SECTION 3 – BRITISH AIRWAYS FLEET

AIRCRAFT FLEET

	Number in service with Group companies at December 31, 2005					
	On balance sheet aircraft	Operating leases off balance sheet extendible	other	Total Dec 05	Future deliveries	Options
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	10	2	**33**		32
Airbus A320 *(Note 3)*	9	2	16	**23**	7	
Airbus A321	7			**7**	3	
Boeing 737-300			5	**5**		
Boeing 737-400 *Note 4)*	19			**19**		
Boeing 737-500			9	**9**		
Turbo Props *(Note 5)*			8	**8**		
Embraer RJ145	16	3	9	**28**		
Avro RJ100 *(Note 6)*		15		**15**		
British Aerospace 146	4			**4**		
Group Total	**207**	**30**	**52**	**289**	**10**	**32**

Notes:
1. Includes those operated by British Airways Plc and British Airways CitiExpress Ltd.
2. Certain future deliveries and options include reserved delivery positions, and may be taken as any A320 family aircraft.
3. Includes 1 Airbus 320 returned to service from sub-lease to GB Airways.
4. Includes 1 Boeing 737-400 returned to service from sub-lease to Air One.
5. 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.
6. Excludes 1 Avro RJ100 sub-leased to Swiss.
7. Future deliveries have increased by 4 to 10 to replace 10 A320 aircraft due to leave the fleet from 2007.

AIRCRAFT DELIVERY SCHEDULE – Mainline (firm orders)

As at December 31st 2005

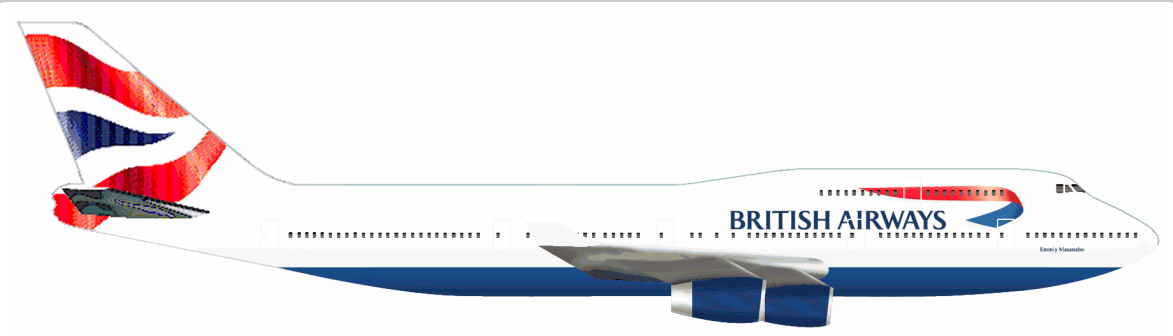
	2007/08	2008/09	**TOTAL**
Airbus A320	4	3	**7**
Airbus A321	3		**3**
	7	**3**	**10**

TOTAL

MAINLINE FLEET PROFILES

The fleet profiles on the following pages give positions for mainline jet aircraft as at December 31, 2005. Utilisation and age figures are averages for the last year. All details are given for a typical aircraft configuration, operating a typical flight. Range is given with maximum passenger load.

