

FIRST QUARTER RESULTS 2006-2007 (unaudited)
OPERATING AND FINANCIAL STATISTICS (unaudited)

		Three months ended		Better/ (Worse)
		2006	June 30 2005	
		<i>Restated</i>		
Revenue	£m	2,317	2,059	12.5%
Operating profit	£m	211	176	19.9%
Profit before tax	£m	195	124	57.3%
Profit after tax	£m	154	90	71.1%
Net assets	£m	2,349	1,783	31.7%
Basic earnings per share	p	13.2	8.0	65.0%

		Three months ended		Better/ (Worse)
		2006	June 30 2005	
		<i>Restated</i>		

TOTAL GROUP OPERATIONS
TRAFFIC AND CAPACITY

RPK (m)		29,909	27,768	7.7%
ASK (m)		38,222	36,706	4.1%
Passenger load factor (%)		78.3	75.6	2.7pts
CTK (m)		1,233	1,185	4.1%
RTK (m)		4,212	3,949	6.7%
ATK (m)		5,933	5,722	3.7%
Overall load factor (%)		71.0	69.0	2.0pts
Passengers carried (000)		9,569	9,177	4.3%
Tonnes of cargo carried (000)		198	193	2.6%

FINANCIAL

Operating margin (%)		9.1	8.5	0.6pts
Passenger revenue per RPK (p)		6.71	6.33	6.0%
Passenger revenue per ASK (p)		5.25	4.79	9.6%
Cargo revenue per CTK (p)		13.30	12.41	7.2%
Total traffic revenue per RTK (p)		51.52	48.27	6.7%
Total traffic revenue per ATK (p)		36.58	33.31	9.8%
Total expenditure on operations per RTK (p)		50.00	47.68	(4.9)%
Total expenditure on operations per ATK (p)		35.50	32.91	(7.9)%
Average fuel price before hedging (US cents/US gallon)		213.50	161.81	(31.9)%

TOTAL AIRLINE OPERATIONS (Note 1)
OPERATIONS

Average Manpower Equivalent (MPE)		45,100	46,079	2.1%
ATKs per MPE (000)		131.6	124.2	5.9%
Aircraft in service at period end		284	287	(3)

Note 1: Excludes non airline activity companies, principally, Airmiles Travel Promotions Ltd, BA Holidays Ltd, BA Travel Shops Ltd and Speedbird Insurance Company Ltd.

Investor Relations - Waterside (HAA3), PO Box 365, Harmondsworth, Middlesex, UB7 0GB

Tel: +44 (0) 20 8738 6947

Fax: +44 (0) 20 8738 9602

SUMMARY

Group Performance

Group profit before tax for the three months to June 30 was £195 million - - £71 million better than last year.

Operating profit - - at £211 million - - was £35 million better than last year. The improvement reflects strong revenue as a result of record seat factors and better cabin mix. Revenue improvement has been partially offset by increased operating costs, in particular fuel up 44.2% and employee costs up 7%. The operating margin was 9.1%, 0.6 points better than last year.

Cash inflow from operating activities was £475 million for the quarter, with closing cash, cash equivalents and short term deposits at £2,776 million representing a £336 million increase versus March 31.

Turnover

For the three month period, Group turnover - - at £2,317 million - - was up 12.5%.

Passenger revenue, including fuel surcharges, was up 14.0% from last year, mainly as a result of record seat factors and better cabin mix. Seat factors were up 2.7 points at a record 78.3% on capacity 4.1% higher in ASKs. Passenger yield (pence per RPK), including fuel surcharges, improved by 6.0% compared with last year.

Cargo revenue, including fuel surcharges, was up 11.6% compared with last year, with yields up 7.2% and increased volumes of 4.1%. The flying programme was 3.7% larger in ATKs.

Overall load factors were up 2.0 points at 71.0%.

Costs

For the quarter, group unit costs (pence/ATK) increased by 7.9% on the same period last year. Capacity was 3.7% higher in ATKs.

