SECTION 3 - BRITISH AIRWAYS FLEET

AIRCRAFT FLEET

	Number in service with Group companies at December 31, 2002					
	On balance sheet aircraft	Operating leases off balance sheet extendible	other	Total Dec 02	Future deliveries	Options
AIRLINE OPERATIONS *(Notes 1&2)*						
Concorde *(Note 3)*	7			7		
Boeing 747-400	56			**56**		
Boeing 777	43			**43**		
Boeing 767-300 *(Note 4)*	21			**21**		
Boeing 757-200	15		1	**16**		
Airbus A319 *(Note 5)*	21	10	2	**33**	3	99
Airbus A320	13	2	8	**23**	7	
Airbus A321					10	
Boeing 737-300			21	**21**		
Boeing 737-400	19	5	5	**29**		
Boeing 737-500			10	**10**		
Turbo Props *(Note 6)*			40	**40**		
Embraer RJ145	16	3	9	**28**		17
Avro RJ100		16		**16**		
British Aerospace 146	5			**5**		
Group Total	**216**	**36**	**96**	**348**	**20**	**116**

Notes:
1. *Includes those operated by British Airways Plc, CityFlyer Express, Deutsche BA and British Airways Citiexpress.*
2. *Excludes 3 Boeing 747-200s, 2 Boeing 737-300s and 1 Boeing 737-400 stood down pending disposal or return to lessor and*
   1 Boeing 747-400 sub-leased to Qantas.
3. *Includes 2 Concordes currently stood down pending safety modifications.*
4. *Includes 3 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 aircraft.*
6. *Includes 12 Jetstream 41 aircraft, 13 British Aerospace ATP aircraft, 5 ATR 72 aircraft and 10 de Havilland Canada DHC-8 aircraft.*

AIRCRAFT DELIVERY SCHEDULE - Mainline (firm orders)

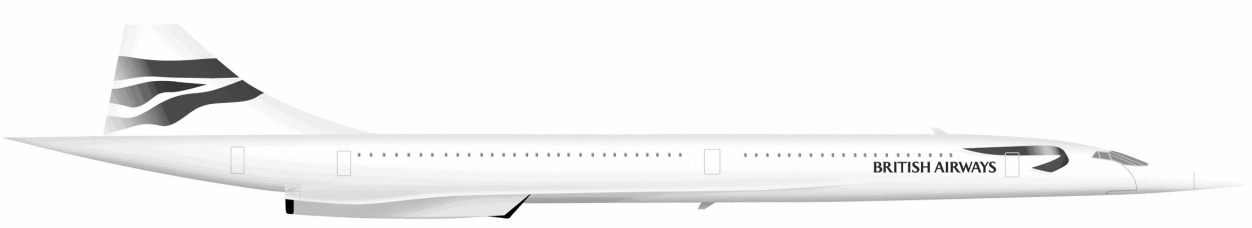
As at December 31st 2002

	Q4 2002/03	2003/04	2004/05	2005/06	2006/07	TOTAL
Airbus A319				2	1	**3**
Airbus A320	1	3		3		**7**
Airbus A321			6	4		**10**
TOTAL	**1**	**3**	**6**	**9**	**1**	**20**

MAINLINE FLEET PROFILES

The fleet profiles on the following pages give positions for mainline jet aircraft as at December 31 2002. Utilisation and age figures are averages for the financial year 2002-2003 (Jan – Mar 03 estimated). All details are given for a typical aircraft configuration, operating a typical flight. Range is given with maximum passenger load.

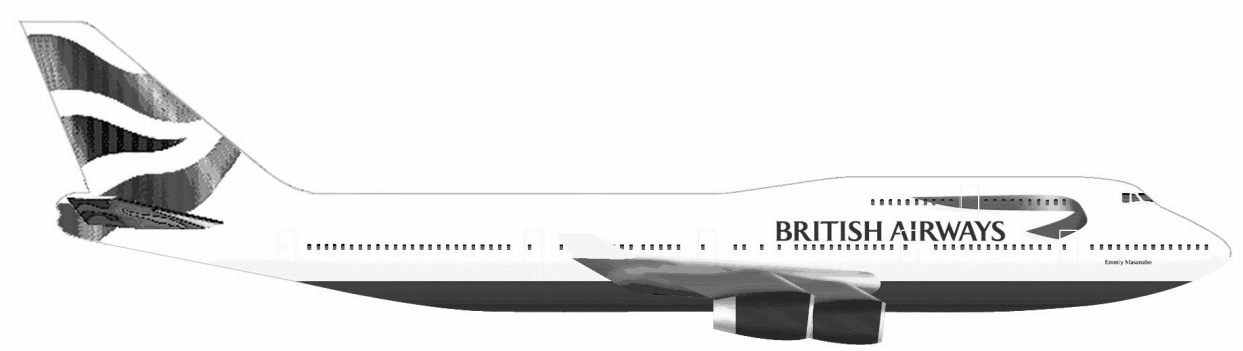
CONCORDE



Concorde, the flagship of the British Airways fleet, is the world's only supersonic passenger aircraft and does more supersonic flying in one year than all the world's airforces. British Airways is one of only two airlines operating the delta-wing jet. Concorde holds many world records, including the fastest crossing of the Atlantic from New York to London, in 2 hours 52 minutes and 59 seconds on February 7th 1996 with Captain Leslie Scott at the helm. She flies at up to 11 miles high (60,000 feet) at the edge of space, in the layers between the Stratosphere and the Ionosphere, where the curvature of the earth can be seen. The aluminium alloy fuselage of Concorde is designed to stretch during flight as she adapts to the heated airflow at Mach 2, her colour has to be white to radiate and reflect the heat. To give extra thrust, the engine reheat method is used which alights fuel in the jet pipe, giving her the nickname 'Rocket'.