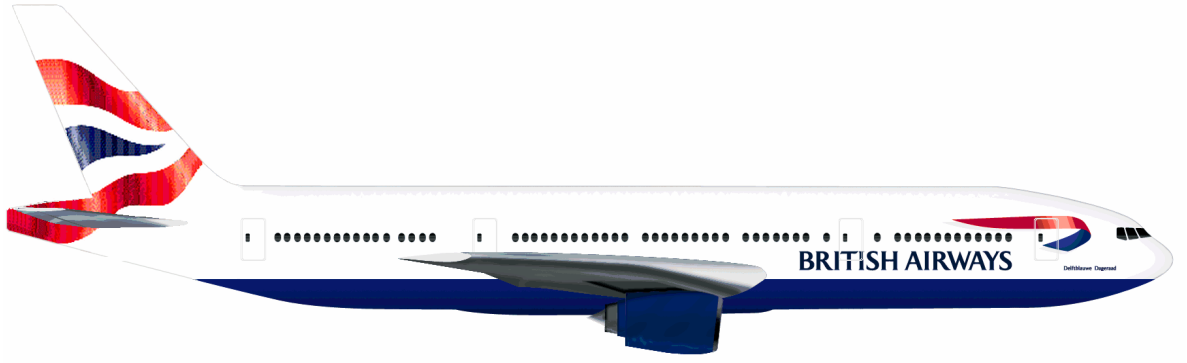
BOEING 747-400



British Airways operates one version of the Boeing 747: the Series 400.

Total in service:	57
Capacity:	Up to 351 passengers and 39,900 lbs (18.3 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:	7,600 miles (12,220 kms) (Hi 7,830 miles (12,590 kms)
Engines:	Four Rolls-Royce RB211-524Gs, each producing 58,000 lbs (25.8 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 (394.6 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:	13.3 hours/day average an aircraft
Introduced:	1989
Average age:	11.4 years
Routes:	Longhaul, mainly to North and South America, South Africa, the Far East and Australasia

BOEING 777-200A



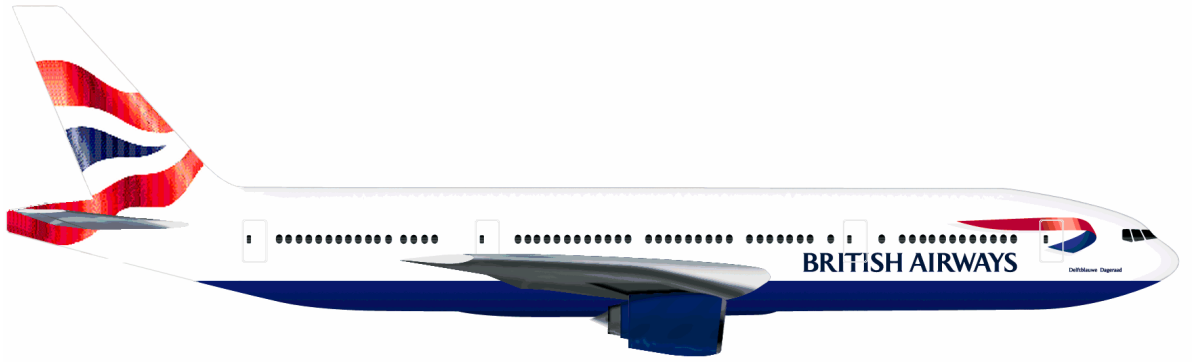
The first British Airways Boeing 777 entered service in October 1995, making it the first airline to take delivery of the GE90 powered version of this wide-bodied, twin-engined jet.

Total in service:	3
Capacity:	219 passengers and 44,750 lbs (20.3 tonnes) of cargo
Seating:	*First Class* - 17 Private cabins.
	Club World - 48 x 2:4:2, @ 73 ins (185 cm) pitch
	World Traveller Plus - 24 x 2:4:2, @ 38 ins (97cm) pitch
	World Traveller - 125 x 3:3:3, @ 31 ins (79cm) pitch
Range:	5,520 miles (8,890 kms)
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:	12.6 hours/day average an aircraft
Introduced:	1995
Average Age:	9.5 years
Routes:	Longhaul routes, Middle East and Gulf destinations

BOEING 777-200IGW

Total in service:	24
Capacity:	Up to 282 passengers and 40,800 lbs (18.5 tonnes) of cargo
Seating:	*First Class* - 14 or 0 Private cabins. *Club World* - 48 or 40 x 2:4:2, @ 73 ins (185 cm) pitch *World Traveller Plus* - 40 or 24 x 2:4:2, @ 38 ins (97cm) pitch *World Traveller* - 123 or 218 x 3:3:3, @ 31 ins (79cm) pitch
Range:	6,670 miles (10,740 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) or 606,272 lbs (275.0 tonnes)
Landing gear:	12 main wheels, two nose wheels
Flight crew:	Two
Cabin crew:	13
Utilisation:	12.7 hours/day average an aircraft
Introduced:	1995
Average Age:	7.6 years
Routes:	Longhaul routes, principally North America, Caribbean and Gulf destinations

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.