Total expenditure on operations was up by 11.8%. Fuel costs increased by 44.2% due to increases in fuel price, lower hedging profits and the effect of the strengthening US Dollar against sterling. Employee costs increased by 7.0%, reflecting increased pension service costs, additional severance, and the effect of wage awards partially offset by manpower reductions.

Non Operating Items

Interest expense reduced by £20 million from last year to £39 million reflecting the impact of lower debt. Interest income at £30 million was £9 million higher than last year reflecting higher cash balances.

Retranslation of currency borrowings generated a credit of £6 million, (prior year: £9 million charge), due to the retranslation of dollar and yen debt.

Tax

The tax charge for the quarter was £41 million giving an effective rate of 21%. The tax rate has benefited from the recognition of an advance corporation tax asset of £18 million which was previously written off. UK corporation tax payments in the quarter totalled £27 million.

Earnings Per Share

The earnings attributable to shareholders for the three months was equivalent to 13.2 pence per share, compared with last year's earnings per share of 8.0 pence.

Net Debt / Total Capital Ratio

Borrowings, net of cash and short term loans and deposits, were £1,149 million at June 30 - - down £492 million since March. The net debt/total capital ratio reduced by 11.3 points from March 31 to 32.9%. The net debt/total capital ratio including operating leases was 44.3%, an 8.7 point reduction from March 31.

Pensions

The Company continues to make progress in its consultation with the trustees regarding its proposed changes to the New Airways Pension Scheme.

Cash Flow

During the quarter the Group generated a positive cash flow from operating activities of £475 million, £126 million higher than last year. Including current interest bearing deposits, the cash position at June 30, 2006 was £2.8 billion, an increase of £336 million compared with March 31, 2006.

Aircraft Fleet

During the quarter there were no changes in the Group's aircraft fleet.

Fit for 5

Preparations ahead of our move to Terminal 5 continue on track and we have made good progress towards a common set of working agreements with our trade unions. Five groups covering aircraft movements, equipment services, ground transport services, dispatchers and loaders have agreed changes that will deliver significant savings and efficiencies.

Outlook

Strong revenue is expected to continue, supported by significant promotional activity driving seat factors in all cabins. For the year to March 2007, total revenue is expected to improve by 6 - 7%, up from previous guidance of 5 - 6% due to the impact of record seat factors and better cabin mix. Capacity growth in the first half of the year is expected to be about 4% slowing in the second half of the year to achieve a full year increase of 2.5 - 3%.

Fuel costs for the year are now expected to be £550 - £600 million up on last year. Costs excluding fuel which were previously forecast flat, are now expected to be slightly higher this year as pension costs are driving employee costs up.

We continue to focus on our move to Terminal 5 in 2008, investing in products for our customers and driving a competitive cost base to make our company fit for growth.

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. Information on some factors which could result in material difference to the results is available in the Company's SEC filings, including, without limitation the Company's Report on Form 20-F for the year ended March 2006.

CONSOLIDATED INCOME STATEMENT (unaudited)

	Three months ended		Better/ (Worse)
	2006 £m	June 30 2005 £m	
		<i>Restated</i>	
Traffic Revenue*			
Passenger	2,006	1,759	14.0%
Cargo	164	147	11.6%
	2,170	1,906	13.9%
Other revenue	147	153	(3.9)%
REVENUE	2,317	2,059	12.5%
Employee costs	610	570	(7.0)%
Depreciation, amortisation and impairment	186	178	(4.5)%
Aircraft operating lease costs	23	25	8.0%
Fuel and oil costs	512	355	(44.2)%
Engineering and other aircraft costs	113	117	3.4%
Landing fees and en route charges	146	142	(2.8)%
Handling charges, catering and other operating costs	239	234	(2.1)%
Selling costs	106	108	1.9%
Currency differences	21	(5)	nm
Accommodation, ground equipment and IT costs	150	159	5.7%
TOTAL EXPENDITURE ON OPERATIONS	2,106	1,883	(11.8)%
OPERATING PROFIT	211	176	19.9%
Fuel derivative (losses)/gains**	(6)	1	nm
Finance costs	(39)	(59)	33.9%
Finance income	30	21	42.9%
Financing income and expense relating to pensions	(4)	(4)	
Retranslation credits/(charges) on currency borrowings	6	(9)	nm
Loss on sale of fixed assets and investments		(3)	nm
Share of losses in associates	(3)	(1)	nm
Income relating to fixed asset investments		2	nm
PROFIT BEFORE TAX	195	124	57.3%
Tax	(41)	(34)	(20.6)%
PROFIT AFTER TAX	154	90	71.1%
Attributable to:			
Equity holders of the parent	150	87	72.4%
Minority interest	4	3	33.3%
	154	90	71.1%
Earnings per share:			
Basic	13.2p	8.0p	65.0%
Fully diluted	13.1p	7.8p	67.9%

