

BRITISH AIRWAYS PLC  
Form 6-K  
February 07, 2005  
FORM 6-K

**SECURITIES AND EXCHANGE COMMISSION**

**Washington, D.C. 20549**

**REPORT OF FOREIGN PRIVATE ISSUER**

**FURNISHED PURSUANT TO RULE 13a-16 OR 15d-16 UNDER**

**THE SECURITIES EXCHANGE ACT OF 1934**

**7 February 2005**

**BRITISH AIRWAYS Plc**

**(Registrant's Name)**

**Waterside HBA3,**

**PO Box 365**

**Harmondsworth UB7 0GB**

**United Kingdom**

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F  Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1)

Note: Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7)

Note: Regulation S-T Rule 101(b)(7) only permits the submission in paper of a Form 6-K if submitted to furnish a report or other document that the registrant foreign private issuer must furnish and make public under the laws of the jurisdiction in which the registrant is incorporated, domiciled or legally organized (the registrant's "home country"), or under the rules of the home country exchange on which the registrant's securities are traded, as long as the report or other document is not a press release, is not required to be and has not been distributed to the registrant's security holders, and, if discussing a material event, has already been the subject of a Form 6-K submission or other Commission filing on EDGAR.

Indicate by check mark whether by furnishing the information contained in this Form, the registrant is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes No X

If "Yes" is marked, indicate below the file number assigned to the registrant in connection with Rule 12g3-2(b):

## CONTENTS

- Traffic and Capacity Statistics - January 2005

## SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorised.

BRITISH AIRWAYS Plc

By: /s/ \_\_\_\_\_

Name: Alan Buchanan

Title: Company Secretary

Date: 7 February 2005

## INDEX TO EXHIBITS

| <b>Exhibit No.</b> | <b>Description</b>                             |
|--------------------|--|
| 1.                 | Traffic and Capacity Statistics - January 2005 |

## TRAFFIC AND CAPACITY STATISTICS - January 2005

### *Summary of the headline figures*

In January 2005, passenger capacity, measured in Available Seat Kilometres, was 3.2 per cent above January 2004. Traffic, measured in Revenue Passenger Kilometres, was higher by 8.1 per cent. This resulted in a passenger load factor up 3.2 points versus last year, to 72.3 per cent. The increase in traffic comprised an 11.8 per cent increase in premium traffic and a 7.5 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 14.2 per cent. Overall load factor rose by 3.3 points to 68.1 per cent.

## Market conditions

Market conditions for the current financial year remain broadly unchanged. For the year to March 2005, the total revenue outlook is slightly better than previous guidance with a 3.0-3.5 per cent improvement anticipated (compares with previous 2-3 per cent). All market segments remain price sensitive and yield declines are expected to continue.

## Strategic Developments

British Airways plans to fly five flights a week this summer from London Heathrow to Shanghai in China, subject to approval by the Chinese authorities. The airline currently flies from London Heathrow to Beijing four times a week increasing to six times per week from June 2005 and 17 times a week to Hong Kong, increasing to 21 flights a week from June 2005.

British Airways flights between London Heathrow and Jeddah and Riyadh in Saudi Arabia are to be suspended from March 27, 2005 for commercial reasons, due to reduced passenger demand.

Commission payments to UK travel agents on British Airways' bookings are to be reduced from one percent to zero from May 1 2005. Agents will be free to charge their own scale of service fees in addition to the ticket price. Service fees of £15 on short haul bookings made via the telephone have been extended to longhaul flights.

The airline's multi-award winning Club World flat bed is to be improved with the latest cushioning technology to give customers more comfort and further ergonomic support. This is the first time such cushioning has been used in an airline seat.

Business travellers can earn the equivalent of a free ticket when they book their next British Airways business class ticket. The airline is giving away over 750 million BA Miles in a bumper New Year mileage offer. The offer gives all passengers, who book an eligible Club World or First flight for travel between now and March 24 2005, triple BA Miles. Passengers have to join the British Airways Executive Club to be eligible for the promotion and can gain the bonus miles on up to four eligible return flights taken within the travel period.