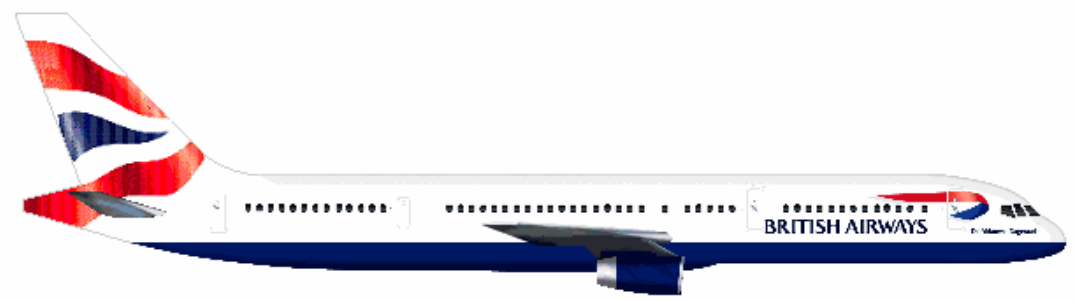
Total in service:	16
Capacity:	Up to 274 passengers and 40,800 lbs (18.5 tonnes) of cargo
Seating	*First Class* - 13 or 0 Private cabins. *Club World* - 48 or 36 x 2:4:2, @ 73 ins (185 cm) pitch *World Traveller Plus* - 32 or 24 x 2:4:2, @ 38 ins (97cm) pitch *World Traveller* - 124 or 214 x 3:3:3, @ 31 ins (79cm) pitch
Range:	8,170 miles (13,150 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 or two relief pilots are also carried)*
Cabin crew:	Up to 14 depending on sector length
Utilisation:	13.4 hours/day average an aircraft
Introduced:	2000
Average Age:	5.1 years
Routes:	Longhaul routes, principally North America and Asia

BOEING 767-300

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

Total in service:	21
Capacity:	*Shorthaul* - up to 252 passengers; 16,000 lbs (7.3 tonnes) of cargo *Longhaul* - up to 189 passengers, and 22,900 lbs (10.4 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: Club World* - 24 x 2:4:2, @ 73 ins (185 cm) pitch *World Traveller Plus* - 24 x 2:4:2, @ 38 ins (97cm) pitch *World Traveller* - 141 x 3:4:3, @ 31 ins (79cm) pitch
Range:	*Shorthaul* - 3,416 miles (5,467 km); *Longhaul*- 5,640 miles (9,070 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* 10.4 hours/day average an aircraft *Shorthaul* 8.2 hours/day average an aircraft
Introduced:	1990
Average age:	12.7 years
Routes:	High density shorthaul services, such as Heathrow-Moscow, and lower density longhaul routes, such as the east coast United States.

