

THIRD QUARTER RESULTS 1999-2000 (unaudited)

		Three months ended December 31			Nine months ended December 31		
		1999	<i>1998</i>	Change	1999	<i>1998</i>	Change
Turnover	£m	2,198	<i>2,130</i>	3.2%	6,833	<i>6,851</i>	(0.3)%
Operating (loss)/ profit	£m	(2)	<i>92</i>	(102.2)%	209	<i>527</i>	(60.3)%
(Loss) / profit before tax	£m	(60)	<i>(75)</i>	(20.0)%	180	<i>310</i>	(41.9)%
Retained(loss)/profit for the period	£m	(71)	<i>(68)</i>	4.4%	90	<i>225</i>	(60.0)%
Capital and reserves at period end	£m	3,652	<i>3,565</i>	2.4%	3,652	<i>3,565</i>	2.4%
Earnings per share							
<i>Basic</i>	p	(6.6)	<i>(6.6)</i>		13.7	<i>26.6</i>	(48.5)%
<i>Diluted</i>	p	n/a	<i>n/a</i>		13.6	<i>25.6</i>	(46.9)%

n/a: Not applicable

GROUP PROFIT AND LOSS ACCOUNT (unaudited)

	Three months ended December 31			Nine months ended December 31		
	1999 £m	1998 £m	Change	1999 £m	1998 £m	Change
Traffic Revenue						
<i>Scheduled passenger</i>	1,826	1,787	2.2%	5,705	5,798	(1.6)%
<i>Scheduled cargo</i>	153	140	9.3%	422	412	2.4%
<i>Non-scheduled services</i>	14	9	55.6%	63	48	31.3%
	1,993	1,936	2.9%	6,190	6,258	(1.1)%
<i>Other revenue</i>	205	194	5.7%	643	593	8.4%
TOTAL TURNOVER	2,198	2,130	3.2%	6,833	6,851	(0.3)%
<i>Employee costs</i>	605	520	16.3%	1,874	1,735	8.0%
<i>Depreciation</i>	162	160	1.3%	476	467	1.9%
<i>Aircraft operating lease costs</i>	50	39	28.2%	138	109	26.6%
<i>Fuel and oil costs</i>	219	171	28.1%	585	534	9.6%
<i>Engineering and other aircraft costs</i>	166	157	5.7%	520	492	5.7%
<i>Landing fees and en route charges</i>	162	182	(11.0)%	525	555	(5.4)%
<i>Handling charges, catering and other operating costs</i>	332	332		995	983	1.2%
<i>Selling costs</i>	284	291	(2.4)%	869	904	(3.9)%
<i>Accommodation, ground equipment costs and currency differences</i>	220	186	18.3%	642	545	17.8%
TOTAL OPERATING EXPENDITURE	2,200	2,038	7.9%	6,624	6,324	4.7%
OPERATING (LOSS)/PROFIT	(2)	92	(102.2)%	209	527	(60.3)%
Share of operating profits in associates	1	1		31	28	10.7%
TOTAL OPERATING (LOSS) / PROFIT INCLUDING ASSOCIATES	(1)	93	(101.1)%	240	555	(56.8)%
Other income and charges	(2)	1	nm	1	20	(95.0)%
Profit on sale of fixed assets and investments	60	9	nm	251	18	nm
Interest						
<i>Net payable</i>	(66)	(61)	8.2%	(194)	(185)	4.9%
<i>Retranslation charges on currency borrowings</i>	(51)	(117)	(56.4)%	(118)	(98)	20.4%
(LOSS)/PROFIT BEFORE TAX	(60)	(75)	(20.0)%	180	310	(41.9)%
Taxation	(8)	7	nm	(25)	(31)	(19.4)%
(LOSS)/PROFIT AFTER TAX	(68)	(68)		155	279	(44.4)%
Non equity minority interest*	(3)		nm	(8)		nm
(LOSS) / PROFIT FOR THE PERIOD	(71)	(68)	4.4%	147	279	(47.3)%
Dividends paid and proposed				(57)	(54)	5.6%
RETAINED (LOSS)/PROFIT FOR THE PERIOD	(71)	(68)	4.4%	90	225	(60.0)%

nm: Not meaningful

* Cumulative Preferred Securities

OPERATING AND FINANCIAL STATISTICS (unaudited)

