BRITISH AIRWAYS

FIRST QUARTER RESULTS 2002-2003 (unaudited)

		Three months ended June 30 2002	Three months ended June 30 *2001*	Better/ (Worse)	Year ended March 31 2002
Turnover	£m	**2,052**	*2,297*	(10.7)%	8,340
Operating profit/(loss)	£m	**158**	*50*	216.0%	(110)
Operating margin	%	**7.7**	*2.2*	5.5pts	(1.3)
Profit/(loss) before tax	£m	**65**	*40*	62.5%	(200)
Retained profit/(loss) for the period	£m	**40**	*26*	53.8%	(142)
Capital and reserves at period end	£m	**2,227**	*2,359*	(5.6)%	2,207
Earnings/(loss) per share					
Basic:	p	**3.7**	*2.4*	54.2%	(13.2)
Diluted:	p	**3.7**	*2.4*	54.2%	(13.2)

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GROUP PROFIT AND LOSS ACCOUNT (unaudited)

	Three months ended	June 30	Better/	Year ended March 31
	2002 £m	*2001 £m*	(Worse)	2002 £m
Traffic Revenue				
Scheduled passenger	**1,762**	*1,947*	(9.5)%	7,036
Scheduled Cargo	**126**	*130*	(3.1)%	483
Non-scheduled services	**13**	*15*	(13.3)%	52
	1,901	*2,092*	(9.1)%	7,571
Other revenue	**151**	*205*	(26.3)%	769
TOTAL TURNOVER	**2,052**	*2,297*	(10.7)%	8,340
Employee costs	**527**	*612*	13.9%	2,329
Depreciation and amortisation	**166**	*186*	10.8%	770
Aircraft operating lease costs	**42**	*56*	25.0%	199
Fuel and oil costs	**214**	*283*	24.4%	1,028
Engineering and other aircraft costs	**140**	*161*	13.0%	673
Landing fees and en route charges	**156**	*168*	7.1%	615
Handling charges, catering and other operating costs	**243**	*303*	19.8%	1,110
Selling costs	**215**	*253*	15.0%	824
Accommodation, ground equipment costs and currency differences	**191**	*225*	15.1%	822
*Exceptional operating charge **				80
TOTAL OPERATING EXPENDITURE	**1,894**	*2,247*	15.7%	8,450
OPERATING PROFIT/(LOSS)	**158**	*50*	216.0%	(110)
Share of operating (losses)/profits in associates	**(3)**	*1*	nm	22
TOTAL OPERATING PROFIT/(LOSS) INCLUDING ASSOCIATES	**155**	*51*	203.9%	(88)
Other income		*1*	nm	21
Profit on sale of fixed assets and investments	**19**	*92*	(79.3)%	145
Interest				
Net payable	**(73)**	*(81)*	9.9%	(324)
Retranslation on currency borrowings	**(36)**	*(23)*	(56.5)%	46
PROFIT/(LOSS) BEFORE TAX	**65**	*40*	62.5%	(200)
Tax	**(22)**	*(11)*	(100.0)	71
PROFIT/(LOSS) AFTER TAX	**43**	*29*	48.3%	(129)
Equity minority interest				(1)
Non equity minority interest**	**(3)**	*(3)*		(12)
PROFIT/(LOSS) FOR THE PERIOD	**40**	*26*	53.8%	(142)
Dividends paid and proposed				
RETAINED PROFIT/(LOSS) FOR THE PERIOD	**40**	*26*	53.8%	(142)

nm: not meaningful
* Exceptional operating charge for restructuring costs relating to ‘Future Size and Shape’ programme
** Cumulative Preferred Securities

OPERATING AND FINANCIAL STATISTICS (unaudited)