Total in service:	7
Capacity:	100 passengers and 1,300 lbs (0.59 tonnes) of cargo
Seating:	100 x 2:2, @ 37 ins (94 cm) pitch
Range:	4,200 miles (6,720 kms)
Engines:	Four Rolls-Royce/SNECMA Olympus 593s, each producing 38,000 lbs (170 KN) thrust with reheat
Take-off speed:	250 mph (402 kph)
Cruising speed:	1,350 mph (2,160 kph/Mach 2), up to 60,000 ft
Landing speed:	187 mph (300 kph)
Autoland capability	Category 3 (DH, 15 ft; landing RVR, 200 m; take-off RVR, 150 m)
Length:	203 ft 9 ins (62.1 m)
Wingspan:	83 ft 8 ins (25.5 m)
Height:	37 ft 1 ins (11.3 m)
Fuselage width:	9 ft 6 ins (2.9 m)
Fuel capacity:	26,286 Imperial gallons (119,500 litres/95,600 kgs)
Fuel consumption:	5,638 Imperial gallons (25,629 litres/20,500 kgs) per hour
Maximum take-off weight:	408,000 lbs (185 tonnes)
Landing gear:	Eight main wheels (tyres 232 lbs sq in), two nose wheels (tyres 191 lbs/sq in)
Flight crew:	Two pilots, one flight engineer
Cabin crew:	Six
Utilisation:	1.6 hours/day average an aircraft
Introduced:	1976
Average age:	24.6 years
Routes:	London-New York (scheduled time 3 hrs 50 mins enables you to "arrive before you leave"). London-Barbados

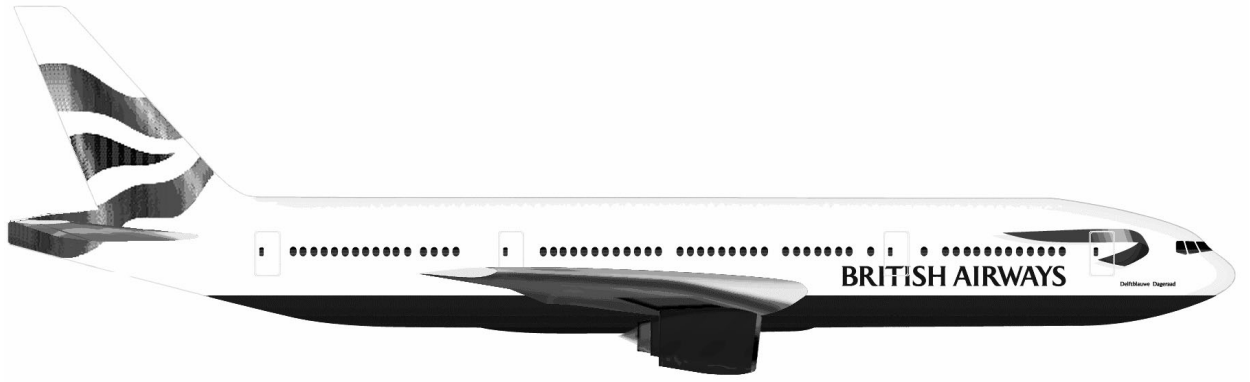
BOEING 747-400



Total in service:	56
Capacity:	Up to 351 passengers and 37,400 lbs (17.1 tonnes) of cargo
Seating:	*First Class* - 14 Private cabins. *Club World* - 38 x 2:4:2, @ 73 ins (185 cm) pitch (*Hi* - 70 x 2:4:2 @ 73 ins (185 cm) pitch) *World Traveller Plus* - 36 x 2:4:2, @ 38 ins (97cm) pitch (*Hi* - 30 x 2:4:2 @ 38 ins (97cm) pitch) *World Traveller* - 263 x 3:4:3, @ 31 ins (79cm) pitch (*Hi* - 177 x 3:4:3 @ 31 ins (79cm) pitch)
Range:	7,865 miles (12,584 kms) (Hi 8,075 miles (12,920 kms)
Engines:	Four Rolls-Royce RB211-524Hs, each producing 60,300 lbs (268 KN) thrust
Take-off speed:	207 mph (334 kph)
Cruising speed and height:	575 mph (927 kph/Mach 0.85), at 35,000 ft (10,668 m)
Landing speed:	183 mph (295 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 100 m; take-off RVR, 100 m)
Length:	231 ft 11 ins (70.7 m)
Wingspan:	213 ft (64.9 m)
Height:	63 ft 4 ins (19.3 m)
Fuselage width:	20 ft 11 ins (6.4 m)
Fuel capacity:	47,718 Imperial gallons (216,902 litres/173,520 kgs)
Fuel consumption:	2,813 Imperial gallons (12,788 litres/10,230 kgs) per hour
Maximum take-off weight:	870,000 lbs (394,620 tonnes)
Landing gear:	16 main wheels (tyres 205 lbs sq in), two nose wheels (tyres 180 lbs sq in)
Flight crew:	Two pilots *(On long sectors, one-two relief pilots are also carried)*
Cabin crew:	Up to 16 depending on sector length
Utilisation:	12.4 hours/day average an aircraft
Introduced:	1989
Average age:	8.6 years
Routes:	Longhaul, mainly to North and South America, South Africa, the Far East and Australasia

Note: For more information concerning the new product launches please refer to the Brand information in Section 2