MAINLINE SCHEDULED SERVICES	Three months ended December 31			Nine months ended December 31		
	1999	<i>1998</i>	Change	1999	<i>1998</i>	Change
<i>TRAFFIC AND CAPACITY</i>						
RPK (m)	27,841	28,252	(1.5)%	90,666	90,998	(0.4)%
ASK (m)	41,708	41,658	0.1%	127,644	126,687	0.8%
Passenger load factor(%)	66.8	67.8	(1.0)pts	71.0	71.8	(0.8)pts
CTK (m)	1,267	1,115	13.6%	3,418	3,256	5.0%
RTK (m)	4,043	3,937	2.7%	12,454	12,334	1.0%
ATK (m)	6,106	6,001	1.7%	18,518	18,143	2.1%
Overall load factor (%)	66.2	65.6	0.6pts	67.3	68.0	(0.7)pts
Passengers carried (000)	8,535	8,787	(2.9)%	28,265	28,752	(1.7)%
Tonnes of cargo carried (000)	248	226	9.7%	673	649	3.7%
<i>FINANCIAL</i>						
Passenger revenue per RPK (p)	6.06	5.87	3.2%	5.82	5.97	(2.5)%
Cargo revenue per CTK(p)	11.76	12.20	(3.6)%	12.05	12.35	(2.4)%
Average fuel price (US cents/US gallon)	78.67	50.04	57.2%	64.86	50.09	29.5%
TOTAL GROUP OPERATIONS (including Deutsche BA, Air Liberte, 'go' and CityFlyer)						
<i>TRAFFIC AND CAPACITY</i>						
RPK (m)	30,192	29,736	1.5%	98,097	96,414	1.7%
ASK (m)	45,347	44,454	2.0%	138,625	135,276	2.5%
RTK (m)	4,270	4,111	3.9%	13,174	12,898	2.1%
ATK (m)	6,460	6,277	2.9%	19,587	18,984	3.2%
Passengers carried (000)	11,084	10,747	3.1%	35,800	34,764	3.0%
<i>FINANCIAL</i>						
Total traffic revenue per RTK (p)	46.67	47.09	(0.9)%	46.99	48.52	(3.2)%
Total traffic revenue per ATK (p)	30.85	30.84	0.0%	31.60	32.96	(4.1)%
Net operating expenditure per RTK (p)	46.72	44.86	4.1%	45.40	44.43	2.2%
Net operating expenditure per ATK (p)	30.88	29.38	5.1%	30.54	30.19	1.2%
<i>OPERATIONS</i>						
Average Manpower Equivalent (MPE)	65,800	64,214	2.5%	65,529	63,753	2.8%
ATKs per MPE (000)	98.2	97.8	0.4%	298.9	297.8	0.4%
Aircraft in service at period end	356	339	17	356	339	17

CHAIRMAN'S STATEMENT

Group Performance

Group losses before tax for the three months ended December 31, 1999 were in line with market expectations at £60 million -- an improvement of £15 million on the same period last year. Profits on disposals were broadly offset by the retranslation of foreign debt. Operating losses were £2 million.

Operating results continued to be adversely affected by excess industry capacity, which produced a glut of low fares in the market. We countered this by increasing our mix of premium passengers and, within cabins, strengthening the mix of higher fares. Cost efficiencies continued despite higher spending on product and customer services; in line with current strategy, mainline passenger capacity was almost unchanged from a year ago.

For the nine months ended December 31, 1999 group profits before tax were £180 million. This included £251 million of profits on disposals, primarily from the sale of our remaining interest in Galileo International Inc. and the part disposal of our holding in Equant, but also included book losses of £118 million on the retranslation of foreign debt. Operating profits were £209 million.

