**	*149*	3.4%	619
Aircraft operating lease costs	**44**	*34*	29.4%	150
Fuel and oil costs	**173**	*180*	(3.9)%	705
Engineering and other aircraft costs	**175**	*157*	11.5%	644
Landing fees and en route charges	**183**	*179*	2.2%	736
Handling charges, catering and other operating costs	**313**	*328*	(4.6)%	1,278
Selling costs	**290**	*299*	(3.0)%	1,195
Accommodation, ground equipment costs and currency differences	**194**	*186*	4.3%	751
TOTAL OPERATING EXPENDITURE	**2,128**	*2,105*	1.1%	8,434
OPERATING PROFIT	**94**	*173*	(45.7)%	442
Share of operating profits in associates	**1**	*2*	(50.0)%	62
TOTAL OPERATING PROFIT INCLUDING ASSOCIATES	**95**	*175*	(45.7)%	504
Other income	**1**	*1*		27
Profit on sale of fixed assets and investments	**177**	*6*	nm	51
Interest				
Net payable	**(65)**	*(56)*	16.1%	(265)
Retranslation (charges) / credits on currency borrowings	**(8)**	*19*	nm	(92)
PROFIT BEFORE TAX	**200**	*145*	37.9%	225
Taxation	**(10)**	*(14)*	(28.6)%	(19)
PROFIT AFTER TAX	**190**	*131*	45.0%	206
Non equity minority interest	**(2)**		nm	
PROFIT FOR THE PERIOD	**188**	*131*	43.5%	206
Dividends paid and proposed				(191)
RETAINED PROFIT FOR THE PERIOD	**188**	*131*	43.5%	15

nm: not meaningful

OPERATING AND FINANCIAL STATISTICS (unaudited)

MAINLINE SCHEDULED SERVICES	Three months ended June 30 1999	1998	Change	Year ended March 31 1999
TRAFFIC AND CAPACITY				
RPK (m)	**29,779**	*29,317*	1.6%	118,310
ASK (m)	**42,382**	*41,357*	2.5%	167,265
Passenger load factor (%)	**70.3**	*70.9*	(0.6)pts	70.7
CTK (m)	**1,033**	*1,064*	(2.9)%	4,277
RTK (m)	**3,996**	*3,981*	0.4%	16,075
ATK (m)	**6,103**	*5,920*	3.1%	23,982
Overall load factor (%)	**65.5**	*67.2*	(1.7)pts	67.0
Passengers carried (000)	**9,435**	*9,457*	(0.2)%	37,090
Tonnes of cargo carried (000)	**204**	*210*	(2.9)%	855
FINANCIAL				
Passenger revenue per RPK (p)	**5.80**	*6.16*	(5.8)%	5.91
Cargo revenue per CTK (p)	**11.72**	*12.12*	(3.3)%	11.95
Average fuel price (US cents/US gallon)	**52.28**	*52.56*	(0.5)%	48.66

TOTAL GROUP OPERATIONS
(including Deutsche BA, Air Liberte and 'go')

	1999	1998	Change	Year ended March 31 1999
TRAFFIC AND CAPACITY				
RPK (m)	**32,032**	*31,135*	2.9%	125,951
ASK (m)	**45,813**	*44,030*	4.0%	178,820
RTK (m)	**4,215**	*4,157*	1.4%	16,831
ATK (m)	**6,437**	*6,174*	4.3%	25,114
Passengers carried (000)	**11,733**	*11,409*	2.8%	45,049
FINANCIAL				
Total traffic revenue per RTK (p)	**47.76**	*49.77*	(4.0)%	49.95
Total traffic revenue per ATK (p)	**31.27**	*33.51*	(6.7)%	32.13
Net operating expenditure per RTK (p)	**45.53**	*45.61*	(0.2)%	45.32
Net operating expenditure per ATK (p)	**29.81**	*30.71*	(2.9)%	30.37
OPERATIONS				
Average Manpower Equivalent (MPE)	**65,179**	*62,938*	3.6%	64,051
ATKs per MPE (000)	**98.8**	*98.1*	0.7%	392.1
Aircraft in service at period end	**337**	*340*	(3)	335

CHAIRMAN'S STATEMENT

Group Performance

Group profit before tax for the three months ended June 30, 1999 was £200 million. This included £177 million of profits on disposals, primarily from the sale of our remaining interest in Galileo International Inc. Operating profit was £94 million.