BOEING 777-200A

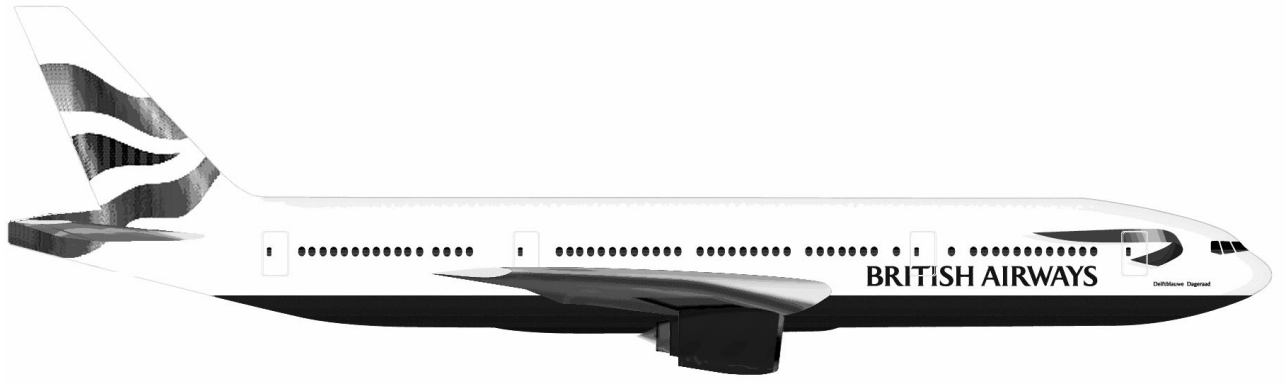


The first British Airways Boeing 777 entered service in October 1995, making it the first airline to take delivery of the GE90 powered version of this wide-bodied, twin-engined jet.

Total in service:	3
Capacity:	219 passengers and 22,050 lbs (10 tonnes) of cargo
Seating:	*First Class* - 17, Private cabins.
	Club World - 48 x 2:4:2, @ 73 ins (185 cm) pitch
	World Traveller Plus - 40 x 2:4:2, @ 38 ins (97cm) pitch
	World Traveller - 125 x 3:3:3, @ 31 ins (79cm) pitch
Range:	5281 miles (8499kms)
Engines:	Two General Electric GE90-76B each producing 76,400 lbs thrust
Take-off speed:	184 mph (296 kph)
Cruising speed and height:	554 mph (891 kph/Mach 0.83), at 35,000 ft (10,668 m)
Landing speed:	161 mph (259 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 75 m; take-off RVR, 75 m)
Length:	209 ft 1 ins (63.7 m)
Wingspan:	199 ft 2 ins (60.9 m)
Height:	60 ft 1 ins (18.4 m)
Fuselage width:	20 ft 4 ins (6.1m)
Fuel capacity:	25,515 Imperial gallons (115,991 litres)
Fuel consumption:	1,672 Imperial gallons (7,600 litres/6,080 kgs) per hour
Maximum take-off weight:	535,000 lbs (243 tonnes)
Landing gear:	12 main wheels, two nose wheels
Flight crew:	Two
Cabin crew:	13
Utilisation:	11.2 hours/day average an aircraft
Introduced:	1995
Average Age:	6.5 years
Routes:	Longhaul routes, Middle East and Gulf destinations

Note: For more information concerning the new product launches please refer to the Brand information in Section 2

BOEING 777-200IGW



Total in service:	24
Capacity:	267 passengers and 22,050 lbs (10 tonnes) of cargo
Seating:	*First Class* - 14, Private cabins.
	Club World - 56 x 2:3:2, @ 50 ins (100 cm) pitch
	World Traveller - 197 x 3:3:3, @ 32 ins (80 cm) pitch
New Seat Configuration as a result of new product launches *(See Note)*	*First Class* - 14 Private cabins.
	Club World - 48 x 2:4:2, @ 73 ins (185 cm) pitch
	World Traveller Plus - 40 x 2:4:2, @ 38 ins (97cm) pitch
	World Traveller - 125 x 3:3:3, @ 31 ins (79cm) pitch
Range:	6531 miles (10,448 kms)
	Dusk 6825 miles (10919 kms)
Engines:	Two General Electric GE90-85B each producing 84,700 lbs thrust
Take-off speed:	184 mph (296 kph)
Cruising speed and height:	554 mph (891 kph/Mach 0.83), at 35,000 ft (10,668 m)
Landing speed:	161 mph (259 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 75 m; take-off RVR, 75 m)
Length:	209 ft 1 ins (63.7 m)
Wingspan:	199 ft 11 ins (60.9 m)
Height:	60 ft 6 ins (18.4 m)
Fuselage width:	20 ft 4 ins (6.1m)
Fuel capacity:	37,229 Imperial gallons (168,090 litres)
Fuel consumption:	1,823 Imperial gallons (8,290 litres/6,630 kgs) per hour
Maximum take-off weight:	590,000 lbs (267.6 tonnes)
Landing gear:	12 main wheels, two nose wheels
Flight crew:	Two
Cabin crew:	13
Utilisation:	13.5 hours/day average an aircraft
Introduced:	1995
Average Age:	4.6 years
Routes:	Longhaul routes, principally North America, Caribbean and Gulf destinations

Note: For more information concerning the new product launches please refer to the Brand information in Section 2

BOEING 777-200ER

The first British Airways Boeing 777-200ER entered service in 1999, making it the first Rolls Royce powered version of this wide-bodied, twin-engine jet.