Turnover

Turnover for the three months -- at £2,198 million -- was up 3.2% on a mainline flying programme 1.7% bigger in available tonnes kilometres (ATKs). Mainline passenger seat factor was down 1 point at 66.8%. Yields (pence per revenue passenger kilometre - RPK) were up 3.2% primarily due to a higher proportion of premium traffic. Premium traffic grew 6.8%; non premium traffic fell by 2.8%. This was the first quarterly yield improvement in seven quarters.

For the nine month period, turnover -- at £6,833 million -- was down 0.3% on a mainline flying programme 2.1% bigger in ATKs. Mainline passenger yields were down 2.5%, with passenger load factor down 8/10 of a point.

Cargo sales increased 9.3% in the quarter.

Unit Costs

Unit costs (pence per ATK) were 5.1% higher in the quarter year-over-year. This figure was inflated by further increases in fuel prices and the release last year of an employee profit share provision; excluding these effects the year over year increase was approximately 1 percent. Cost efficiencies from the 3 year Business Efficiency Programme have now exceeded the £1 billion target thanks to additional profit improvement actions in the current year.

For the nine month period, unit costs increased just 1.2%; total operating costs rose 4.7%.

Non Operating Items

Profits on disposals of fixed assets and investments were £60 million in the quarter, primarily from a further disposal of part of our shareholding in Equant. Year to date profits on disposal of fixed assets and investments were £251 million, including £149 million on the disposal of our remaining shares in Galileo International Inc.

Net interest expense was £66 million for the quarter and £194 million for the nine months to December 31, 1999. Additionally, retranslation of foreign debt, mainly yen, cost £51 million in the quarter, giving a cumulative book charge of £118 million for the year so far -- £20 million up on last year.

The yen debt, repayable between 2007 and 2011, will be repaid from operating cash generated in Japan, which provides a natural (and free) hedge against currency losses. In the meantime, accounting rules require that the yen debts are "marked to market" in the books.

Earnings Per Share

For the three month period, losses attributable to shareholders were £71 million, equivalent to losses of 6.6 pence per share.

For the nine months, profits attributable to shareholders were £147 million, equivalent to earnings of 13.7 pence per share.

Net Debt / Total Capital Ratio

Borrowings, net of cash and short term loans and deposits, amounted to £5,540 million at December 31, 1999 – up £14 million since March 31. The increase is due primarily to the revaluation of yen debt, partly offset by cash from the issue of euro 300 million of cumulative preferred securities in May.

Net debt/total capital ratio improved to 60% at December 31 -- down from 62% at March 31, 1999.

Aircraft Fleet

The fleet has increased during the quarter by sixteen aircraft, primarily reflecting the acquisition of CityFlyer Express.

In the mainline fleet the continuation of the revised fleet strategy saw the disposal of the final six Boeing 747-100s, one Boeing 747-200 and one Boeing 767-300. Four Boeing 737-200 aircraft were disposed of during the quarter and an additional Boeing 737-200 stood down. Additions to the mainline fleet included one Boeing 777 and four Airbus A319 aircraft, the latter joining BA Regional.

The inclusion of CityFlyer Express increased the subsidiary fleet by nineteen aircraft comprising seven Avro RJ100 regional jets, five ATR42s and seven ATR72s. These aircraft will complement the existing EuroGatwick operation and help reduce operating costs on some shorthaul routes.

Alliance Development

In December, 1999 we concluded an agreement that will enable us to take a 9% stake in Iberia Lineas Aereas de Espana SA as part of the Spanish airline's privatisation programme American Airlines will also acquire a 1% shareholding. The cost of our investment will be approximately £155 million depending on the value of shares when the public flotation occurs.

On January 26 we completed the purchase of an 18.3% shareholding in Comair, our franchise partner in South Africa. The £17 million investment marks a further cementing of the successful relationship between the two airlines.

Year 2000

No major problems were experienced by the Group anywhere.