Operating profits continue to be adversely affected by reduced yields, as a result of the prevalence of low priced fares in the market. At 4.2%, operating margin was down 3.4 points compared with a year ago.

Turnover

Turnover for the three months -- at £2,222 million -- was down 2.5% on a flying programme 4.3% bigger in available tonnes kilometres (ATKs). Mainline passenger seat factor was down 6/10 of a point at 70.3%. Yields (pence per revenue passenger kilometre - RPK) were down 5.8% primarily because excess industry capacity continued to drive heavy discounting in the economy passenger market. Reduced demand in the premium cabin market, especially in Europe, also put pressure on yields.

In Cargo, both volumes and yields were down compared with last year; overall sales fell 6.1%.

Unit Costs

For the three month period, unit costs (pence per ATK) were 2.9% lower than a year ago, driven down by cost efficiency actions in the Business Efficiency Programme(BEP) and lower fuel prices (hedged). Costs in total rose 1.1%; employee costs increased 1.5%.

Non Operating Items

Profits on disposals of fixed assets and investments were £177 million in the quarter. This included £149 million on the disposal of our remaining shares in Galileo International Inc., the disposal of our in-flight catering facility at Gatwick to ALPHA Catering Services, the sale of our investment in the Sapphire Leasing Company and other aircraft disposals.

Net interest expense for the quarter was £65 million. Additionally, retranslation of foreign debt cost £8 million compared with a gain of £19 million last year.

Earnings Per Share

For the three month period, profits attributable to shareholders were £188 million, equivalent to earnings of 17.5 pence per share, compared with 12.6 pence last year.

Net Debt / Total Capital Ratio

Borrowings, net of cash and short term loans and deposits, amounted to £5,408 million at June 30, 1999 -- down £118 million since March 31. The reduction is due primarily to the issue of £195 million of Cumulative Preferred Securities in May and cash received from aircraft disposals (cash from the disposal of Galileo International Inc. was not received until July 1, 1999).

Net debt/total capital ratio improved to 59% at June 30 -- down from 62% at March 31, 1999.

Aircraft Fleet

The Group fleet increased during the quarter from 335 to 337 aircraft.

Additions to the mainline longhaul fleet included the final four Boeing 747-400s, three of which were delivered prior to March 31 but had not entered service, and three Boeing 777s. Further, one Boeing 777 had been delivered but had not entered service by June 30. The shorthaul fleet increased by two Boeing 757-200 aircraft.

Disposals in the mainline fleet comprised three Boeing 747-100 aircraft. In addition, three Boeing 737-200s have been taken out of service and one Boeing 737-300 has been returned to Deutsche BA.

In the subsidiaries, **go** increased its Boeing 737-300s fleet by two aircraft.

Alliance Development

A substantial package of customer benefits has been introduced with the **one**world alliance, including reciprocal reward and recognition programmes, common lounge access and global fares. Co-operation in a number of areas across the alliance continues following the successful launch of **one**world in February.

Our proposed acquisition for £75 million of one of our most successful franchise partners, CityFlyer Express, was recently approved by the British Trade and Industry Secretary, subject to an agreement on an hourly limit on take-off and landing slots at Gatwick. The deal continues the profitable development of our route network.

In July, Aer Lingus announced that British Airways and American Airlines are its preferred strategic alliance partners. We plan to code-share extensively with Aer Lingus and offer reciprocal benefits and rewards to frequent flyers.

Despite lack of approval from the US authorities, we remain committed to developing ties and co-operation with American Airlines in ways that do not require anti-trust immunity, both through the existing **one**world alliance and by continuing to broaden our bi-lateral ties.

Year 2000

We have announced that we will fly over the millennium period and will publish the schedule early in the Autumn. Safety is of paramount importance; British Airways will not operate any service if it is unsafe to do so.

