

TRAFFIC AND CAPACITY STATISTICS – November 2010

Summary of the headline figures

In November 2010 traffic, measured in Revenue Passenger Kilometres, rose by 3.5 per cent. Passenger capacity, measured in Available Seat Kilometres, was up 5.1 per cent on November 2009. This resulted in a passenger load factor decrease of 1.2 points versus last year, to 74.7 per cent. Traffic comprised a 4.5 per cent increase in premium traffic and a 3.2 per cent increase in non-premium traffic.

Cargo, measured in Cargo Tonne Kilometres, fell by 0.4 per cent.

Market conditions

Market conditions are as outlined in the Interim Management Report of October 29, 2010. December traffic will be affected by the current adverse weather in the UK and other parts of Europe.

Strategic Developments

British Airways and Iberia received shareholder approval for their planned merger. The merger will create a new holding company International Airlines Group that will be ideally placed to lead future consolidation within the aviation industry. It will also create annual synergies rising to €400 million from the fifth year. The merger will be completed in mid January 2011.

British Airways will participate in the Flybe IPO to maintain its current 15 per cent share in the airline. The stock was acquired when Flybe purchased BA's regional subsidiary BA Connect in 2007.

British Airways is introducing First class on its popular Las Vegas route from June 1, 2011 and increasing capacity by swapping the aircraft on the daily service from a Boeing 777 to a Boeing 747.

British Airways is to start 12 services a week between Heathrow and Paris Orly to complement its flights to Paris Charles de Gaulle. The Orly flights will begin on January 10, 2011. The airline is also launching new services to Marrakech from London Gatwick on March 27, 2011.

December 3, 2010

BRITISH AIRWAYS SCHEDULED SERVICES

	Month of November			Financial year to date April to November		
	2010	2009	Change (%)	2010	2009	Change (%)
Passengers carried (000)						
UK/Europe	1,475	1,366	+7.9	13,487	14,027	-3.8
Americas	561	556	+1.0	5,136	5,380	-4.5
Asia Pacific	122	109	+11.7	937	1,069	-12.3
Africa and Middle East	321	311	+3.3	2,296	2,369	-3.1
Total	2,479	2,342	+5.9	21,855	22,844	-4.3
Revenue passenger km (m)						
UK/Europe	1,443	1,333	+8.2	14,084	14,757	-4.6
Americas	3,825	3,806	+0.5	35,158	36,532	-3.8
Asia Pacific	1,258	1,128	+11.5	9,703	11,109	-12.7
Africa and Middle East	2,104	2,073	+1.5	14,874	15,453	-3.7
Total	8,630	8,340	+3.5	73,818	77,850	-5.2
Available seat km (m)						
UK/Europe	2,108	2,044	+3.1	18,523	19,607	-5.5
Americas	5,093	4,894	+4.1	43,217	43,815	-1.4
Asia Pacific	1,556	1,309	+18.8	11,832	13,062	-9.4
Africa and Middle East	2,790	2,739	+1.8	20,055	20,634	-2.8
Total	11,546	10,986	+5.1	93,627	97,117	-3.6
Passenger load factor (%)						
UK/Europe	68.5	65.2	+3.3pts	76.0	75.3	+0.7pts
Americas	75.1	77.8	-2.7pts	81.4	83.4	-2.0pts
Asia Pacific	80.9	86.2	-5.3pts	82.0	85.0	-3.0pts
Africa and Middle East	75.4	75.7	-0.3pts	74.2	74.9	-0.7pts
Total	74.7	75.9	-1.2pts	78.8	80.2	-1.4pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	410	412	-0.4	3,131	3,055	+2.5
Total RTK	1,283	1,243	+3.2	10,590	10,825	-2.2
Available tonne km (m)	1,787	1,685	+6.1	14,388	14,539	-1.0
Overall load factor (%)	71.8	73.8	-2.0pts	73.6	74.5	-0.9pts

Certain information included in these statements 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 Business Plan programs, 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 itemize 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. Further information on some of the most important risks in this regard is given in the Company's Annual Report and Accounts for the year ended March 31, 2010 and in the shareholder documentation in respect of the merger issued on October 26, 2010; these documents are available on www.bashareholders.com.