Outlook

The UK economic outlook continues to be favourable. Premium traffic is recovering, which will contribute to yield improvement and help protect margins from the downward pressure on fares in the market. Importantly, we do not expect industry capacity growth in our principal markets to exceed demand growth by the summer. Also, further innovations and efficiency initiatives are planned in all areas of the business.

Last week we announced a comprehensive programme of product innovations in all cabins to set new standards of customer service on the ground and in the air. The implementation of our fleet strategy, which will reduce capacity by at least 12% in the next 3 years, is well underway and complements this product strategy.

Note:

Copies of the full Quarter 3 Results Report are available on the Internet at www.british-airways.com/investor.

GROUP BALANCE SHEET (unaudited)

	December 31		March 31
	1999 £m	1998 £m	1999 £m
FIXED ASSETS			
Intangible Assets	58		
Tangible assets	10,117	9,520	9,839
Investments	385	395	402
	10,560	9,915	10,241
CURRENT ASSETS			
Stocks	85	91	84
Debtors	1,436	1,405	1,336
Cash, short-term loans and deposits	1,546	810	1,163
	3,067	2,306	2,583
CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR			
	(3,229)	(2,718)	(3,081)
NET CURRENT LIABILITIES			
	(162)	(412)	(498)
TOTAL ASSETS LESS CURRENT LIABILITIES			
	10,398	9,503	9,743
CREDITORS: AMOUNTS FALLING DUE AFTER MORE THAN ONE YEAR			
Borrowings and other creditors	(6,600)	(5,781)	(6,230)
Convertible Capital Bonds 2005	(113)	(126)	(126)
	(6,713)	(5,907)	(6,356)
PROVISIONS FOR LIABILITIES AND CHARGES			
	(33)	(31)	(32)
	3,652	3,565	3,355
CAPITAL AND RESERVES			
Called up share capital	270	268	268
Reserves	3,198	3,297	3,087
	3,468	3,565	3,355
Non equity minority interest	184		
	3,652	3,565	3,355

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES (unaudited)

	Nine months ended		Year ended
	1999 £m	December 31 1998 £m	March 31 1999 £m
Profit for the period	147	279	206
Other recognised gains and losses relating to the period <i>Exchange and other movements</i>	(5)	(75)	(82)
Total recognised gains and losses	142	204	124

These summary financial statements were approved by the Directors on February 7, 2000.

GROUP CASH FLOW STATEMENT (unaudited)

	Nine months ended December 31		Year ended March 31
	1999 £m	<i>1998 £m</i>	1999 £m

CASH INFLOW FROM OPERATING ACTIVITIES	837	950	1,241
DIVIDENDS RECEIVED FROM ASSOCIATES	29	5	11
RETURNS ON INVESTMENTS AND SERVICING OF FINANCE	(193)	(177)	(309)
TAXATION	6	(42)	(40)
CAPITAL EXPENDITURE AND FINANCIAL INVESTMENT	(33)	(383)	(118)
ACQUISITIONS AND DISPOSALS	(70)	(3)	(6)
EQUITY DIVIDENDS PAID	(188)	(113)	(113)
Cash inflow before management of liquid resources and financing	388	237	666
MANAGEMENT OF LIQUID RESOURCES	(303)	(14)	(363)
FINANCING	(3)	(166)	(235)
Increase in cash in the period	82	57	68

GROUP FINANCING REQUIREMENT

Cash inflow before management of liquid resources and financing	388	237	666
Acquisitions under loans, finance leases and hire purchase arrangements	(394)	(790)	(1,470)
Total financing requirement for the period	(6)	(553)	(804)

Total tangible fixed asset expenditure, net of progress payment refunds	895	1,246	1,807
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NOTES TO THE ACCOUNTS (continued)
For the period ended December 31, 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.