February 4, 2005

## BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

|   | Month of<br>January |               | Financial year to date      |       |        |       |
|---|---------------------|---------------|-----------------------------|-------|--------|-------|
|   | 2005                | 2004          | April through to<br>January |       | Change |       |
|   |                     | Change<br>(%) | 2005                        | 2004  | (%)    |       |
| <b>BRITISH AIRWAYS<br/>SCHEDULED SERVICES</b> |                     |               |                             |       |        |       |
| <b>Passengers carried (000)</b>               |                     |               |                             |       |        |       |
| UK/Europe                                     | 1599                | 1564          | +2.2                        | 19934 | 19957  | -0.1  |
| Americas                                      | 577                 | 542           | +6.5                        | 6120  | 5983   | +2.3  |
| Asia Pacific                                  | 147                 | 134           | +9.7                        | 1399  | 1215   | +15.1 |
| Africa and Middle East                        | 299                 | 273           | +9.5                        | 2585  | 2331   | +10.9 |
| Total   | 2622                | 2513          | +4.3                        | 30038 | 29487  | +1.9  |
| <b>Revenue passenger km (m)</b>               |                     |               |                             |       |        |       |
| UK/Europe                                     | 1407                | 1307          | +7.6                        | 17859 | 17093  | +4.5  |
| Americas                                      | 3881                | 3638          | +6.7                        | 40940 | 39971  | +2.4  |
| Asia Pacific                                  | 1512                | 1401          | +7.9                        | 14391 | 12870  | +11.8 |
| Africa and Middle East                        | 2025                | 1821          | +11.2                       | 17306 | 15632  | +10.7 |
| Total   | 8825                | 8167          | +8.1                        | 90496 | 85565  | +5.8  |
| <b>Available seat km (m)</b>                  |                     |               |                             |       |        |       |

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|                                   |                   |         |               |        |         |
|-----------------------------------|-------------------|---------|---------------|--------|---------|
| UK/Europe                         | <b>2545</b> 2405  | +5.8    | <b>26034</b>  | 25265  | +3.0    |
| Americas                          | <b>5185</b> 5208  | -0.4    | <b>52315</b>  | 52510  | -0.4    |
| Asia Pacific                      | <b>1979</b> 1875  | +5.5    | <b>19481</b>  | 17729  | +9.9    |
| Africa and Middle East            | <b>2497</b> 2339  | +6.8    | <b>22678</b>  | 21161  | +7.2    |
| Total                             | <b>12206</b> 1827 | +3.2    | <b>120508</b> | 116665 | +3.3    |
| <b>Passenger load factor (%)</b>  |                   |         |               |        |         |
| UK/Europe                         | <b>55.3</b> 54.3  | +1.0pts | <b>68.6</b>   | 67.7   | +0.9pts |
| Americas                          | <b>74.8</b> 69.9  | +4.9pts | <b>78.3</b>   | 76.1   | +2.2pts |
| Asia Pacific                      | <b>76.4</b> 74.7  | +1.7pts | <b>73.9</b>   | 72.6   | +1.3pts |
| Africa and Middle East            | <b>81.1</b> 77.8  | +3.3pts | <b>76.3</b>   | 73.9   | +2.4pts |
| Total                             | <b>72.3</b> 69.1  | +3.2pts | <b>75.1</b>   | 73.3   | +1.8pts |
| <b>Revenue tonne km (RTK) (m)</b> |                   |         |               |        |         |
| Cargo tonne km (CTK)              | <b>412</b> 361    | +14.2   | <b>4148</b>   | 3650   | +13.6   |
| Total RTK                         | <b>1305</b> 1187  | +9.9    | <b>13196</b>  | 12222  | +8.0    |
| Available tonne km (m)            | <b>1917</b> 1832  | +4.6    | <b>18865</b>  | 18057  | +4.5    |
| Overall load factor (%)           | <b>68.1</b> 64.8  | +3.3pts | <b>69.9</b>   | 67.7   | +2.2pts |

Certain statements included in this statement may be forward-looking and may involve risks and uncertainties that could cause actual results to differ materially from those expressed or implied by the forward-looking statements.

Forward-looking statements include, without limitation, projections relating to results of operations and financial conditions and the company's plans and objectives for future operations, including, without limitation, discussions of the company's business and financing plans, expected future revenues and 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.

**Investor Relations**

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