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BRITISH AIRWAYS PLC
Form 6-K
October 04, 2006

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

4 October, 2006

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 organised (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

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

CONTENTS

1. September Traffic Statistics

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 4 October, 2006

INDEX TO EXHIBITS

Exhibit No.	Description
1.	September Traffic Statistics

TRAFFIC AND CAPACITY STATISTICS - September 2006

Summary of the headline figures

In September 2006, passenger capacity, measured in Available Seat Kilometres, was 2.5 per cent above September 2005. Traffic, measured in Revenue Passenger Kilometres, was higher by 1.5 per cent. This resulted in a passenger load factor down 0.8 points versus last year, to 78.8 per cent. The increase in traffic comprised a 1.5 per cent increase in premium traffic and a 1.5 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, decreased by 5.2 per cent. Overall load factor increased by 0.8 points to 73 per cent.

For the July to September quarter, ASKs rose by 3.5 per cent, with RPKs rising by 3.6 per cent. This resulted in an increase in passenger load factor of 0.1 points, to 79.7 per cent. This comprised a 6.5 per cent increase in premium traffic and a 3.1 per cent increase in non-premium traffic. CTKs fell by 1.1 per cent.

Market conditions

Market conditions continue to be good, and most segments of the business are recovering well from the events of August. However, as expected, September transfer traffic volumes, in particular in the premium cabins, were affected by

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carry on baggage restrictions. Volume in premium shorthaul also continues to be soft for the same reason. The reintroduction of standard carry on bag sizes agreed at the end of the month, and harmonization of rules on liquids planned for the end of October are expected to support the gradual recovery of these segments of the business. As a result of the volume shortfall total revenue is now expected to grow at 5-6% for the financial year, down from 6-7%.

Costs

After the recent major falls in the fuel price the cost of fuel is now expected to be some GBP450 million higher than last year, down from our previous forecast of GBP550-600 million.

Strategic Developments

The airline announced that the actuarial deficit in its New Airways Pension Scheme (NAPS) is set to rise from GBP928 million to some GBP2.1 billion, despite a doubling of BA's contributions and a recovery of the stock market. The trustees confirmed that annual contributions at the unsustainable level of GBP497 million would be needed to fund the scheme unless changes to future benefits proposed earlier this year are introduced. This means the company's contributions would go up from five to 12 times members' contributions.

Negotiations between British Airways and the trustees are now underway to agree a funding plan including proposed benefit changes. Consultation continues with the trades unions.

British Airways urged the Civil Aviation Authority to cut the profits BAA receives from its asset base to ensure that the airport operator builds cost-effective facilities that generate additional airport capacity. The CAA is currently consulting on the level of user charges at Heathrow, Gatwick and Stansted airports for a five year period from April 2008, in its role as an economic regulator.

During the current charging period between April 2003 and March 2008, BAA receives a 7.75 per cent return on its asset base. British Airways said this should be set at around 5.6 per cent in the next charging period, a reduction of almost one third.

It was announced that James A Lawrence will be joining the board as a non-executive director with effect from 1 November, 2006. He is currently vice chairman and chief financial officer of General Mills Inc. one of the largest food companies in North America. His range of experience covers strategic consultancy, leading US multi-nationals in consumer products and the US airline industry.

ends

October 4, 2006

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BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

	Month of September			Financial year	
	2006	2005	Change (%)	2006	2005
BRITISH AIRWAYS SCHEDULED SERVICES					

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Passengers carried (000)					
UK/Europe	2156	2132	+1.1	12701	12566
Americas	639	648	-1.3	4068	3910
Asia Pacific	166	173	-4.1	965	938
Africa and Middle East	285	257	+11.0	1704	1466
Total	3246	3210	+1.1	19439	18880
Revenue passenger km (m)					
UK/Europe	2070	2005	+3.2	12128	11797
Americas	4316	4354	-0.9	27418	26252
Asia Pacific	1701	1776	-4.2	9817	9642
Africa and Middle East	1910	1714	+11.4	11331	9805
Total	9997	9850	+1.5	60694	57496
Available seat km (m)					
UK/Europe	2652	2738	-3.1	16039	16515
Americas	5599	5342	+4.8	33824	32193
Asia Pacific	2030	2169	-6.4	12344	12611
Africa and Middle East	2403	2122	+13.2	14642	12727
Total	12683	12372	+2.5	76849	74047
Passenger load factor (%)					
UK/Europe	78.0	73.2	+4.8 pts	75.6	71.4
Americas	77.1	81.5	-4.4 pts	81.1	81.5
Asia Pacific	83.8	81.9	+1.9 pts	79.5	76.5
Africa and Middle East	79.5	80.8	-1.3 pts	77.4	77.0
Total	78.8	79.6	-0.8 pts	79.0	77.6
Revenue tonne km (RTK) (m)					
Cargo tonne km (CTK)	392	414	-5.2	2401	2370
Total RTK	1417	1397	+1.4	8507	8105
Available tonne km (m)	1941	1934	+0.4	11850	11557
Overall load factor (%)	73.0	72.2	+0.8 pts	71.8	70.1

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.

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