	Nine months ended December 31		Year ended March 31
	1999 £m	1998 £m	1999 £m
2 RECONCILIATION OF OPERATING PROFIT TO CASH INFLOW FROM OPERATING ACTIVITIES			
Group operating profit	209	527	442
Depreciation charges	476	467	619
Other items not involving the movement of cash	34	14	21
(Increase)/decrease in stocks and debtors	(62)	(8)	60
Increase/(decrease) in creditors	180	(50)	99
Cash inflow from operating activities	837	950	1,241
3 RECONCILIATION OF NET CASH FLOW TO MOVEMENT IN NET DEBT			
Increase in cash during the period	82	57	68
Cash outflow from decrease in debt and lease financing	200	224	300
Cash outflow from liquid resources	303	14	363
Change in net debt resulting from cash flows	585	295	731
New loans and finance leases taken out and hire purchase arrangements made	(394)	(790)	(1,470)
Assumed from subsidiary undertakings acquired during the period	(42)		
Conversion of Convertible Capital Bonds	13	24	24
Exchange movements	(176)	(182)	(208)
Movement in net debt during the period	(14)	(653)	(923)
Net debt at April 1	(5,526)	(4,603)	(4,603)
Net debt at period end	(5,540)	(5,256)	(5,526)

	Three months ended December 31		Nine months ended December 31	
	1999 £m	1998 £m	1999 £m	1998 £m
4 OTHER INCOME AND CHARGES				
Income from trade investments		1	2	3
Other	(2)		(1)	17
	(2)	1	1	20
Other income and charges represented by:				
Group	(2)	1	1	20
Associates				
	(2)	1	1	20

NOTES TO THE ACCOUNTS (continued)
For the period ended December 31, 1999

	Three months ended December 31		Nine months ended December 31	
	1999 £m	1998 £m	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	58		58	
Net profit on disposal of other fixed assets and investments	2	<i>9</i>	44	<i>18</i>
	60	<i>9</i>	251	<i>18</i>
Represented by:				
Group	60	<i>9</i>	247	<i>18</i>
Associates			4	
	60	<i>9</i>	251	<i>18</i>
6 INTEREST				
Net payable:				
Interest payable less amount capitalised	90	<i>80</i>	261	<i>242</i>
Interest receivable	(24)	<i>(19)</i>	(67)	<i>(57)</i>
	66	<i>61</i>	194	<i>185</i>
Retranslation charges on currency borrowings	51	<i>117</i>	118	<i>98</i>
	117	<i>178</i>	312	<i>283</i>
Net interest payable represented by:				
Group	116	<i>178</i>	307	<i>278</i>
Associates	1		5	<i>5</i>
	117	<i>178</i>	312	<i>283</i>

7 TAXATION

No tax has arisen in the UK as a result of trading profits, and profit on sale of investments in the period being covered by tax losses. The tax charge for the period is attributable to tax on overseas investments.

8 DIVIDENDS PAID AND PROPOSED

The amount charged to the profit and loss account includes £1 million in relation to 1998-99 final dividends paid to Convertible Capital Bond holders(1997-98: £1 million), who converted their bonds in June 1999, in accordance with the terms of the bonds.

9 EARNINGS PER SHARE

Basic earnings per share are calculated on a weighted average of 1,072,572,000 ordinary shares (December 1998: 1,050,470,000)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 1,122,661,000 ordinary shares (December 1998: 1,149,443,000) 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 December 31, 1999 was 1,081,247,000 (December 31, 1998: 1,071,045,000; March 31, 1999: 1,073,167,000) ordinary shares of 25 pence each.

NOTES TO THE ACCOUNTS (Continued)