In the Report and Accounts for the year ended March 31, 1999, we reported that our Readiness Programme to cope with the 'millennium bug' was well advanced. Since that Report, further progress has been made on testing IT systems and equipment; by June 30, 1999, over 95% of IT systems and equipment had passed the testing phase. Everything under the airline's direct control is expected to be ready by August 31, 1999. To ensure no new risks are introduced, restrictions on new systems development will be imposed during the period September 1, 1999 to January 31, 2000.

In July 1999 British Airways was given a 'blue' rating by independent assessors appointed by the Civil Aviation Authority on behalf of Action 2000 (the government body responsible for assessing the readiness of the UK infrastructure) and certified to be on track for 'business as usual' for the millennium. An assessment of 'blue' means that in the opinion of the assessor the critical systems program is complete, exposure to suppliers has been addressed and there is an adequate and ongoing supplier assurance programme in place, and there will be reasonable risk based continuity plans in place by January 1, 2000.

Outlook

Trading conditions in our major markets continue tough and volatile. Several operators have commented publicly on the weakness of the market on North Atlantic routes, the excess capacity and the consequent reductions in fares. The Far East has yet to show convincing long term recovery. The shorthaul business is being affected by subdued economic activity in Europe, the relative strength of sterling and the growth in the leisure markets by low cost carriers. Higher fuel prices add to the current difficulties, despite hedging.

The second quarter will be significantly affected by continuing excess capacity. The increased availability of seats close to departure makes forward booking data less reliable. It is difficult to forecast results for the year with certainty.

British Airways' response to the overcapacity and other structural changes in the industry has been ahead of most of its competitors. The modified fleet and network strategy already announced, full implementation of the £1 billion Business Efficiency Programme (BEP), further profit improvement initiatives and the delivery of new products to our customers will provide significant competitive advantage and improved returns in the medium term.

GROUP BALANCE SHEET (unaudited)

		June 30	March 31
	1999 £m	*1998 £m*	1999 £m
FIXED ASSETS			
Tangible assets	**10,035**	*8,944*	9,839
Investments	**392**	*383*	402
	10,427	*9,327*	10,241
CURRENT ASSETS			
Stocks	**91**	*82*	84
Debtors	**1,690**	*1,530*	1,336
Cash, short-term loans and deposits	**1,494**	*1,015*	1,163
	3,275	*2,627*	2,583
CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR	**(3,327)**	*(3,055)*	(3,081)
NET CURRENT LIABILITIES	**(52)**	*(428)*	(498)
TOTAL ASSETS LESS CURRENT LIABILITIES	**10,375**	*8,899*	9,743
CREDITORS: AMOUNTS FALLING DUE AFTER MORE THAN ONE YEAR			
Borrowings and other creditors	**(6,441)**	*(5,273)*	(6,230)
Convertible Capital Bonds 2005	**(113)**	*(126)*	(126)
	(6,554)	*(5,399)*	(6,356)
PROVISIONS FOR LIABILITIES AND CHARGES	**(33)**	*(32)*	(32)
	3,788	*3,468*	3,355
CAPITAL AND RESERVES			
Called up share capital	**270**	*263*	268
Reserves	**3,323**	*3,205*	3,087
	3,593	*3,468*	3,355
Non equity minority interest	**195**		
	3,788	*3,468*	3,355

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES (unaudited)

	Three months ended	June 30	Year ended March 31
	1999 £m	*1998 £m*	1999 £m
Profit for the period	**188**	*131*	206
Other recognised gains and losses relating to the period			
Exchange and other movements	**23**	*(11)*	(82)
Total recognised gains and losses	**211**	*120*	124

These summary financial statements were approved by the Directors on August 9, 1999.