Total in service:	16
Capacity:	254 passengers and 22,050 lbs (10 tonnes) of cargo
Seating:	*First Class* - 13, Private cabins.
	Club World - 54 x 2:3:2, @ 50 ins (100 cm) pitch
	World Traveller - 187 x 3:3:3, @ 32 ins (80 cm) pitch
New Seat Configuration as a result of new product launches *(See Note)*	*First Class* - 14 Private cabins.
	Club World - 48 x 2:4:2, @ 73 ins (185 cm) pitch
	World Traveller Plus - 40 x 2:4:2, @ 38 ins (97cm) pitch
	World Traveller - 125 x 3:3:3, @ 31 ins (79cm) pitch
Range:	8662 miles (13859 kms)
	Dusk 8901miles (14242 kms)
Engines:	Two Rolls-Royce Trent 895 each producing 95,000 lbs thrust
Take-off speed:	184 mph (296 kph)
Cruising speed and height:	554 mph (891 kph/Mach 0.83), at 35,000 ft (10,668 m)
Landing speed:	161 mph (259 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 75 m; take-off RVR, 75 m)
Length:	209 ft 1 ins (63.7 m)
Wingspan:	199 ft 11 ins (60.9 m)
Height:	60 ft 6 ins (18.4 m)
Fuselage width:	20 ft 4 ins (6.1m)
Fuel capacity:	37,229 Imperial gallons (168,090 litres)
Fuel consumption:	1,823 Imperial gallons (8,290 litres/6,630 kgs) per hour
Maximum take-off weight:	656,000 lbs (297.6 tonnes)
Landing gear:	12 main wheels, two nose wheels
Flight crew:	Two pilots *(On long sectors, one-two relief pilots are also carried)*
Cabin crew:	up to 14 depending on sector length
Utilisation:	12.2 hours/day average an aircraft
Introduced:	2000
Average Age:	2.1 years
Routes:	Longhaul routes, principally North America and Asia

Note: For more information concerning the new product launches please refer to the Brand information in Section 2

BOEING 767-300

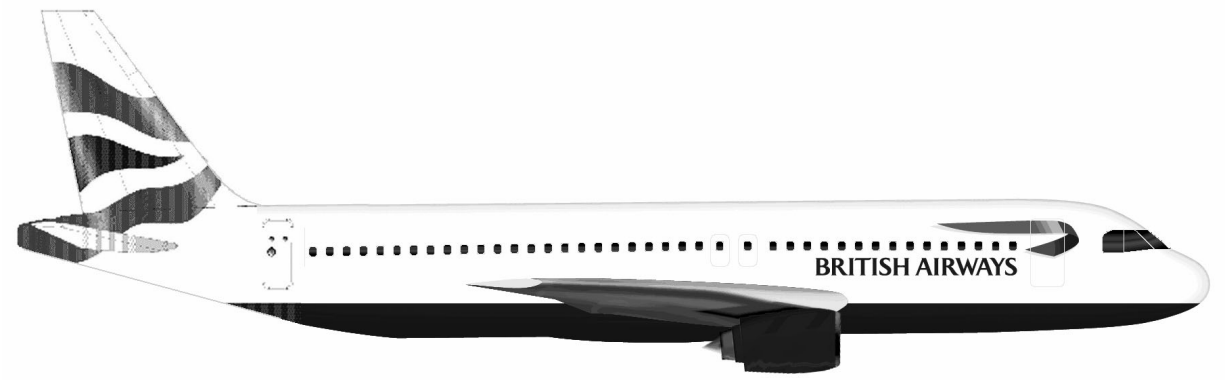
The Boeing 767-300s are operated in three configurations by the British Airways Group - depending on whether they are flown on mainline European, on intercontinental routes, or on intercontinental routes by British Airways Regional

Total in service:	21
Capacity:	*Shorthaul* - up to 252 passengers; 18,842 lbs (8.6 tonnes) of cargo
	Longhaul - up to 181 passengers, and 20,300 lbs (9.4 tonnes) of cargo
Seating:	*Shorthaul: Club Europe* - 132 max (0 min) x 2:2:2, @ 34 ins (86 cm) pitch
	Euro Traveller - 95 min (247 max) x 2:3:2, @ 32 ins (81 cm) pitch
	Longhaul: First Class - 8 in private cabins x 2:1:2, @ 62 ins (158 cm) pitch
	Club World - 36 x 2:2:2, @ 50 ins (102 cm) pitch
	World Traveller - 137 x 2:3:2, @ 32 ins (82 cm) pitch
	Longhaul Regional: Club World - 32 x 2:2:2 @ 43 ins (109 cm) pitch
	World Traveller - 183 x 2:3:2 @ 32 ins (86 cm) pitch
Range:	*Shorthaul* - 3,416 miles (5,467 km); *Longhaul/Regional* - 5,815 miles (9,304 km)
Engines:	Two Rolls-Royce RB211-524Hs, each producing 60,600 lbs (270 KN) thrust
Take-off speed:	192 mph (310 kph)
Cruising speed and height:	542 mph (873 kph/Mach 0.8), at 35,000 ft (10,668 m)
Landing speed:	178 mph (287 kph)
Autoland capability:	Category 3B (DH 0 ft; landing RVR, 75 m; take-off RVR, 75 m)
Length:	180 ft 3 ins (54.9 m)
Wingspan:	156 ft 1 ins (47.6 m)
Height:	52 ft (15.9 m)
Fuselage width:	16 ft 6 ins (5 m)
Fuel capacity:	20,112 Imperial gallons (91,380 litres/73,078 kgs)
Fuel consumption:	*Shorthaul* - 1,199 Imperial gallons (5,451 litres/4,360 kgs) per hour
	Longhaul/Regional - 1,279 Imperial gallons (5,813 litres/4,650 kgs) per hour
Maximum take-off weight:	*Shorthaul* - 348,330 lbs (158 tonnes)
	Longhaul/Regional - up to 400,000 lbs (up to 181.4 tonnes)
Landing gear:	Eight main wheels (tyres 175 lbs sq in), two nose wheels (tyres 150 lbs sq in)
Flight crew:	Two pilots
Cabin crew:	up to 9, depending on route and service type
Utilisation:	*Longhaul 11.6* hours/day average an aircraft
	Shorthaul 6.6 hours/day average an aircraft
Introduced:	1990
Average age:	10.7 years
Routes:	High density shorthaul services, such as Heathrow-Frankfurt, and lower density longhaul routes, such as the east coast United States.