For the period ended December 31, 1999

	1999 £m	December 31 <i>1998 £m</i>	March 31 1999 £m
10 TANGIBLE ASSETS			
Fleet	8,325	7,924	8,207
Property	1,428	1,301	1,331
Equipment	364	295	301
	10,117	9,520	9,839
11 INVESTMENTS			
Associated undertakings	325	317	323
Trade investments	35	67	68
Investment in own shares	25	11	11
	385	395	402
12 CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR			
Loans	222	35	202
Finance leases	91	93	91
Hire Purchase Arrangements	278	235	264
	591	363	557
Overdrafts - unsecured	8	18	11
Corporate taxation	44		25
Other creditors and accruals	2,586	2,337	2,488
	3,229	2,718	3,081
13 BORROWINGS AND OTHER CREDITORS FALLING DUE AFTER MORE THAN ONE YEAR			
Loans	995	1,017	940
Finance leases	1,573	997	1,244
Hire purchase arrangements	3,806	3,545	3,811
	6,374	5,559	5,995
Corporate taxation		55	
Other creditors and accruals	226	167	235
	6,600	5,781	6,230
14 RESERVES			
Balance at April 1	3,087	3,061	3,061
Retained profit for the period	90	225	15
Exchange and other adjustments	(5)	(75)	(82)
Reduction in reserves resulting from shares issued to a Qualifying Employee Share Ownership Trust in relation to the 1993 Share Save Scheme	(2)	(18)	(21)
Net movement on goodwill	7		
Premium arising from issue of ordinary share capital	21	104	114
	3,198	3,297	3,087

15 The figures for the three months and nine months ended December 31, 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 6 to 10 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 in accordance with applicable UK law and Accounting Standards, 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 UK 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 UK 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 both the three months and nine months ended December 31, 1999.

Ernst & Young
London

February 7, 2000

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 December 31		Nine months ended December 31	
	1999 £m	1998 £m	1999 £m	1998 £m
(Loss) / profit for the period as reported in the Group profit and loss account	(71)	(68)	147	279
US GAAP adjustments	(28)	(31)	(95)	(73)
Net income as so adjusted to accord with US GAAP	(99)	(99)	52	206
Net income per Ordinary Share as so adjusted				
Basic	(9.3)p	(9.6)p	4.8p	19.6p
Diluted	n/a	n/a	n/a	n/a
Net income per American Depositary Share as so adjusted				
Basic	(93)p	(96)p	48p	196p
Diluted	n/a	n/a	n/a	n/a

	December 31		March 31
	1999 £m	1998 £m	1999 £m
Shareholders' equity as reported in the Group balance sheet	3,468	3,565	3,355
US GAAP adjustments	(529)	(475)	(198)
Shareholders' equity as so adjusted to accord with US GAAP	2,939	3,090	3,157

AIRCRAFT FLEET

Number in service with Group
companies at December 31, 1999

MAINLINE (Notes 1 & 6)	On balance sheet Aircraft	Operating leases off balance sheet		Total (Note 2)	Future deli- veries	Options
		Exten- dible	Other			
Concorde	7			7		
Boeing 747-100						
Boeing 747-200	12	3		15		
Boeing 747-400	57			57		
Boeing 777	29			29	16	16
Boeing 767-300	27			27		
Boeing 757-200	47	3	3	53		
Airbus A318					12	12
Airbus A319 (Note 5)			4	4	35	129
Airbus A320	10			10	20	
Boeing 737-200			14	14		
Boeing 737-300			8	8		
Boeing 737-400	22		12	34		
Turbo Props (Note 3)	2		17	19		
Embraer RJ145					7	14
Sub total	213	6	58	277	90	171
DEUTSCHE BA, AIR LIBERTE, 'go' and CITYFLYER						
McDonnell Douglas DC-10-30			3	3		
McDonnell Douglas MD83	3		7	10		
Boeing 737-300			30	30		
Fokker 100	4	7		11		
Fokker F28	4			4		
Avro RJ100		7		7	3	
Turbo Props (Note 4)	1	12	1	14		
Sub total	12	26	41	79	3	
GROUP TOTAL	225	32	99	356	93	171

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, 6 ATR 42s, 2 Embraer subleased to other carriers.
- 3 Includes 2 de Havilland Canada DHC-7-100s and 17 de Havilland Canada DHC-8s.
- 4 Excluding 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 3 McDonnell Douglas DC-10-30s, 1 Boeing 737-200 and 1 Boeing 767-300 stood down pending disposal or return to lessor.