nm: Not meaningful

* Fuel surcharges of £98 million previously presented within 'other revenue' in the June 2005 income statement, have been reclassified and included within traffic revenue.

** Fuel derivative (losses)/gains reflect the ineffective portion of unrealised gains and losses on fuel derivative hedges required to be recognised through the income statement under IAS 39.

CONSOLIDATED BALANCE SHEET (unaudited)

	June 30 2006 £m	June 30 2005 £m <i>Restated</i>	March 31 2006 £m
NON-CURRENT ASSETS			
Property, plant and equipment			
<i>Fleet</i>	6,520	6,843	6,606
<i>Property</i>	949	985	974
<i>Equipment</i>	295	378	302
	7,764	8,206	7,882
Goodwill	72	72	72
Landing rights	116	121	115
Other intangible assets	43	55	46
	231	248	233
Investments in associates	120	120	131
Other investments	81	33	33
Employee benefit assets	133	137	137
Other financial assets	87	107	89
TOTAL NON-CURRENT ASSETS	8,416	8,851	8,505
NON-CURRENT ASSETS HELD FOR SALE	8	3	3
CURRENT ASSETS AND RECEIVABLES			
Expendable spares and other inventories	80	86	83
Trade receivables	625	738	685
Other current assets	509	567	458
Other current interest bearing deposits	1,856	903	1,533
Cash and cash equivalents	920	1,033	907
	2,776	1,936	2,440
TOTAL CURRENT ASSETS AND RECEIVABLES	3,990	3,327	3,666
TOTAL ASSETS	12,414	12,181	12,174
SHAREHOLDERS' EQUITY AND LIABILITIES			
SHAREHOLDERS' EQUITY			
Issued share capital	284	283	283
Share Premium	898	888	888
Investment in own shares		(24)	
Other reserves	955	424	690
TOTAL SHAREHOLDERS' EQUITY	2,137	1,571	1,861
MINORITY INTEREST	212	212	213
TOTAL EQUITY	2,349	1,783	2,074
NON-CURRENT LIABILITIES			
Interest bearing long-term borrowings	3,424	4,016	3,602
Employee benefit obligations	1,813	1,816	1,803
Provisions for deferred tax	909	906	896
Other provisions	138	114	135
Other long-term liabilities	223	208	232
TOTAL NON-CURRENT LIABILITIES	6,507	7,060	6,668
CURRENT LIABILITIES			
Current portion of long-term borrowings	501	447	479
Trade and other payables	2,893	2,795	2,822
Current tax payable	102	57	75
Short-term provisions	62	39	56
TOTAL CURRENT LIABILITIES	3,558	3,338	3,432
TOTAL EQUITY AND LIABILITIES	12,414	12,181	12,174

CONSOLIDATED CASHFLOW STATEMENT (unaudited)