BOEING 757-200

Total in service:	13
Capacity:	*Shorthaul* - up to 180 passengers; 11,345 lbs (5.2 tonnes) of cargo
Seating:	*Shorthaul: Club Europe* - 105 max (0 min) x 2:3, @ 34 ins (86 cm) pitch *Euro Traveller* - 54 min (180 max) x 3:3, @ 32 ins (81 cm) pitch;
Range:	3,401 miles (5,442 km)
Engines:	Two Rolls-Royce RB211-535E4s, each providing 40,100 lbs (178 KN) thrust
Take-off speed:	177 mph (285 kph)
Cruising speed and height:	561 mph (903 kph/Mach 0.8) at 37,000 ft (11,278 m)
Landing speed:	157 mph (252 kph)
Autoland capability:	Category 3B (DH 0 ft; landing RVR, 75 m; take-off RVR 125 m)
Length:	155 ft 3 ins (47.3 m)
Wingspan:	124 ft 10 ins (37.9 m)
Height:	45 ft 6 ins (13.6 m)
Fuselage width:	12 ft 4 ins (3.8 m)
Fuel capacity:	9,390 Imperial gallons (42,686 litres/34,136 kgs)
Fuel consumption:	923 Imperial gallons (4,194 litres/3,355 kgs) per hour
Maximum take-off weight:	250,000 lbs (113.4 tonnes)
Landing gear:	Eight main wheels, two nose wheels, tyres 175 lbs sq in on main wheels and 150 lbs sq in on nose wheels
Flight crew:	Two
Cabin crew:	Four to seven, depending on route and service type
Utilisation:	7.5 hours/day average an aircraft
Introduced:	1983
Average age:	8.8 years
Routes:	European and domestic medium density shorthaul scheduled services

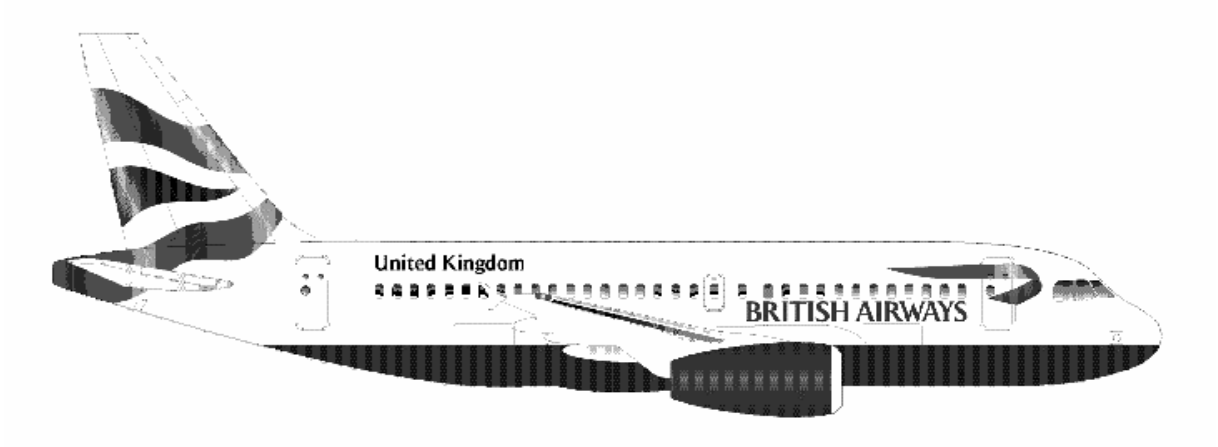
AIRBUS A320



There are three versions of the Airbus A320 in the British Airways fleet - the Series 100 (5 aircraft), 200 (5 aircraft) and 232 IAE (13 aircraft).

Total in service:	23
Capacity:	*Series 100* - up to 149 passengers; 0 lbs (0 tonnes) of cargo *Series 200* - up to 149 passengers; 1,650 lbs (0.75 tonnes) of cargo *Series 232* - up to 150 passengers; 2,975 lbs (1.35 tonnes) of cargo
Seating:	*Series 100/200 Club Europe* - 110 max (0 min) x 2:3, @ 34 ins (86 cm) pitch *Series 232 Club Europe* – 95 max (0 min) x 2:3, @ 34 ins (86 cm) pitch *Euro Traveller* - 16 min (149 max) x 3:3, @ 32 ins (81 cm) pitch; *Euro Traveller* - 35 min (150 max) x 3:3, @ 32 ins (81 cm) pitch;
Range:	*Series 100* - 1,093 miles (1,760 km); *Series 200* - 1,930 miles (3,108 km) *Series 232* – 2041 miles (3285km)
Engines:	*Series 100/200* Two General Electric/SNECMA CFM56-5A1s, each producing 25,000 lb (111 KN) thrust; *Series 232* Two IAE V2527-A5s, each producing 26,500lbs thrust.
Take-off speed:	160 mph (258 kph)
Cruising speed and height:	530 mph (853kph/Mach 0.78), at 35,000 ft (10,668 m)
Landing speed:	160 mph (258 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 75 m; take-off RVR, 75 m)
Length:	123 ft 3 ins (37.6 m)
Wingspan:	111 ft 10 ins (34.1 m)
Height:	38 ft 7 ins (11.8 m)
Fuselage width:	13 ft 1 ins (4 m)
Fuel capacity:	*Series 100* - 5,302 Imperial gallons (24,103 litres/19,275 kgs) *Series 200/232* - 5,252 Imperial gallons (23,876 litres, 19,100 kgs)
Fuel consumption:	*Series 100* - 653 Imperial gallons (2,970 litres/2,376 kgs) per hour *Series 200* - 659 Imperial gallons (2,995 litres/2,396 kgs) per hour *Series 232* - 612 Imperial gallons (2,780 litres/2,224 kgs) per hour
Maximum take-off weight:	*Series 100* - 149,919 lbs (68 tonnes); *Series 200/232* - 162,040 lbs (73.5 tonnes)
Landing gear:	Four main wheels (tyres 205 lbs sq in), two nose wheels (tyres 165 lbs sq in) *(NB: Tyre pressures are 210 lbs sq in on main wheels and 180 lbs sq in on nose wheels for Series 200/232)*
Flight crew:	Two
Cabin crew:	Six
Utilisation:	7.4 hours/day average an aircraft
Introduced:	1988
Average age:	*Series 100/200* - 13.6 years, *Series 232* - 0.4 years
Routes:	European and domestic

AIRBUS A319



British Airways introduced the Airbus A319 into the fleet in 1999.