GROUP CASH FLOW STATEMENT (unaudited)

	Three months ended June 30		Year ended March 31
	1999 £m	*1998 £m*	1999 £m
CASH INFLOW FROM OPERATING ACTIVITIES	**373**	*400*	1,241
DIVIDENDS RECEIVED FROM ASSOCIATES			11
RETURNS ON INVESTMENTS AND SERVICING OF FINANCE	**(67)**	*(41)*	(309)
TAXATION	**(8)**	*(12)*	(40)
CAPITAL EXPENDITURE AND FINANCIAL INVESTMENT	**(109)**	*26*	(118)
ACQUISITIONS AND DISPOSALS		*(1)*	(6)
EQUITY DIVIDENDS PAID	**(48)**		(113)
Cash inflow before management of liquid resources and financing	**141**	*372*	666
MANAGEMENT OF LIQUID RESOURCES	**(359)**	*(247)*	(363)
FINANCING	**191**	*(98)*	(235)
(Decrease)/increase in cash in the period	**(27)**	*27*	68

GROUP FINANCING REQUIREMENT			
Cash inflow before management of liquid resources and financing	**141**	*372*	666
Acquisitions under loans, finance leases and hire purchase arrangements	**(194)**	*(396)*	(1,470)
Total financing requirement for the period	**(53)**	*(24)*	(804)

Total tangible fixed asset expenditure, net of progress payment refunds	**439**	*392*	1,807

NOTES TO THE ACCOUNTS
For the period ended June 30, 1999

1 ACCOUNTING CONVENTION

The accounts have been prepared on the basis of the accounting policies set out in the Report and Accounts for the year ended March 31, 1999 in accordance with all applicable United Kingdom accounting standards and the Companies Act 1985 and are consistent with those applied in the previous year.
The presentation of the Group's share of the results of associates in the profit and loss account has been revised in accordance with FRS9 - Associates and Joint Ventures.
The diluted earnings per share figures have been recalculated following the revisions to the calculation in FRS14 - Earnings per Share.

	Three months ended June 30		Year ended March 31
	1999 £m	*1998 £m*	1999 £m
2 RECONCILIATION OF OPERATING PROFIT TO CASH INFLOW FROM OPERATING ACTIVITIES			
Group operating profit	**94**	*173*	442
Depreciation charges	**154**	*149*	619
Other items not involving the movement of cash	**7**	*(12)*	21
(Increase) / decrease in stocks and debtors	**(169)**	*(131)*	60
Increase in creditors	**287**	*221*	99
Cash inflow from operating activities	**373**	*400*	1,241
3 RECONCILIATION OF NET CASH FLOW TO MOVEMENT IN NET DEBT			
(Decrease)/increase in cash during the period	**(27)**	*27*	68
Cash outflow from decrease in debt and lease financing	**7**	*101*	300
Cash outflow from liquid resources	**359**	*247*	363
Change in net debt resulting from cash flows	**339**	*375*	731
New loans and finance leases taken out and hire purchase arrangements made	**(194)**	*(396)*	(1,470)
Conversion of Convertible Capital Bonds	**13**	*24*	24
Exchange movements	**(40)**	*21*	(208)
Movement in net debt during the period	**118**	*24*	(923)
Net debt at April 1	**(5,526)**	*(4,603)*	(4,603)
Net debt at period end	**(5,408)**	*(4,579)*	(5,526)
4 OTHER INCOME AND CHARGES			
Income from trade investments	**1**		4
Other		*1*	23
	1	*1*	27
Other income and charges represented by:			
Group	**1**	*1*	26
Associates			1
	1	*1*	27

NOTES TO THE ACCOUNTS (Continued)
For the period ended June 30, 1999

		Three months ended June 30	
		1999 £m	*1998 £m*
5	PROFIT ON SALE OF FIXED ASSETS AND INVESTMENTS		
	Net profit on sale of investment in Galileo International Inc.	**149**	
	Net profit on part disposal of investment in Equant		
	Net profit on disposal of other fixed assets and investments	**28**	*6*
		177	*6*
	Represented by:		
	Group	**177**	*6*
	Associates		
		177	*6*
6	INTEREST		
	Net payable:		
	Interest payable less amount capitalised	**85**	*76*
	Interest receivable	**(20)**	*(20)*
		65	*56*
	Retranslation charges / (credits) on currency borrowings	**8**	*(19)*
		73	*37*
	Net interest payable represented by:		
	Group	**73**	*36*
	Associates		*1*
		73	*37*

7 TAXATION

No tax is anticipated to arise on the profit on sale of investments in the period, primari availability of capital losses brought forward from prior periods.