	Three months ended		Better/ (Worse)
	2006 £m	June 30 2005 £m	
CASH FLOWS FROM OPERATING ACTIVITIES			
Operating profit	211	176	35
Depreciation, amortisation and impairment	186	178	8
Operating cash flow before working capital changes	397	354	43
Decrease/(increase) in inventories and other receivables	50	(66)	116
Increase in trade and other payables and provisions	92	111	(19)
Other non-cash movements	3	2	1
Cash generated from operations	542	401	141
Interest paid	(40)	(48)	8
Taxation	(27)	(4)	(23)
NET CASH FLOW FROM OPERATING ACTIVITIES	475	349	126
CASH FLOWS FROM INVESTING ACTIVITIES			
Purchase of property, plant and equipment	(65)	(40)	(25)
Purchase of intangible assets	(5)		(5)
Proceeds from partial disposal of associated companies	3		3
Proceeds from sale of property, plant and equipment	2	4	(2)
Interest received	18	18	
Dividends received	1	2	(1)
(Increase)/decrease in interest bearing deposits	(326)	233	(559)
NET CASH FLOW FROM INVESTING ACTIVITIES	(372)	217	(589)
CASH FLOWS FROM FINANCING ACTIVITIES			
Repayment of borrowings	(26)	(12)	(14)
Payment of finance lease liabilities	(68)	(69)	1
Exercise of share options	11	1	10
Distributions made to holders of perpetual securities	(4)	(3)	(1)
NET CASH FLOW FROM FINANCING ACTIVITIES	(87)	(83)	(4)
Net increase in cash and cash equivalents	16	483	(467)
Net foreign exchange difference	(3)	2	(5)
Cash and cash equivalents at April 1	907	548	359
CASH AND CASH EQUIVALENTS AT JUNE 30	920	1,033	(113)

These summary financial statements were approved by the Directors on August 3, 2006.

NOTES TO THE ACCOUNTS (unaudited)

For the period ended June 30, 2006

1 BASIS OF PREPARATION

The basis of preparation and accounting policies set out in the Report and Accounts for the year ended March 31, 2006 have been applied in the preparation of these summary financial statements. These are in accordance with the recognition and measurement criteria of International Financial Reporting Standards (IFRS)* issued by the International Accounting Standards Board (IASB) and with those of the Standing Interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) of the IASB. These interim financial statements have not been prepared in accordance with IAS 34 - 'Interim Reporting' as permitted under IFRS.

The comparative information presented for the quarter ended June 30, 2005 has been restated to reflect fuel surcharges of £98 million, previously presented within 'other revenue', reclassified and included within 'traffic revenue'.

In accordance with the Group's first full IFRS financial statements for the year ending March 31, 2006, certain presentational changes have been made to the comparative information for the quarter ending June 30, 2005. Provisions with a value of £23 million, previously shown within 'other provisions' have been re-presented in 'short-term provisions'. In addition, £96 million and £16 million of accruals have been reclassified from other long-term liabilities to other provisions and trade and other payables to short term provisions respectively. The presentation of the euro perpetual securities has been classified from other reserves to minority interests (£200 million) on the balance sheet and the distributions presented within minority interests in the income statement. As a result, earnings per share attributable to equity holders has been reduced by 0.3 and 0.1 pence per share on a basic and diluted basis respectively.

* For the purposes of these statements IFRS also include International Accounting Standards (IAS).

2 FINANCE COSTS / INCOME

	Three months ended	
	June 30	
	<u>2006 £m</u>	<u>2005 £m</u>
FINANCE COSTS		
Interest payable on bank and other loans and finance charges payable under finance leases and hire purchase contracts	40	59
Interest capitalised	(1)	
<u>Total finance costs</u>	<u>39</u>	<u>59</u>
FINANCE INCOME		
Bank interest receivable	30	21
<u>Total finance income</u>	<u>30</u>	<u>21</u>
FINANCING INCOME AND EXPENSE RELATING TO PENSIONS		
Financing income and expense relating to pensions	4	4
Amortisation of actuarial (gains)/losses on pensions		
<u>Total financing income and expense relating to pensions</u>	<u>4</u>	<u>4</u>
<u>Retranslation credits/(charges) on currency borrowings</u>	<u>6</u>	<u>(9)</u>

3 LOSS ON SALE OF FIXED ASSETS AND INVESTMENTS

	Three months ended	
	June 30	
	<u>2006 £m</u>	<u>2005 £m</u>
Net profit/(loss) on the disposal of property, plant and equipment	1	(3)
Net (loss) on disposal of investments	(1)	
		(3)

4 TAX

The tax charge for the quarter is £41 million, £54 million of which represents current tax payable in the UK and £(13) million represents deferred tax. The tax charge has benefited from the recognition of £18 million of Advance Corporation Tax that was previously written off.