Total in service:	33
Capacity:	up to 126 passengers; 3,086 lbs (1.4 tonnes) of cargo
Seating:	*Club Europe - 75 max x 2:3 @ 34 ins (86 cm) pitch* *Euro Traveller - 35 min (126 max) x 3:3 @ 32 ins (81 cm) pitch*
Range:	1162 miles (1859 kms)
Engines:	Two International Aero Engines IAE V2522-A5, each producing 22,000 lbs (96.5 KN) thrust
Take-off speed:	158 mph (254 kph)
Cruising speed and height:	530 mph (853 kph/Mach 0.78) at 35,000 ft (10,668 m)
Landing speed:	153 mph (246 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 125 m; take-off RVR, 125 m)
Length:	111 ft (33.8 m)
Wingspan:	111 ft 10 ins (34.1 m)
Height:	38 ft 7 ins (11.8 m)
Fuselage width:	12 ft 11ins (3.9 m)
Fuel capacity:	5,247 Imperial gallons (23,850 litres/19,078 kgs)
Fuel consumption:	573 Imperial gallons (2,605 litres/2,084 kgs) per hour
Maximum take-off weight:	141,095 lbs (64 tonnes)
Landing gear:	Four main wheels (tyres 180 lbs sq in), two nose wheels (tyres 175 lbs sq in)
Flight crew:	Two
Cabin crew:	Four or Five depending on the route and type of service
Utilisation:	8.1 hours/day average an aircraft
Introduced:	1999
Average age:	2.1 years
Routes:	European and domestic

BOEING 737-500

British Airways has three versions of the Boeing 737 in its fleet (Series 300, 400 and 500). Statistics below relate to the Series 500 type. Statistics relating to Series 300 and 400 variants are on other pages.

Total in service:	10
Capacity:	Up to 110 passengers, and 3,838 lbs (1.74 tonnes) of cargo
Seating:	*Club Europe* - 55 max (0 min x 3:2, @ 34 ins (86 cm) pitch
	Euro Traveller - 41 min (147 max) x 3:3, @ 32 ins (81 cm) pitch
Range:	1,310 miles (2096 kms)
Engines:	Two General Electric CFM56-3C1 each producing 18,500 lbs thrust
Take-off speed:	168 mph (270 kph)
Cruising speed and height:	506 mph (814 kph/Mach 0.74 at 33,000 ft (10,058 m)
Landing speed:	150 mph (241 kph)
Autoland capability:	Category 3A (DH, 0 ft; landing RVR 200m; take-off RVR, 150m)
Length:	101 ft 8 ins (31.0 m)
Wingspan:	94 ft 9.5 ins (28.9 m)
Height:	36 ft 5 ins (11.1m)
Fuselage width:	12 ft 6 ins (3.8 m)
Fuel capacity:	4422 Imperial gallons (20,102 litres/ 16,082 kg)
Fuel consumption:	596 Imperial gallons (2,168 kg/ 2,710 litres) per hour
Maximum take-off weight:	118,819 lbs (53,886 kg)
Landing gear:	Two nose wheels (tyres 185 lbs sq in), four main wheels (tyres 210 lbs sq in)
Flight crew:	Two
Cabin crew:	Three to five depending on route and type of service
Utilisation:	8.0 hours/day average an aircraft
Introduced:	April 2000
Average age:	11.5 years
Routes:	European and domestic

BOEING 737-400

British Airways has three versions of the Boeing 737 in its fleet (Series 300, 400 and 500). Statistics below relate to the Series 400 type. Statistics relating to Series 300 and 500 variants are on other pages.

Total in service:	27
Capacity:	Up to 147 passengers, and 3,838 lbs (1.74 tonnes) of cargo
Seating:	*Club Europe* - 102 max (0 min x 3:2, @ 34 ins (86 cm) pitch *Euro Traveller* - 17 min (147 max) x 3:3, @ 32 ins (81 cm) pitch
Range:	1,428 miles (2,285 km)
Engines:	Two General Electric/SNECMA CFM56-3C1s, each producing 23,500 lbs (105 KN) thrust
Take-off speed:	180 mph (291 kph)
Cruising speed and height:	507 mph (815 kph/Mach 0.74), at 33,000 ft (10,058 m)
Landing speed:	174 mph (280 kph)
Autoland capability:	Category 3A (DH, 50 ft; landing RVR, 200 m; take-off RVR, 125 m)
Length:	120 ft 0 ins (36.6m)
Wingspan:	94 ft 10 ins (28.9 m)
Height:	36 ft 5 ins (11.1 m)
Fuselage width:	12 ft 4 ins (3.8 m)
Fuel capacity:	4,422 Imperial gallons (20,102 litres/16,600 kgs)
Fuel consumption:	671 Imperial gallons (3,050 litres/2,440 kgs) per hour
Maximum take-off weight:	138,500 lbs (62.8 tonnes)
Landing gear:	Four main wheels (tyres 210 lbs sq in), two nose wheels (tyres 185 lbs sq in)
Flight crew:	Two
Cabin crew:	Three to seven depending on route and type of service
Utilisation:	7.4 hours/day average an aircraft
Introduced:	October 1991
Average age:	10.6 years
Routes:	European and domestic

BOEING 737-300

British Airways has three versions of the Boeing 737 in its fleet (Series 300, 400 and 500). Statistics below relate to the Series 300 type. Statistics relating to Series 400 and 500 variants are given on other pages.

