

BRITISH AIRWAYS PLC  
Form 6-K  
April 05, 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**

**5 April 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 - March 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 5 April 2005

## INDEX TO EXHIBITS

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

## TRAFFIC AND CAPACITY STATISTICS - March 2005

### *Summary of the headline figures*

In March 2005, passenger capacity, measured in Available Seat Kilometres, was 2.2 per cent above March 2004. Traffic, measured in Revenue Passenger Kilometres, was higher by 4.5 per cent. This resulted in a passenger load factor up 1.7 points versus last year, to 75.7 per cent. The increase in traffic comprised a 1.7 per cent increase in premium traffic and a 5.0 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 1.4 per cent. Overall load factor rose by 0.4 points to 70.7 per cent.

For the January to March quarter, ASKs rose by 1.4 per cent, with RPKs rising by 4.7 per cent. This resulted in an increase in passenger load factor of 2.3 points, to 73.0 per cent. This comprised a 6.4 per cent increase in premium traffic and a 4.4 per cent increase in non-premium traffic. CTKs rose by 2.8 per cent.

## Market conditions

Market conditions remain broadly unchanged. For the year to March 2005, the total revenue outlook continues to be for a 3.0-3.5 per cent improvement. All market segments remain price sensitive and yield declines are expected to

continue.

### Costs

As a result of yen depreciation against sterling, there will be a non-cash accounting credit of £8 million in the fourth quarter financial results.

## Strategic Developments

Willie Walsh was announced as British Airways' new chief executive officer. Previously CEO of Aer Lingus, he begins as chief executive designate on May 3. Rod Eddington will retire at the end of September at which stage Mr Walsh will become chief executive.

British Airways announced its 2005 summer timetable. The airline will operate an average of 631 daily flights this summer between Britain and the Continent, well in excess of any other operator. In addition, it will schedule an average of 372 daily flights within the UK and across the Irish Sea, covering 60 routes and an average of 179 intercontinental flights a day, to 93 destinations.

British Airways increased its fuel surcharge on all flights from Monday, March 28 as a result of continuing record oil prices. The longhaul fuel surcharge rose from £10 per sector to £16 per sector (£32 return trip) and on shorthaul from £4 per sector to £6 (£12 a return trip).

At the Aviation and Environment summit in Geneva, British Airways' chief executive Rod Eddington urged the global aviation industry to work together to reduce its impact on climate change or face the risk of additional taxation. The airline is currently trading emissions in a voluntary British government scheme and supports the inclusion of aviation into the European Union's emissions trading scheme from 2008.

British Airways' passengers can now check-in for their flights online 24 hours before departure, enabling them to choose their seat and, on selected routes, print their own boarding cards. Previously only members of the British Airways Executive Club were able to use this facility 24 hours prior to departure. Online check-in is now available on over 95 per cent of the airline's routes.

April 5, 2005

## BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

	Month of March		Financial year		
	2005	2004	2005	2004	Change
<b>BRITISH AIRWAYS SCHEDULED SERVICES</b>					
<b>Passengers carried (000)</b>		Change (%)		<b>April through to March</b>	Change (%)
UK/Europe	1935	+0.1	23491	23604	-0.5
Americas	615	-0.9	7227	7096	+1.8
Asia Pacific	152	+9.8	1683	1482	+13.5

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Africa and Middle East	<b>280 256</b>	+9.5	<b>3122</b>	2835	+10.1
Total	<b>2982948</b>	+1.1	<b>35523</b>	35017	+1.4
<b>Revenue passenger km (m)</b>					
UK/Europe	<b>1725624</b>	+6.2	<b>21010</b>	20139	+4.3
Americas	<b>4127142</b>	-0.4	<b>48368</b>	47414	+2.0
Asia Pacific	<b>1582435</b>	+10.2	<b>17333</b>	15642	+10.8
Africa and Middle East	<b>1890720</b>	+9.9	<b>20938</b>	19013	+10.1
Total	<b>9324921</b>	+4.5	<b>107649</b>	102207	+5.3
<b>Available seat km (m)</b>					
UK/Europe	<b>2616525</b>	+3.6	<b>30995</b>	30121	+2.9
Americas	<b>5255303</b>	-0.9	<b>62227</b>	62720	-0.8
Asia Pacific	<b>1988881</b>	+5.7	<b>23261</b>	21372	+8.8
Africa and Middle East	<b>2463343</b>	+5.1	<b>27404</b>	25715	+6.6
Total	<b>12323052</b>	+2.2	<b>143888</b>	139928	+2.8
<b>Passenger load factor (%)</b>					
UK/Europe	<b>65.964.3</b>	+1.6pts	<b>67.8</b>	66.9	+0.9pts
Americas	<b>78.578.1</b>	+0.4pts	<b>77.7</b>	75.6	+2.1pts
Asia Pacific	<b>79.676.3</b>	+3.3pts	<b>74.5</b>	73.2	+1.3pts
Africa and Middle East	<b>76.773.4</b>	+3.3pts	<b>76.4</b>	73.9	+2.5pts
Total	<b>75.774.0</b>	+1.7pts	<b>74.8</b>	73.0	+1.8pts
<b>Revenue tonne km (RTK) (m)</b>					
Cargo tonne km (CTK)	<b>442 436</b>	+1.4	<b>4951</b>	4464	+10.9
Total RTK	<b>1369322</b>	+3.6	<b>15704</b>	14689	+6.9
Available tonne km (m)	<b>1935880</b>	+2.9	<b>22528</b>	21707	+3.8
Overall load factor (%)	<b>70.770.3</b>	+0.4pts	<b>69.7</b>	67.7	+2.0pts

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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