NOTES TO THE ACCOUNTS (unaudited) (Continued)

For the period ended June 30, 2006

5 EARNINGS PER SHARE

Basic earnings per share for the quarter ended June 30, 2006 are calculated on a weighted average of 1,133,118,000 ordinary shares (June 2005: 1,080,074,000; March 2006: 1,116,178,000) as adjusted for shares held for the purposes of employee share ownership plans including the Long Term Incentive Plan. Diluted earnings per share for the quarter ended June 30, 2006 are calculated on a weighted average of 1,146,754,000 ordinary shares (June 2005: 1,128,239,000; March 2006: 1,138,545,000).

The number of shares in issue at June 30, 2006 was 1,135,849,000 (June 30, 2005: 1,130,882,000; March 31, 2006: 1,130,882,000) ordinary shares of 25 pence each.

6 RECONCILIATION OF MOVEMENT IN NET DEBT TO CHANGES IN CASH FLOWS

	Three months ended	
	June 30	
	2006 £m	2005 £m
Increase in cash and cash equivalents during the quarter	16	483
Net cash used in repayment of long-term borrowings	94	81
Increase/(decrease) in interest bearing deposits	326	(233)
Change in net debt resulting from cash flows	436	331
New finance leases taken out and hire purchase arrangements made	(1)	(2)
Conversion of Convertible Capital Bonds 2005		112
Exchange and other non cash movements	57	(46)
Movement in net debt during the quarter	492	395
Net debt at April 1	(1,641)	(2,922)
Net debt at quarter end	(1,149)	(2,527)

Net debt comprises the current and non-current portions of long-term borrowings, convertible long-term borrowings and overdrafts, less cash and cash equivalents plus interest-bearing short-term deposits.

7 ANALYSIS OF LONG-TERM BORROWINGS

	June 30	June 30	March 31
	2006 £m	2005 £m	2006 £m
Interest bearing long-term borrowings comprise:			
Loans	1,000	1,102	1,030
Finance Leases	1,360	1,488	1,418
Hire purchase arrangements	1,064	1,426	1,154
	3,424	4,016	3,602
Current portion of long-term borrowings comprise:			
Loans	83	62	86
Finance Leases	99	100	105
Hire purchase arrangements	319	285	288
	501	447	479

8 RESERVES

	June 30	June 30	March 31
	2006 £m	2005 £m	2006 £m
		<i>Restated</i>	
Balance at April 1	690	152	152
Transitional effects from the adoption of IAS 39 and IAS 32		183	183
Profit for the quarter	150	87	451
Exchange and other movements	115	2	(96)
	955	424	690

NOTES TO THE ACCOUNTS (unaudited) (Continued)

For the period ended June 30, 2006

9 EVENTS OCCURRING AFTER THE BALANCE SHEET DATE

On July 25, 2006, WNS (Holdings) Limited launched an Initial Public Offering on the New York Stock Exchange. The Group, which held 14.6% of the shares in WNS (Holdings) Limited, has sold 100% of its holding for estimated net proceeds of £52 million. The carrying value of the WNS investment, disclosed within "Other investments", has been uplifted at the balance sheet date from £4 million to £52 million.

10 COMPETITION INVESTIGATIONS

Investigations by competition authorities in the USA, Europe, Canada and New Zealand into alleged anti-competitive activity in relation to the cargo business, and in the UK and USA into alleged anti-competitive activity in relation to passenger transportation pricing, including longhaul fuel surcharges, are ongoing. As these investigations have not been completed, it is not possible to assess the outcome and, as a result, no provision has been made.

11 The figures for the quarter ended June 30, 2006 and 2005 are unaudited and do not constitute full accounts within the meaning of Section 240 of the Companies Act 1985. The financial statements for the year ended March 31, 2006 have been delivered to the Registrar of Companies and on which the auditors have issued an unqualified audit report did not contain a statement under Section 237 of the Companies Act 1985.