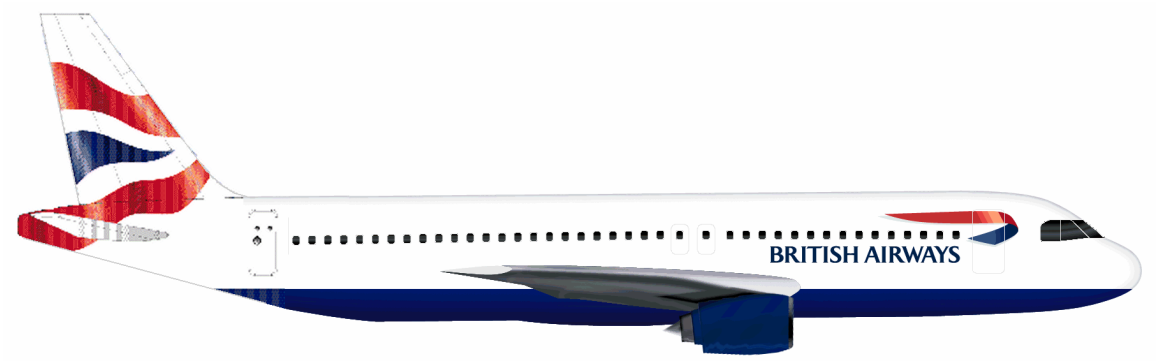
BOEING 757-200



British Airways introduced Boeing 757 in 1983. The current type derivative entered service in 1990.

Total in service:	13
Capacity:	*Shorthaul* – up to 180 passengers; 8,600lbs (3.9 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:	2,130 miles (3,432 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:	220,000 lbs (99.7 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:	7.1 hours/day average an aircraft
Introduced:	1990
Average age:	11.1 years
Routes:	European and domestic medium density shorthaul scheduled services

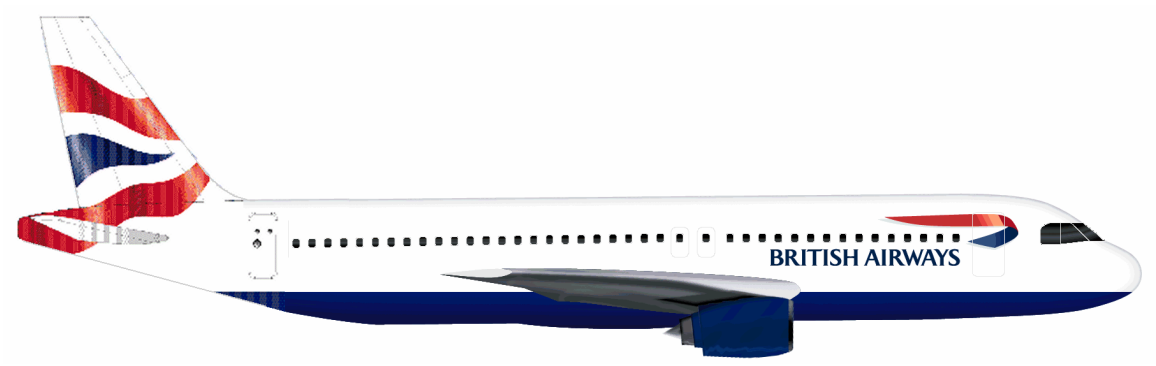
BOEING A321



British Airways introduced the Airbus A321 into the fleet in October 2004.

Total in service:	7
Capacity:	Up to 194 passengers; 1,75lbs (0.8tonnes) of cargo
Seating:	Club Europe - 49 max x 2:3 @ 34 ins (86 cm) pitch
	Euro Traveller - 135 min (194 max) x 3:3 @ 30 ins (76.2 cm) pitch
Range:	2250 miles (3692 kms)
Engines:	Two International Aero Engines IAE V2533-A5, each producing 33,000 lbs (144.7 KN) thrust
Take-off speed:	185 mph (296 kph)
Cruising speed and height:	530 mph (853 kph/Mach 0.78) at 35,000 ft (10,668 m)
Landing speed:	173 mph (278 kph)
Autoland capability:	Category 3B (DH, 0 ft; landing RVR, 125 m; take-off RVR, 125 m)
Length:	146 ft (44.5 m)
Wingspan:	111 ft 10 ins (34.1 m)
Height:	38 ft 7 ins (11.8 m)
Fuselage width:	13ft 1ins (4.0 m)
Fuel capacity:	5,213 Imperial gallons (23,700 litres/18,960 kgs)
Fuel consumption:	590 Imperial gallons (2,684 litres/2,147 kgs) per hour
Maximum take-off weight:	196,211 lbs (89 tonnes)
Landing gear:	Four main wheels (tyres 220 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:	8.4 hours/day average an aircraft
Introduced:	2004
Average age:	1 years
Routes:	European and domestic