Total in service:	5
Capacity:	Up to 126 passengers, and 3,838 lbs (1.74 tonnes) of cargo
Seating:	*Club Europe -40* max (0 min x 3:2, @ 34 ins (86 cm) pitch
	Euro Traveller - 77 min (147 max) x 3:3, @ 32 ins (81 cm) pitch
Range:	1,166 miles (1,865 km)
Engines:	Two General Electric/SNECMA CFM56-3C1s, each producing 22,000 lbs thrust
Take-off speed:	180 mph (291 kph)
Cruising speed and height:	507 mph (815 kph/Mach 0.74), at 33,000 ft (10,058 m)
Landing speed:	174 mph (280 kph)
Autoland capability:	Category 3A (DH, 50 ft; landing RVR, 200 m; take-off RVR, 125 m)
Length:	105 ft 7 ins (32.18m)
Wingspan:	94 ft 10 ins (28.9 m)
Height:	36 ft 5 ins (11.1 m)
Fuselage width:	12 ft 4 ins (3.8 m)
Fuel capacity:	4,580 Imperial gallons (20,800 litres/16,680 kgs)
Fuel consumption:	671 Imperial gallons (3,050 litres/2,440 kgs) per hour
Maximum take-off weight:	130,071 lbs (59.0 tonnes)
Landing gear:	Four main wheels (tyres 210 lbs sq in), two nose wheels (tyres 185 lbs sq in)
Flight crew:	Two
Cabin crew:	Three to six depending on route and type of service
Utilisation:	8.0 hours/day average an aircraft
Introduced:	1998
Average age:	13.4 years
Routes:	European and domestic

REGIONAL AIRCRAFT

ATR 72

Total in service:	5
Capacity:	Up to 66 passengers
Seating:	*Club Europe* – Max 34 (0 min) x 2:2 @ 32 ins (81 cm) *Euro traveller* – Min 32 (max 66) x 2:2 @ 30 ins (76cm)
Range:	520 miles (832 kms)
Engines:	Two Pratt + Whitney 124Bs, each producing 2400 shaft horse-power
Take-off speed:	130mph (209kph)
Cruising speed and height:	306mph (209kph) at 25,000 feet (7,620m)
Landing speed:	120mph (193kph)
Autoland capability:	No. Aircraft operates to Category 2 limits(DH, 100ft; landing RVR, 300m; take-off RVR, 150m)
Length:	89ft (27m)
Wingspan:	89ft (27m)
Height:	23ft (7m)
Fuselage width:	13ft (4.1m)
Fuel capacity:	1,481 Imperial gallons (6,730 litres, 5,000kg)
Fuel consumption:	210 Imperial gallons (942 litres, 700kg) per hour
Maximum take-off weight:	47,386lbs (21.5tonnes)
Landing gear:	Four main wheels (tyres 114 lbs sq in), two nose wheels (tyres 64 lbs sq in)
Flight crew:	Two
Cabin crew:	Two
Utilisation:	7.5 hours/day average an aircraft
Introduced:	1994
Average age:	7.1 years
Routes:	European and domestic

AVRO RJ100

Total in service:	16
Capacity:	Up to 110 passengers
Seating:	*Club Europe* - 60 max (0 min x 3:2, @ 34 ins (86 cm) pitch *Euro Traveller* - 37 min (110 max) x 3:3, @ 32 ins (81 cm) pitch
Range:	1,002 miles (1603 km)
Engines:	Four Honeywell Allied-Signal LF-507-1Fs, each producing 7,000 lbs (31.3 KN) thrust
Take-off speed:	159mph (257kph)
Cruising speed and height:	483mph (777kph/Mach 0.7), at 31,000ft
Landing speed:	148mph (238kph)
Autoland capability:	Category 3B (DH, 50ft; landing RVR, 150m; take-off RVR, 125m)
Length:	102ft (31m)
Wingspan:	86ft (26m)
Height:	28ft (6m)
Fuselage width:	12ft (2.8m)
Fuel capacity:	2,580 Imperial gallons (11,728 litres/9,362 kgs)
Fuel consumption:	714 Imperial gallons (3,245 litres/2.590 kgs) per hour
Maximum take-off weight:	98,998lbs (45tonnes)
Landing gear:	Four main wheels (tyres 165 lbs sq in), two nose wheels (tyres 125 lbs sq in)
Flight crew:	Two
Cabin crew:	Up to three
Utilisation:	6.7 hours/day average an aircraft
Introduced:	1997
Average age:	3.2 years
Routes:	European and Domestic

DASH 8 - 300

Total in service:	10
Capacity:	50
Seating:	2:2
Range:	1180 nautical miles
Engines:	Pratt & Whitney PW123 turbo-props
Take-off speed:	95 knots
Cruising speed and height:	270 knots
Landing speed:	105 knots
Autoland capability:	No
Length:	25.7m
Wingspan:	27.4m
Height:	7.7m
Fuselage width:	2.5m
Fuel capacity:	2600 kgs
Fuel consumption:	450 kgs / engine / hour
Maximum take-off weight:	19000 kgs
Flight crew:	2
Cabin crew:	2
Utilisation:	8 hours / day
Introduced:	1996
Average age:	6 years
Routes:	Domestic and European

ERJ 145

Total in service:	28
Capacity:	50
Seating:	1:2
Range:	1500 nautical miles
Engines:	Rolls Royce AE3007/A1
Take-off speed:	135 knots
Cruising speed and height:	450 knots
Landing speed:	130 knots
Autoland capability:	No
Length:	29.87m
Wing span:	20.04m
Height:	6.75m
Fuselage width:	2.1m
Fuel capacity:	4000 kgs
Fuel consumption:	559 kgs / engine /hour
Maximum take-off weight:	21000 kgs
Flight crew:	2
Cabin crew:	2
Utilisation:	7.5 hours / day
Introduced:	2000
Average age:	6 months
Routes:	European and Domestic

