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BRITISH AIRWAYS PLC  
Form 6-K  
September 11, 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

05 September 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. August 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 authorized.

BRITISH AIRWAYS Plc

By: /s/ \_\_\_\_\_  
Name: Alan Buchanan  
Title: Company Secretary  
Date : 05 September 2006

### INDEX TO EXHIBITS

| Exhibit No. | Description               |
|-------------|---------------------------|
| 1.          | August traffic statistics |

### TRAFFIC AND CAPACITY STATISTICS - August 2006

#### Summary of the headline figures

In August 2006, passenger capacity, measured in Available Seat Kilometres, was 5.1 per cent above August 2005. Traffic, measured in Revenue Passenger Kilometres, was higher by 5.0 per cent. This resulted in a passenger load factor down 0.1 points versus last year, to 77.8 per cent. The increase in traffic comprised a 9.5 per cent increase in premium traffic and a 4.4 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 3.5 per cent. Overall load factor increased by 2.2 points to 71.7 per cent.

#### Security Impact

During the period August 10-17 the airline cancelled some 1,280 flights as a

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result of the disruption at the London airports. The airline estimates that the financial impact for the month of August was around GBP40 million. This includes lost revenue and increased costs of hotel accommodation, catering and baggage repatriation.

Since the disruption there has been some impact on forward bookings. The overall level of bookings has returned to levels experienced last year, but is still weaker than the trend of the past few months. The recovery of premium and non-premium transfer traffic, for example, is lagging due to the limitations on carry on baggage at London.

### Market conditions

Visibility is limited as we emerge from the issues surrounding the August security increases, but underlying market conditions continue to be good.

### Strategic Developments

British Airways called on the Office of Fair Trading to refer its study on the UK airports market to the Competition Commission because of its concerns about current airport regulation and ownership.

The airline said separate ownership of London Heathrow and London Stansted airports should be considered because decisions on new runways in South East England should not be concentrated in the hands of one company.

In the event of a break-up of BAA, the airline said there will be a continued need for strong regulation to protect users against monopoly power, particularly at London Heathrow and London Gatwick.

The airline sold its Travel Clinic business to MASTA (Medical Advisory Services for Travellers Abroad) who will become British Airways Preferred Partner for travel health services from this month.

Alan McDonald, British Airways' Director of Engineering, announced his retirement after 40 years at the airline. He will be succeeded by Garry Copeland, currently General Manager Quality and Engineering Services from September 15.

ends

September 5, 2006

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### BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

| BRITISH AIRWAYS<br>SCHEDULED SERVICES | Month of August |      |               | Financial year<br>April through t |       |
|---------------------------------------|-----------------|------|---------------|-----------------------------------|-------|
|                                       | 2006            | 2005 | Change<br>(%) | 2006                              | 2005  |
| Passengers carried (000)              |                 |      |               |                                   |       |
| UK/Europe                             | 2045            | 2063 | -0.9          | 10545                             | 10432 |
| Americas                              | 646             | 629  | +2.6          | 3429                              | 3261  |
| Asia Pacific                          | 164             | 159  | +3.2          | 799                               | 765   |
| Africa and Middle East                | 294             | 249  | +17.8         | 1419                              | 1209  |
| Total                                 | 3149            | 3101 | +1.5          | 16192                             | 15667 |

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|                            |       |       |          |       |       |
|----------------------------|-------|-------|----------|-------|-------|
| Revenue passenger km (m)   |       |       |          |       |       |
| UK/Europe                  | 2014  | 1972  | +2.1     | 10058 | 9791  |
| Americas                   | 4357  | 4243  | +2.7     | 23102 | 21885 |
| Asia Pacific               | 1668  | 1631  | +2.3     | 8116  | 7864  |
| Africa and Middle East     | 1938  | 1656  | +17.0    | 9420  | 8088  |
| Total                      | 9978  | 9502  | +5.0     | 50697 | 47628 |
|                            |       |       |          |       |       |
| Available seat km (m)      |       |       |          |       |       |
| UK/Europe                  | 2641  | 2742  | -3.7     | 13386 | 13777 |
| Americas                   | 5629  | 5268  | +6.9     | 28225 | 26838 |
| Asia Pacific               | 2095  | 2121  | -1.2     | 10315 | 10439 |
| Africa and Middle East     | 2457  | 2062  | +19.1    | 12239 | 10603 |
| Total                      | 12822 | 12194 | +5.1     | 64165 | 61657 |
|                            |       |       |          |       |       |
| Passenger load factor (%)  |       |       |          |       |       |
| UK/Europe                  | 76.3  | 71.9  | +4.4 pts | 75.1  | 71.1  |
| Americas                   | 77.4  | 80.5  | -3.1 pts | 81.8  | 81.5  |
| Asia Pacific               | 79.6  | 76.9  | +2.7 pts | 78.7  | 75.3  |
| Africa and Middle East     | 78.9  | 80.3  | -1.4 pts | 77.0  | 76.3  |
| Total                      | 77.8  | 77.9  | -0.1 pts | 79.0  | 77.2  |
|                            |       |       |          |       |       |
| Revenue tonne km (RTK) (m) |       |       |          |       |       |
| Cargo tonne km (CTK)       | 378   | 365   | +3.5     | 2012  | 1956  |
| Total RTK                  | 1404  | 1319  | +6.4     | 7094  | 6707  |
| Available tonne km (m)     | 1957  | 1897  | +3.2     | 9906  | 9615  |
|                            |       |       |          |       |       |
| Overall load factor (%)    | 71.7  | 69.5  | +2.2 pts | 71.6  | 69.7  |

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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