INDEPENDENT REVIEW REPORT TO BRITISH AIRWAYS Plc

Introduction

We have been instructed by the Company to review the financial information for the three months ended June 30, 2006, which comprises the Consolidated Income Statement, Consolidated Balance Sheet, Consolidated Cash Flow Statement and the related notes 1 to 11. We have read the other information contained in the First Quarter Results and considered whether it contains any apparent misstatements or material inconsistencies with the financial information.

This report is made solely to the Company in accordance with guidance contained in Bulletin 1999/4 'Review of Interim Financial Information' issued by the Auditing Practices Board. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Company, for our work, for this report, or for the conclusions we have formed.

Directors' responsibilities

The First Quarter Results, including the financial information contained therein, is the responsibility of, and has been approved by the directors. The directors are responsible for preparing the First Quarter Results in accordance with the Listing Rules of the Financial Services Authority which 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 'Review of interim financial information' issued by the Auditing Practices Board for use in the United Kingdom. A review consists principally of making enquiries of Group 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 International Standards on Auditing (UK and Ireland) 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, 2006.

Ernst & Young LLP
London

August 3, 2006

UNITED STATES GENERALLY ACCEPTED ACCOUNTING PRINCIPLES (US GAAP) INFORMATION
(unaudited and outwith the scope of the Independent Review)

The accounts have been prepared in accordance with the measurement and recognition requirements of International Financial Reporting Standards (IFRS) which differ in certain respects from those generally accepted in the United States. Comparative information for the quarter ended June 30, 2005 has been restated and reflects the changes described in Note 1 to the accounts above.

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

	Three months ended	
	June 30	
	<u>2006 £m</u>	<u>2005 £m</u>
		<i>Restated</i>
Profit for the quarter attributable to equity holders of the parent as reported in the Group income statement	150	87
US GAAP adjustments	<u>(50)</u>	<u>(59)</u>
Net income as so adjusted to accord with US GAAP	<u>100</u>	<u>28</u>
Net income per Ordinary Share as so adjusted		
Basic	8.8p	2.6p
Diluted	<u>8.7p</u>	<u>2.6p</u>
Net income per American Depositary Share as so adjusted		
Basic	88p	26p
Diluted	<u>87p</u>	<u>26p</u>

	<u>June 30</u>	<u>June 30</u>	<u>March 31</u>
	<u>2006 £m</u>	<u>2005 £m</u>	<u>2006 £m</u>
		<i>Restated</i>	
Shareholders' equity as reported in the Group balance sheet	2,137	1,571	1,861
US GAAP adjustments	<u>344</u>	<u>530</u>	<u>445</u>
Shareholders' equity as so adjusted to accord with US GAAP	<u>2,481</u>	<u>2,101</u>	<u>2,306</u>

AIRCRAFT FLEET
(unaudited and outwith the scope of the Independent Review)

Number in service with Group companies at June 30, 2006

	On Balance Sheet Aircraft	Off Balance Sheet Aircraft	Total June 2006	Changes Since March 2006	Future deliveries	Options (Note 5)
AIRLINE OPERATIONS (Note 1)						
Boeing 747-400	57		57			
Boeing 777	40	3	43			
Boeing 767-300	21		21			
Boeing 757-200	13		13			
Airbus A319 (Note 2)	21	12	33			32
Airbus A320	9	18	27		7	
Airbus A321	7		7		3	
Boeing 737-300		5	5			
Boeing 737-400	19		19			
Boeing 737-500		9	9			
Turboprops (Note 3)		8	8			
Embraer RJ145	16	12	28			
Avro RJ100 (Note 4)		10	10			
British Aerospace 146	4		4			
GROUP TOTAL	207	77	284		10	32

Notes:

- 1 Includes those operated by British Airways Plc and BA Connect.
- 2 Certain options include reserved delivery positions, and may be taken as any A320 family aircraft.
- 3 Comprises 8 de Havilland Canada DHC-8s. Excludes 5 British Aerospace ATPs stood down pending return to lessor and 12 Jetstream 41s sub-leased to Eastern Airways.
- 4 Excludes 6 Avro RJ100s sub-leased to Swiss International Air Lines.
- 5 Excludes secured delivery positions on 10 Boeing 777 aircraft.