AIRBUS A320

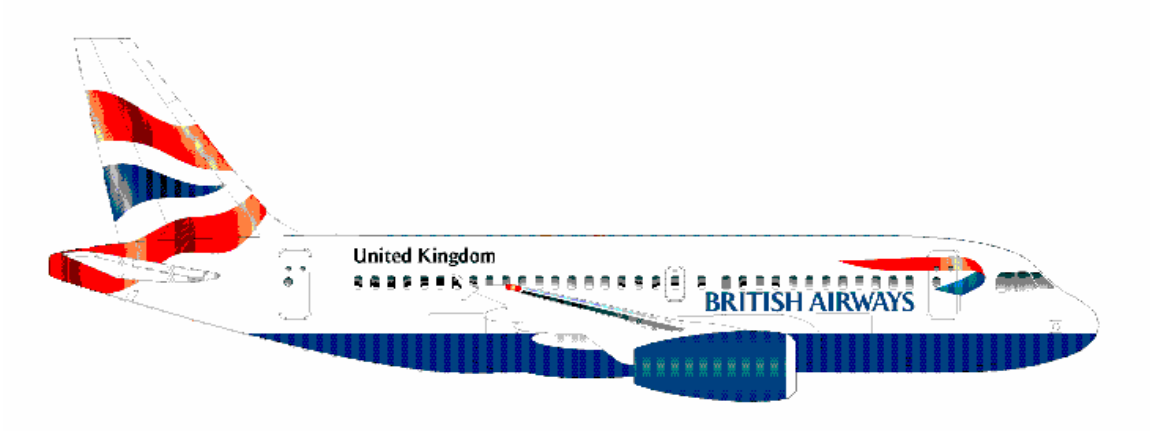


There are three versions of the Airbus A320 in the British Airways fleet – the Series 100 (5 aircraft), 200 (5 aircraft) and 232 (17 aircraft)

Total in service:	27
Capacity:	*Series 100* – up to 149 passengers; 4,028 lbs (1.8 tonnes) of cargo *Series 200* – up to 149 passengers; 5,172 lbs (2.3 tonnes) of cargo *Series 232* – up to 150 passengers; 5,172 lbs (2.3 tonnes) of cargo
Seating:	*Club Europe* – 110/95 max (0 min) x 2:3, @ 34 ins (86 cm) pitch *Euro Traveller* – 16/35 min (149/150 max) x 3:3, @ 32 ins (81 cm) pitch;
Range:	*Series 100* – 1,014 miles (1,622 km); *Series 200* – 2,053 miles (3,285 km)
Engines:	Two General Electric/SNECMA CFM56-5A1s, each producing 25,000 lbs (111KN) thrust or two International Aero Engines IAE V2527-A5, each producing 26,500lbs (118KN) 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 3 ins (33.9 m)
Height:	38 ft 7 ins (11.8 m)
Fuselage width:	12 ft 11 ins (3.9 m)
Fuel capacity:	*Series 100* – 5,302 Imperial gallons (24,103 litres/19,275 kgs) *Series 200* – 5,252 Imperial gallons (23,876 litres, 19,100 kgs)
Fuel consumption:	*Series 100* – 657 Imperial gallons (2,988 litres/2,390 kgs) per hour *Series 200* – 665 Imperial gallons (3,025 litres/2,420 kgs) per hour
Maximum take-off weight:	*Series 100* – 149,919 lbs (68 tonnes); *Series 200* – 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)*
Flight crew:	Two
Cabin crew:	Six

Utilisation:	8.2 hours/day average an aircraft
Introduced:	1988
Average age:	13.9 years
Routes:	European and domestic