	Three months ended June 30 2002	Three months ended June 30 2001	Increase/ (Decrease)	Year ended March 31 2002
TOTAL AIRLINE OPERATIONS (Note 1)				
TRAFFIC AND CAPACITY				
RPK (m)	**24,679**	*28,646*	(13.8)%	106,270
ASK (m)	**35,020**	*40,980*	(14.5)%	151,046
Passenger load factor (%)	**70.5**	*69.9*	0.6pts	70.4
CTK (m)	**1,047**	*1,093*	(4.2)%	4,033
RTK (m)	**3,505**	*3,915*	(10.5)%	14,632
ATK (m)	**5,366**	*6,124*	(12.4)%	22,848
Overall load factor (%)	**65.3**	*63.9*	1.4pts	64.0
Passengers carried (000)	**9,665**	*11,293*	(14.4)%	40,004
Tonnes of cargo carried (000)	**192**	*209*	(8.1)%	755
FINANCIAL				
Passenger revenue per RPK (p)	**7.19**	*6.85*	5.0%	6.67
Passenger revenue per ASK (p)	**5.07**	*4.79*	5.8%	4.69
Cargo revenue per CTK (p)	**12.03**	*11.89*	1.2%	11.98
Total traffic revenue per RTK (p)	**54.24**	*53.44*	1.5%	51.74
Total traffic revenue per ATK (p)	**35.43**	*34.16*	3.7%	33.14
Average fuel price before hedging (US cents/US gallon)	**76.77**	*89.23*	(14.0)%	81.29
OPERATIONS				
Average Manpower Equivalent (MPE)	**52,926**	*59,839*	(11.6)%	57,227
ATKs per MPE (000)	**101.4**	*102.3*	(0.9)%	399.3
Aircraft in service at period end	**351**	*374*	(23)	360
TOTAL GROUP OPERATIONS				
FINANCIAL				
Net operating expenditure per RTK (p)	**49.73**	*52.16*	(4.7)%	52.49
Net operating expenditure per ATK (p)	**32.48**	*33.34*	(2.6)%	33.62

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

CHAIRMAN'S STATEMENT

Group Performance

Group profit before tax for the three months to June 30 was £65 million; this compares with a profit of £40 million last year. Operating profit - - at £158 million - - was £108m better than last year. The operating margin was 7.7%, 5.5 points better than last year.

The improvement in operating profit reflects significant cost reductions due to the actions taken before and after September 11th and the increasing impact of the Future Size and Shape programme, which continues on track. Whilst passenger and cargo revenue fell due to the weak global economy and the effects of exchange, unprofitable capacity was reduced and efficiency actions continued in all cost areas.

Cash inflow before financing was £432 million for the quarter, with the closing cash balance of £1,401 million representing a £182 million increase versus March 31. Net debt fell by £428 million to £5,866 million.

Turnover

For the three month period, group turnover - - at £2,052 million - - was down 10.7% on a flying programme 12.4% smaller in ATKs. Passenger yields were up 5.0% per RPK; seat factor was up 0.6 points at 70.5% on capacity 14.5% lower in ASKs.

Cargo volumes for the quarter (CTKs) were down 4.2% compared with last year, with yields (revenue/CTK) up 1.2%.

Overall load factor was up 1.4 points at 65.3%.

Costs

For the quarter, unit costs (pence/ATK) improved 2.6% on the same period last year. This reflects the net cost reduction of 14.6% on capacity 12.4% lower in ATKs.

Significant reductions were achieved in all areas of operating cost, including manpower costs (down 13.9%), fuel costs (down 24.4%) primarily due to price and volume benefits, selling costs (down 15.0%) mainly due to sales reductions and changes in commission structure, and other operating costs (down 19.8%).

Non Operating Items

Net interest expense for the quarter was £109 million. This included a charge for the revaluation of yen debts (used to fund aircraft acquisitions) of £36 million.

Profit on disposals of fixed assets and investments for the quarter was £19 million, reflecting primarily the sale of property and aircraft. This compares with a profit on disposal last year of £92 million, mainly from the disposal of our investment in **go**.

Earnings Per Share

The profit attributable to shareholders for the three months was equivalent to 3.7 pence per share, compared with last year's profit per share of 2.4 pence.

Net Debt / Total Capital Ratio

During the quarter we generated a positive cashflow from operations of £392 million. After disposal proceeds, capital expenditure and interest payments on our existing debt, cash inflow was £432 million. This represents a £324 million improvement on last year, primarily due to the improvement in operating cashflow (£95 million) and disposal proceeds net of capital expenditure (£215 million).