8 EARNINGS PER SHARE

Basic earnings per share are calculated on a weighted average of 1,072,547,000 ordinary shares (June 1998: 1,041,131,000; March 1999: 1,054,543,000)as adjusted for shares held for the purposes of employee share ownership plans including the Long Term Incentive Plan. Diluted earnings per share are calculated on a weighted average of 1,128,555,000 ordinary shares (June 1998: 1,124,487,000; March 1999: 1,120,800,000) after allowing for the conversion rights attaching to the Convertible Capital Bonds and for adjustments to income to eliminate interest payable on the Convertible Capital Bonds.

The number of shares in issue at June 30, 1999 was 1,081,089,000 (June 30, 1998: 1,049,980,000; March 31, 1999: 1,073,167,000) ordinary shares of 25 pence each.

NOTES TO THE ACCOUNTS (Continued)
For the period ended June 30, 1999

		June 30		March 31
9	TANGIBLE ASSETS	**1999 £m**	*1998 £m*	1999 £m
	Fleet	**8,367**	*7,455*	8,207
	Property	**1,375**	*1,222*	1,331
	Equipment	**293**	*267*	301
		10,035	*8,944*	9,839
10	INVESTMENTS			
	Associated undertakings	**349**	*316*	323
	Trade investments	**32**	*67*	68
	Investment in own shares	**11**		11
		392	*383*	402
11	CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR			
	Loans	**207**	*31*	202
	Finance leases	**92**	*94*	91
	Hire purchase arrangements	**269**	*207*	264
		568	*332*	557
	Overdrafts - unsecured	**10**	*20*	11
	Corporate taxation	**25**	*67*	25
	Other creditors and accruals	**2,724**	*2,636*	2,488
		3,327	*3,055*	3,081
12	BORROWINGS AND OTHER CREDITORS FALLING DUE AFTER MORE THAN ONE YEAR			
	Loans	**996**	*992*	940
	Finance leases	**1,425**	*1,036*	1,244
	Hire purchase arrangements	**3,790**	*3,088*	3,811
		6,211	*5,116*	5,995
	Other creditors and accruals	**230**	*157*	235
		6,441	*5,273*	6,230
13	RESERVES			
	Balance at April 1	**3,087**	*3,061*	3,061
	Retained profit for the period	**188**	*131*	15
	Exchange and other adjustments	**23**	*(11)*	(82)
	Reduction in reserves resulting from shares issued to a Qualifying Employee Share Ownership Trust in relation to the 1993 Share Save Scheme	**(2)**		(21)
	Net movement on goodwill	**7**		
	Premium arising from issue of ordinary share capital	**20**	*24*	114
		3,323	*3,205*	3,087

NOTES TO THE ACCOUNTS (Continued)
For the period ended June 30, 1999

14 The figures for the three months ended June 30, 1999 and 1998 are unaudited and do not constitute full accounts within the meaning of Section 240 of the Companies Act 1985. The figures for the year ended March 31, 1999 have been extracted from the full accounts with certain minor presentational changes for that year, which have been delivered to the Registrar of Companies and on which the auditors have issued an unqualified audit report.

INDEPENDENT REVIEW REPORT TO BRITISH AIRWAYS Plc

Introduction
We have been instructed by the Company to review the financial information set out on page 2 and pages 7 to 12 and we have read the other information contained in the interim report and considered whether it contains any apparent misstatements or material inconsistencies with the financial information.

Directors' responsibilities
The interim report, including the financial information contained therein, is the responsibility of, and has been approved by the directors. The Listing Rules of the London Stock Exchange require that the accounting policies and presentation applied to the interim figures should be consistent with those applied in preparing the preceding annual accounts except where any changes, and the reasons for them, are disclosed.