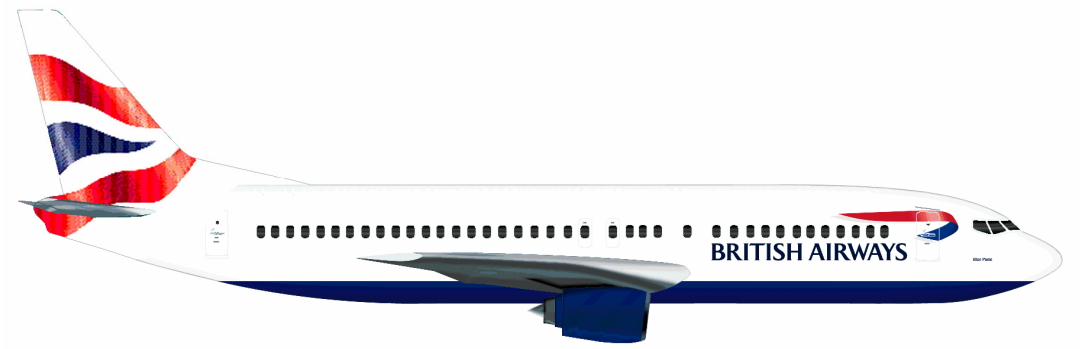
AIRBUS A319



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

Total in service:	33
Capacity:	up to 126 passengers; 3,800lbs (1.7 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:	590 Imperial gallons (2,684 litres/2,147 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:	9.0 hours/day average an aircraft
Introduced:	1999
Average age:	5.1 years
Routes:	European and domestic

BOEING 737-500



British Airways has four 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:	9
Capacity:	Up to 110 passengers, and 4,650 lbs (2.1 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:	8.8 hours/day average an aircraft
Introduced:	April 2000
Average age:	13.1 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:	19
Capacity:	Up to 147 passengers, and 540 lbs (0.2 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:	8.9 hours/day average an aircraft
Introduced:	October 1991
Average age:	13.1 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 2,260 lbs (1.0 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:	9.6 hours/day average an aircraft
Introduced:	1998
Average age:	16.4 years
Routes:	European and domestic

REGIONAL AIRCRAFT

AVRO RJ100

Total in service:	15
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:	6.2 hours/day average an aircraft
Introduced:	1997
Average age:	7.5
Routes:	European and domestic

de Havilland Canada DHC-8

Total in service:	8
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:	5 hours / day
Introduced:	1996

Average age:	8 years
Routes:	European and domestic

Embraer RJ 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:	8 hours / day
Introduced:	1999
Average age:	6.5 years
Routes:	European and domestic

BAe 146 100 and 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
Utilisation:	8 hours / day
Introduced:	1995
Average age:	20 years
Routes:	European and domestic

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
Utilisation:	8 hours / day
Introduced:	2000
Average age:	15.4 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 seven days: 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/once per calendar month: 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 600 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.

2A check

When and who: Every 99 days, carried out at Heathrow: 30 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.* Cabin conditions assessed and repaired in depth. This takes around *three* shifts to complete.

4A check

When and who: Every 190 days: 30 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 four shifts to complete. Detailed inspections of flying controls, structure and engines. Fluid levels drained and refilled in major mechanical components. Avionic systems integrated checks. Cabin conditions assessed and repaired in depth.

C check

When and who: Every 18 months: Carried out at Heavy Maintenance Facility in Wales
What: Detailed inspection and repair of aircraft structure, engines, components, systems and cabin, including operating mechanisms, flight controls and structural tolerances. Takes between six and seven days.

C2 check

When and who: Every 3 years: Carried out at Heavy Maintenance Facility in Wales
What: All the above, plus additional system function checks. Takes between ten to twelve days.

D check

When and who: Eight years to the first D check, thereafter every 6 years: Carried out at Heavy Maintenance Facility in Wales
What: Most intensive inspection, taking around 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. Opportunity

taken to carry out major modifications as required Corrosion prevention and control tasks carried out.