Borrowings, net of cash and short term loans and deposits, were £5,866 million at June 30 - - down £428 million since the start of the year. The net debt/total capital ratio reduced by 1.8 points to 64.2%. At June 30 our committed undrawn facilities remained largely unchanged at US$800 million.

Aircraft Fleet

During the quarter the Group fleet in service reduced by 9 to 351 aircraft. Disposals included 1 Boeing 777-200, 2 Boeing 757-200, 2 Boeing 737-300 and 2 DHC-8 aircraft. In addition, 1 Boeing 777-200, 2 Boeing 757-200 and 1 Boeing 737-300 were stood down awaiting disposal. The reductions were partially offset by the deliveries of 2 new Airbus A320 aircraft.

Future Size and Shape

The rollout of the shorthaul initiatives announced as part of the Future Size and Shape (FSAS) programme continues. Low fares without Saturday night stay and advance purchase restrictions are now available on 108 routes in Europe. Since the introduction of the new business model on Domestic routes in April, seat factors have shown improvement.

The first phase of the distribution cost initiative was launched on June 30 with the announcement of a new commission structure for shorthaul sales.

On July 31, we announced changes to the winter schedule for 2002 which involve further route transfers from Gatwick to Heathrow, including the elimination of duplication across the two airports, and increased capacity to popular destinations. Moving from Gatwick to Heathrow are services to San Diego, Denver, Phoenix, Harare, Lusaka, St Petersburg, Tripoli, Sofia and Athens. The route switches together with the targeted capacity growth, which includes additional services to New York, reflect the FSAS network profitability strategy.

Forecast capital spend for the year remains on target at £450 million. FSAS disposal proceeds at June 30 were £352 million (including £218 million in 2001/02) and the remaining £148 million to achieve the £500 million target will be delivered by year end.

The group manpower reduction since August 2001 totals 9,177 including 1,397 relating to the disposal of World Network Services.

Alliance development

On July 11, we announced a commercial relationship (subject to EC regulatory approval) and a Heathrow slot exchange with SN Brussels Airlines, whereby the SNBA flight code will be placed on all British Airways services between Brussels and London from the start of the 2002/03 winter season.

On July 19, we unveiled plans to deepen our relationship with Iberia through the signing of a commercial agreement to work more closely across our complementary global networks. When fully developed and implemented, benefits of the new deal will include improved frequent flyer programmes, shared airport facilities to improve transfer services at Madrid, Barcelona and London, extension of code-sharing services, co-ordination of sales and marketing programmes and joint network planning.

We continue to strengthen links with other oneworld partners, including the expansion of our current codesharing arrangements with Finnair through the addition of destinations in South Africa, Canada and the United Kingdom

Outlook

The travel market continues to be subject to considerable global economic and political uncertainty and is expected to remain soft for the remainder of the year. As a result full year total group revenues are expected to be lower than last year and improvement in operating results will come principally through cost reductions.

We remain confident that the implementation of our Future Size and Shape programme will deliver the expected efficiencies over this and the next financial year.

Certain information included in this statement 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 ‘Future Size and Shape’ programme, 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 itemise 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 2002.

GROUP BALANCE SHEET (unaudited)

