

BRITISH AIRWAYS PLC  
Form 6-K  
October 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 October 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.

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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

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

### CONTENTS

1. September Traffic and Capacity 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 5 October 2005

### INDEX TO EXHIBITS

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

## TRAFFIC AND CAPACITY STATISTICS - September 2005

### Summary of the headline figures

In September 2005, passenger capacity, measured in Available Seat Kilometres, was 5.5 per cent above September 2004. Traffic, measured in Revenue Passenger Kilometres, was higher by 7.8 per cent. This resulted in a passenger load factor up 1.7 points versus last year, to 79.6 per cent. The increase in traffic comprised an 11.6 per cent increase in premium traffic and a 7.2 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 0.5 per cent. Overall load factor fell by 0.2 points at 72.2 per cent.

For the June to September quarter, ASKs rose by 2.2 per cent, with RPKs rising by 3.7 per cent. This resulted in an increase in passenger load factor of 1.1 points, to 79.6 per cent. This comprised a 5 per cent increase in premium traffic and a 3.5 per cent increase in non-premium traffic. CTKs fell by 4.2 per cent.

## Market conditions

Market conditions remain broadly unchanged.

## Strategic Developments

Gate Gourmet and the Transport and General Workers Union signed an agreement that should bring an end to the labour dispute at the catering company. A full catering service has been restored on all long haul departures.

British Airways increased its fuel surcharge on longhaul flights from £24 to £30 per sector (£60 return trip) from September 12, 2005. The shorthaul fuel surcharge remained unchanged at £8 per sector (£16 return trip).

The airline announced a number of new appointments this month. Keith Williams will succeed John Rishton as chief financial officer on January 1, 2006. As the airline's group treasurer and head of taxation, Keith was responsible for managing the reduction of the airline's debt and financing following the 9/11 terrorist attacks in the United States. Mr Chumpol NaLamlieng will join the board as a non-executive director on November 1, 2005 and Captain Tim Steeds will become director of safety and security on October 1, 2005. He succeeds Geoff Want whose promotion to director of ground operations was announced last month.

The airline launched a new scheme, backed by the UK government, where its customers can volunteer to help to offset the carbon dioxide emissions from their flights by making a contribution to an environmental trust.

British Airways welcomed the European Union's decision to develop proposals to include aviation in the EU emissions trading scheme. The airline believes that emissions trading is the most environmentally effective and economically efficient way to manage carbon dioxide emissions from aviation.

Readers of Business Traveller magazine voted British Airways the best airline in the world. The airline won also the magazine's awards for best shorthaul airline, best first class, best business class, best economy class and best frequent flyer programme.

**October 5, 2005**

## BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

|                                 | Month of  |        | Financial year       |       |        |       |
|---------------------------------|-----------|--------|----------------------|-------|--------|-------|
|                                 | September |        | April through to Sep |       |        |       |
| BRITISH AIRWAYS                 |           | Change |                      |       | Change |       |
| SCHEDULED SERVICES              | 2005      | 2004   | (%)                  | 2005  | 2004   | (%)   |
| <b>Passengers carried (000)</b> |           |        |                      |       |        |       |
| UK/Europe                       | 2132      | 122    | +0.5                 | 12566 | 12834  | -2.1  |
| Americas                        | 648       | 599    | +8.1                 | 3910  | 3849   | +1.6  |
| Asia Pacific                    | 173       | 146    | +18.8                | 938   | 823    | +14.0 |
| Africa and Middle East          | 257       | 257    | -0.1                 | 1466  | 1494   | -1.9  |
| Total                           | 3210      | 123    | +2.8                 | 18880 | 19001  | -0.6  |
| <b>Revenue passenger km (m)</b> |           |        |                      |       |        |       |

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|                                   |                  |         |              |       |         |
|-----------------------------------|------------------|---------|--------------|-------|---------|
| UK/Europe                         | <b>2005</b> 925  | +4.1    | <b>11797</b> | 11614 | +1.6    |
| Americas                          | <b>4354</b> 005  | +8.7    | <b>26252</b> | 25715 | +2.1    |
| Asia Pacific                      | <b>1776</b> 502  | +18.3   | <b>9642</b>  | 8466  | +13.9   |
| Africa and Middle East            | <b>1714</b> 702  | +0.7    | <b>9805</b>  | 9900  | -1.0    |
| Total                             | <b>9850</b> 134  | +7.8    | <b>57496</b> | 55695 | +3.2    |
| <b>Available seat km (m)</b>      |                  |         |              |       |         |
| UK/Europe                         | <b>2738</b> 610  | +4.9    | <b>16515</b> | 15914 | +3.8    |
| Americas                          | <b>5342</b> 072  | +5.3    | <b>32193</b> | 31888 | +1.0    |
| Asia Pacific                      | <b>2169</b> 923  | +12.8   | <b>12611</b> | 11618 | +8.5    |
| Africa and Middle East            | <b>2122</b> 121  | +0.0    | <b>12727</b> | 13192 | -3.5    |
| Total                             | <b>12372</b> 726 | +5.5    | <b>74047</b> | 72612 | +2.0    |
| <b>Passenger load factor (%)</b>  |                  |         |              |       |         |
| UK/Europe                         | <b>73.2</b> 3.8  | -0.6pts | <b>71.4</b>  | 73.0  | -1.6pts |
| Americas                          | <b>81.5</b> 9.0  | +2.5pts | <b>81.5</b>  | 80.6  | +0.9pts |
| Asia Pacific                      | <b>81.9</b> 8.1  | +3.8pts | <b>76.5</b>  | 72.9  | +3.6pts |
| Africa and Middle East            | <b>80.8</b> 0.2  | +0.6pts | <b>77.0</b>  | 75.0  | +2.0pts |
| Total                             | <b>79.6</b> 7.9  | +1.7pts | <b>77.6</b>  | 76.7  | +0.9pts |
| <b>Revenue tonne km (RTK) (m)</b> |                  |         |              |       |         |
| Cargo tonne km (CTK)              | <b>4144</b> 12   | +0.5    | <b>2370</b>  | 2416  | -1.9    |
| Total RTK                         | <b>1397</b> 325  | +5.4    | <b>8105</b>  | 7973  | +1.7    |
| Available tonne km (m)            | <b>1934</b> 831  | +5.7    | <b>11557</b> | 11339 | +1.9    |
| Overall load factor (%)           | <b>72.2</b> 2.4  | -0.2pts | <b>70.1</b>  | 70.3  | -0.2pts |

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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