JETSTREAM J41

Total in service:	12
Capacity:	29
Seating:	1:2
Range:	625 Nautical miles
Engines:	Garrett TPE 331-14 GR/HR turboprops
Take-off speed:	110 Knots
Cruising speed and height:	280 knots
Landing speed:	105 Knots
Autoland capability:	No
Length:	19.33M
Wingspan:	18.42M
Height:	5.81M
Fuselage width:	M
Fuel capacity:	2,640 kgs
Fuel consumption:	226 Kgs / engine / hour
Maximum take-off weight:	10,886 kgs
Flight crew:	2
Cabin crew:	1
Introduced:	1992
Average age:	8 Years
Routes:	Domestic and European

Bae ATP

Total in service:	13
Capacity:	66/68
Seating:	2:2
Range:	600 Nautical miles
Engines:	Pratt and Whitney PW126 turboprops
Take-off speed:	105 Knots
Cruising speed and height:	250 knots
Landing speed:	110 Knots
Autoland capability:	No
Length:	26.3M
Wing span:	30.9M
Height:	7.2M
Fuselage width:	2.5M
Fuel capacity:	5,160 Kgs
Fuel consumption:	400 Kgs / engine /hour
Maximum take-off weight:	22,930 Kgs
Flight crew:	2
Cabin crew:	2
Introduced:	1988
Average age:	11 Years
Routes:	European and Domestic

Bae 146 200

Total in service:	3
Capacity:	95
Seating:	3:3
Range:	1100 Nautical miles
Engines:	Lycoming ALF 502
Take-off speed:	115 Knots
Cruising speed and height:	400 Knots
Landing speed:	120 Knots
Autoland capability:	No
Length:	28.53M
Wingspan:	26.39M
Height:	8.56M
Fuselage width:	3.28M
Fuel capacity:	9,300Kgs
Fuel consumption:	470Kgs / engine / hour
Maximum take-off weight:	40,750Kgs
Flight crew:	2
Cabin crew:	3
Introduced:	1995
Average age:	16 Years
Routes:	Domestic and European

Bae 146 300

Total in service:	1
Capacity:	111
Seating:	3:3
Range:	1100 Nautical miles
Engines:	Lycoming ALF 502
Take-off speed:	120 Knots
Cruising speed and height:	400 Knots
Landing speed:	125 Knots
Autoland capability:	No
Length:	31.0M
Wing span:	26.34M
Height:	8.59M
Fuselage width:	3.28M
Fuel capacity:	9,300Kgs
Fuel consumption:	480 Kgs / engine /hour
Maximum take-off weight:	42,750 Kgs
Flight crew:	2
Cabin crew:	3
Introduced:	2000
Average age:	12 Years
Routes:	European and Domestic

FLEET MAINTENANCE

British Airways places paramount importance on safety. Being "Safe and Secure" is the company's number one value. The following is a brief summary of the maintenance cycle for a typical longhaul aircraft in the fleet, eg: Boeing 747-400.

Transit check

When and who: Before each flight: two engineers.

What: Exterior check of aircraft and engines for damage and leakage, including specific checks on items such as brake and tyre wear

Daily check

When and who: Daily: four engineers

What: Transit check, plus checks on engine oil levels, tyre pressures, aircraft external lighting and cabin emergency equipment, engine health monitoring system and assessment of technical log entries.

Weekly check

When and who: Every 100 flying hours: four engineers

What: Transit and Daily check, plus checks on auxiliary power unit and component oil levels, engine component oil levels, cabin interior condition and windows

Monthly check

When and who: Every 400 flying hours: four engineers

What: Transit, Daily and Weekly check, plus operational checks in the cockpit. Sterilisation of the toilet system and lubrication of the undercarriage.

A check

When and who: Every 540 flying hours: six engineers

What: Transit, Daily, Weekly and Monthly check, plus internal and external operational checks. Lubrication of the undercarriage and Flaps. Auxiliary Power unit oil system maintenance.

Service Check 1

When and who: Every *three months*, carried out *at Heathrow or Gatwick* ***(during overnight stopovers at maintenance locations)****: 40 engineers per shift.*

What: All the above plus partial strip down of structure and engines for detailed inspections, replacement of worn components and soiled and damaged cabin equipment and furnishings. Servicing of undercarriage struts. *Aircraft batteries changed.* This takes around *four* shifts to complete.

Service Check 2

When and who: Every *six months* ***(2,120 flying hours)***: 4*0 engineers per shift.*

What: All the above plus detailed inspections of specific areas of structure over and above those mentioned, external wash of aircraft, system clarification function checks and intense cleaning of cabin water and waste systems. This takes around three shifts to complete. Detailed inspections of flying controls, structure and engines. Fluid levels drained and refilled in major mechanical components. Aircraft washed. Avionic systems integrated checks. Cabin conditions assessed and repaired in depth. This takes around five shifts to complete.

Inter Check 1

When and who: Every two years (***6,360 flying hours)***: 160 engineers

What: Detailed inspection and repair of aircraft structure, engines, components, systems and cabin, including operating mechanisms, flight controls and structural tolerances. Takes between seven and eight days.

Inter Check 2

When and who: Every *four years* ***(12,720 flying hours)***: 160 engineers

What: All the above, plus additional system function checks. Takes between eight and nine days.

Major check

When and who: *Eight years to the first Major, thereafter every five years* ***(24,000 flying hours, or every five years, if this is sooner)*** : 180 engineers

What: Most intensive inspection, taking between 20 and 25 days. Involves major structural inspections including attention to corrosion. Aircraft is virtually dismantled, repaired and rebuilt as required, with systems and parts tested and repaired or replaced as necessary. Corrosion prevention and control tasks carried out.