		June 30	March 31
	2002 £m	*2001 £m*	2002 £m
FIXED ASSETS			
Intangible assets	**145**	*134*	140
Tangible assets	**10,160**	*10,945*	10,474
Investments	**492**	*451*	489
	10,797	*11,530*	11,103
CURRENT ASSETS			
Stocks	**106**	*201*	109
Debtors	**1,203**	*1,409*	1,231
Cash, short-term loans and deposits	**1,401**	*934*	1,219
	2,710	*2,544*	2,559
CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR	**(3,102)**	*(3,450)*	(3,201)
NET CURRENT LIABILITIES	**(392)**	*(906)*	(642)
TOTAL ASSETS LESS CURRENT LIABILITIES	**10,405**	*10,624*	10,461
CREDITORS: AMOUNTS FALLING DUE AFTER MORE THAN ONE YEAR			
Borrowings and other creditors	**(6,903)**	*(6,970)*	(6,985)
Convertible Capital Bonds 2005	**(112)**	*(112)*	(112)
	(7,015)	*(7,082)*	(7,097)
PROVISIONS FOR DEFERRED TAX	**(1,048)**	*(1,113)*	(1,031)
PROVISIONS FOR LIABILITIES AND CHARGES	**(115)**	*(70)*	(126)
	2,227	*2,359*	2,207
CAPITAL AND RESERVES			
Called up share capital	**271**	*271*	271
Reserves	**1,755**	*1,904*	1,745
	2,026	*2,175*	2,016
Minority interest	**8**	*6*	9
Non equity minority interest	**193**	*178*	182
	2,227	*2,359*	2,207

STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES (unaudited)

	Three months ended	June 30	Year ended March 31
	2002 £m	*2001 £m*	2002 £m
Profit/(loss) for the period	**40**	*26*	(142)
Other recognised gains and losses relating to the period			
Exchange and other movements	**(30)**	*28*	17
Total recognised gains and losses	**10**	*54*	(125)

These summary financial statements were approved by the directors on August 1, 2002.

GROUP CASH FLOW STATEMENT (unaudited)

	Three months ended June 30		Year ended March 31
	2002 £m	*2001 £m*	2002 £m
CASH INFLOW FROM OPERATING ACTIVITIES	**392**	*297*	866
DIVIDENDS RECEIVED FROM ASSOCIATES	**10**	*7*	16
GOVERNMENT COMPENSATION RECEIVED			22
RETURNS ON INVESTMENTS AND SERVICING OF FINANCE	**(62)**	*(75)*	(327)
TAX	**(2)**		(1)
CAPITAL EXPENDITURE AND FINANCIAL INVESTMENT	**94**	*(111)*	94
ACQUISITIONS AND DISPOSALS		*(10)*	(19)
EQUITY DIVIDENDS PAID			(137)
Cash inflow before management of liquid resources and financing	**432**	*108*	514
MANAGEMENT OF LIQUID RESOURCES	**(199)**	*(1)*	(301)
FINANCING	**(249)**	*(111)*	(217)
Decrease in cash in the period	**(16)**	*(4)*	(4)

NOTES TO THE ACCOUNTS
For the period ended June 30, 2002

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, 2002 in accordance with all applicable United Kingdom accounting standards and the Companies Act 1985 and are consistent with those applied in the previous year. Due to the increasing incidence of the purchase of airport landing rights, these have been reclassified from tangible fixed assets to intangible fixed assets and the comparative figures restated accordingly.

	Three months ended June 30		Year ended March 31
	2002 £m	*2001 £m*	2002 £m
2 RECONCILIATION OF OPERATING PROFIT/(LOSS) TO CASH INFLOW FROM OPERATING ACTIVITIES			
Group operating profit/(loss)	**158**	*50*	(110)
Depreciation and amortisation	**166**	*186*	770
Decrease/(increase) in stocks and debtors	**24**	*(69)*	186
Increase/(decrease) in creditors	**55**	*123*	(25)
(Decrease)/increase in provisions for liabilities and charges	**(11)**	*7*	45
Cash inflow from operating activities	**392**	*297*	866
3 RECONCILIATION OF NET CASH FLOW TO MOVEMENT IN NET DEBT			
Decrease in cash during the period	**(16)**	*(4)*	(4)
Net cash outflow from decrease in debt and lease financing	**249**	*111*	217
Cash outflow from liquid resources	**199**	*1*	301
Change in net debt resulting from cash flows	**432**	*108*	514
New finance leases taken out and hire purchase arrangements made	**(73)**	*(203)*	(512)
Assumed from subsidiary undertakings acquired during the period		*(117)*	(117)
Conversion of Convertible Capital Bonds		*1*	1
Exchange movements	**69**	*(44)*	43
Movement in net debt during the period	**428**	*(255)*	(71)
Net debt at April 1	**(6,294)**	*(6,223)*	(6,223)
Net debt at period end	**(5,866)**	*(6,478)*	(6,294)

	Three months ended June 30		Year ended March 31
	2002 £m	*2001 £m*	2002 £m
4 OTHER INCOME			
Income from trade investments		*1*	1
Government compensation			22
Other			(2)
		1	21
Other income represented by:			
Group		*1*	21
		1	21

Prior year Government compensation relates to the closure of US and Israeli airspace following September 11th.