Review work performed
We conducted our review in accordance with guidance contained in Bulletin 1999/4 issued by the Auditing Practices Board. A review consists principally of making enquiries of the Group's management and applying analytical procedures to the financial information and underlying financial data and based thereon, assessing whether the accounting policies and presentation have been consistently applied unless otherwise disclosed. A review excludes audit procedures such as tests of controls and verification of assets, liabilities and transactions. It is substantially less in scope than an audit performed in accordance with Auditing Standards and therefore provides a lower level of assurance than an audit. Accordingly we do not express an audit opinion on the financial information.

Review conclusion
On the basis of our review we are not aware of any material modifications that should be made to the financial information as presented for the three months ended June 30, 1999.

Ernst & Young
London

August 9, 1999

UNITED STATES GENERALLY ACCEPTED ACCOUNTING PRINCIPLES (US GAAP) INFORMATION

The accounts have been prepared in accordance with accounting principles accepted in the United Kingdom which differ in certain respects from those generally accepted in the United States. The significant differences are the same as those set out in the Report and Accounts for the year ended March 31, 1999.

The adjusted net income and shareholders' equity applying US GAAP are set out below:

	Three months ended June 30		Year ended March 31
	1999 £m	*1998 £m*	1999 £m
Profit for the period as reported in the Group profit and loss account	**188**	*131*	206
US GAAP adjustments	**(81)**	*(14)*	(91)
Net income as so adjusted to accord with US GAAP	**107**	*117*	115
Net income per Ordinary Share as so adjusted			
Basic	**10.0p**	*11.2p*	10.9p
Diluted	**9.7p**	*10.6p*	11.1p
Net income per American Depositary Share as so adjusted			
Basic	**100p**	*112p*	109.0p
Diluted	**97p**	*106p*	111.0p

	June 30		March 31
	1999 £m	*1998 £m*	1999 £m
Shareholders' equity as reported in the Group balance sheet	**3,788**	*3,468*	3,355
US GAAP adjustments	**(551)**	*(440)*	(198)
Shareholders' equity as so adjusted to accord with US GAAP	**3,237**	*3,028*	3,157

AIRCRAFT FLEET

Number in service with Group companies at June 30, 1999

MAINLINE (Note 1 & 6)	On balance sheet Aircraft	Operating leases off balance sheet Extendible	Other	Total (Note 2)	Future deliveries	Options
Concorde	7			**7**		
Boeing 747-100	5		1	**6**		
Boeing 747-200	13	3		**16**		
Boeing 747-400	57			**57**		
Boeing 777 (Note 7)	25			**25**	19	16
Boeing 767-300	28			**28**		
Boeing 757-200	47	3	3	**53**		
Airbus A319 (Note 5)					39	129
Airbus A320	10			**10**	20	
Boeing 737-200	7		11	**18**		
Boeing 737-300			7	**7**		
Boeing 737-400	22		12	**34**		
Turbo Props (Note 3)	2		17	**19**		
Sub total	223	6	51	**280**	78	145
DEUTSCHE BA, AIR LIBERTE and 'go'						
McDonnell Douglas DC-10-30			3	**3**		
McDonnell Douglas MD83	3		7	**10**		
Boeing 737-300			28	**28**	3	
Fokker 100	4	7		**11**		
Fokker F28	4			**4**		
Turbo Props (Note 4)			1	**1**		
Sub total	11	7	39	**57**	3	
GROUP TOTAL	**234**	**13**	**90**	**337**	**81**	**145**

Notes:
1 Includes those operated by British Airways Plc, British Airways (European Operations at Gatwick) Ltd and Brymon Airways Ltd.
2 Excludes 4 ATR 72s, 7 ATR 42s and 2 Embraer subleased to other carriers.
3 Includes 2 de Havilland Canada DHC-7-100s and 17 de Havilland Canada DHC-8s.
4 Excludes 1 ATR 72 and 1 ATR 42, stood down out of service.
5 Options include reserved delivery positions and, if taken, may be A319, A320 or A321.
6 Excludes 6 McDonnell Douglas DC-10-30s and 3 Boeing 737-200s stood down pending disposal or return to lessor.
7 Excludes 1 Boeing 777 delivered but not yet in service.