NOTES TO THE ACCOUNTS (Continued)
For the period ended June 30, 2002

	Three months ended June 30 **2002 £m**	Three months ended June 30 *2001 £m*	Year ended March 31 2002 £m
5 PROFIT/(LOSS) ON SALE OF FIXED ASSETS AND INVESTMENTS			
Net profit on disposal of **go**		*100*	98
Net profit on disposal shares in France Telecom (formerly shares held in Equant)			23
Net loss on disposal of Bedford Associates			(9)
Net profit/(loss) on the disposal of other fixed assets and investments	**19**	*(8)*	33
	19	*92*	145
Represented by:			
Group	**19**	*(92)*	142
Associates			3
	19	*(92)*	145
6 INTEREST			
Net payable:			
Interest payable less amount capitalised	**87**	*94*	374
Interest receivable	**(14)**	*(13)*	(50)
	73	*81*	324
Retranslation on currency borrowings	**36**	*23*	(46)
	109	*104*	278
Net interest payable represented by:			
Group	**109**	*104*	271
Associates			7
	109	*104*	278

7 TAX

The tax charge for the quarter is £22 million. This represents current tax of £5 million payable overseas on certain disposals in the quarter and £17 million by way of deferred taxes in the UK.
The deferred tax provision is included on balance sheet and amounts to £1,048 million at June 30, 2002 (June 30, 2001: £1,113 million ; March 31, 2002: £1,031 million) None of the deferred tax is expected to become payable in the foreseeable future.

8 EARNINGS/(LOSS) PER SHARE

Basic earnings/(loss) per share for the quarter ending June 30, 2002 are calculated on a weighted average of 1,076,114,000 ordinary shares (June 2001: 1,075,946,000; March 2002: 1,076,042,000)as adjusted for shares held for the purposes of employee share ownership plans including the Long Term Incentive Plan. Diluted earnings/(loss) per share for the quarter end June 30, 2002 are calculated on a weighted average of 1,076,114,000 ordinary shares (June 2001: 1,084,023,000; March 2002: 1,077,966,000).

The number of shares in issue at June 30, 2002 was 1,082,784,000 (June 30, 2001: 1,082,691,000; March 31, 2002: 1,082,757,000) ordinary shares of 25 pence each.

NOTES TO THE ACCOUNTS (Continued)
For the period ended June 30, 2002

		June 30		March 31
9	INTANGIBLE ASSETS	**2002 £m**	*2001 £m*	2002 £m
	Goodwill	**103**	*110*	105
	Landing rights	**42**	*24*	35
		145	*134*	140
10	TANGIBLE ASSETS			
	Fleet	**8,444**	*9,056*	8,672
	Property	**1,232**	*1,355*	1,300
	Equipment	**484**	*534*	502
		10,160	*10,945*	10,474
11	INVESTMENTS			
	Associated undertakings	**424**	*405*	425
	Trade investments	**43**	*21*	39
	Investment in own shares	**25**	*25*	25
		492	*451*	489
12	CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR			
	Loans	**64**	*50*	62
	Finance leases	**128**	*106*	208
	Hire purchase arrangements	**356**	*395*	409
		548	*551*	679
	Corporate tax	**32**	*34*	29
	Other creditors and accruals	**2,522**	*2,865*	2,493
		3,102	*3,450*	3,201
13	BORROWINGS AND OTHER CREDITORS FALLING DUE AFTER MORE THAN ONE YEAR			
	Loans	**1,342**	*988*	1,483
	Finance leases	**2,469**	*2,382*	2,404
	Hire purchase arrangements	**2,796**	*3,379*	2,835
		6,607	*6,749*	6,722
	Other creditors and accruals	**296**	*221*	263
		6,903	*6,970*	6,985
14	RESERVES			
	Balance at April 1	**1,745**	*2,944*	2,944
	Prior Year Adjustment relating to Deferred Tax		*(1,094)*	(1,094)
	Balance at April 1 as restated	**1,745**	*1,850*	1,850
	Retained profit/(loss) for the period	**40**	*26*	(142)
	Exchange and other movements	**(30)**	*28*	17
	Goodwill written back on disposal			20
		1,755	*1,904*	1,745

15 The figures for the three months ended June 30, 2002 and 2001 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, 2002 have been extracted from the full accounts 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 within the Group Profit and Loss Account, Group Balance Sheet, Group Cash Flow Statement and Notes to the Accounts 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 Financial Services Authority 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 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 United Kingdom 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, 2002.

Ernst & Young LLP
London

August 1, 2002

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, 2002.

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

	Three months ended		Year ended
		June 30	March 31
	2002 £m	*2001 £m*	2002 £m
Profit/(loss) for the period as reported in the Group profit and loss account	**40**	*26*	(142)
US GAAP adjustments	**96**	*16*	13
Net income/(loss) as so adjusted to accord with US GAAP	**136**	*42*	(129)
Net income/(loss) per Ordinary Share as so adjusted			
Basic	**12.6p**	*3.9p*	(12.0p)
Diluted	**12.3p**	*3.9p*	(12.0p)
Net income/(loss) per American Depositary Share as so adjusted			
Basic	**126p**	*39p*	(120)p
Diluted	**123p**	*39p*	(120)p

		June 30	March 31
	2002 £m	*2001 £m*	2002 £m
Shareholders' equity as reported in the Group balance sheet	**2,026**	*2,175*	2,016
US GAAP adjustments	**176**	*40*	55
Shareholders' equity as so adjusted to accord with US GAAP	**2,202**	*2,215*	2,071

AIRCRAFT FLEET

Number in service with Group companies at June 30,2002

	On balance sheet Aircraft	Operating Leases off balance sheet		Total June 2002	Changes Since March 2002	Future Deliveries	Options
		Extendible	Other				
AIRLINE OPERATIONS (Note 1 & 2)							
Concorde (Note 3)	7			**7**			
Boeing 747-400	56			**56**			
Boeing 777-200	43			**43**	**(2)**		
Boeing 767-300 (Note 4)	21			**21**			
Boeing 757-200	16	2	1	**19**	**(4)**		
Airbus A318						6	
Airbus A319(Note 5)	21	10	2	**33**		6	113
Airbus A320	12		3	**15**	**2**	15	
Airbus A321						4	
Boeing 737-300			24	**24**	**(3)**		
Boeing 737-400	20	5	6	**31**			
Boeing 737-500			10	**10**			
Turbo Props (Note 6)			42	**42**	**(2)**		
Embraer RJ145	15	5	9	**29**		1	17
Avro RJ100		16		**16**			
British Aerospace 146	5			**5**			
GROUP TOTAL	**216**	**38**	**97**	**351**	**(9)**	**32**	**130**

Notes:

1. Includes those operated by British Airways Plc, British Airways (European Operations at Gatwick) Ltd, CityFlyer Express, Deutsche BA and BA CitiExpress.
2. Excludes 3 Boeing 747-200s and 1 Boeing 777-200s, 3 Boeing 757-200s, 1 Boeing 737 - 300, stood down pending disposal or return to lessor, and 1 Boeing 747-400 sub-leased to Qantas.
3. 3 Concordes are currently stood down pending safety modifications.
4. Includes 4 Boeing 767 - 300s temporarily out of service.
5. Certain future deliveries and options include reserved delivery positions, and may be taken as any A320 family of aircraft.
6. Includes 12 Jetstream 41 aircraft, 13 British Aerospace ATP aircraft, 5 ATR72 aircraft and 12 de Havilland Canada DHC-8 aircraft.