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BRITISH AIRWAYS PLC  
Form 6-K  
February 08, 2007

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 February 2007

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. January 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 February 2007

### INDEX TO EXHIBITS

Exhibit No.	Description
1.	January traffic statistics

#### TRAFFIC AND CAPACITY STATISTICS - January 2007

##### Summary of the headline figures

In January 2007, passenger capacity, measured in Available Seat Kilometres, was 1.5 per cent above January 2006. Traffic, measured in Revenue Passenger Kilometres, was lower by 2.8 per cent. This resulted in a passenger load factor down 3 points versus last year, to 69.5 per cent. The decrease in traffic comprised a 3.1 per cent decrease in premium traffic and a 2.7 per cent decrease in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, decreased by 18.1 per cent. Overall load factor fell by 3.2 points to 64.9 per cent.

This month's statistics were significantly impacted by the threat of industrial action. Premium volumes suffered the largest reductions as most tickets are flexible and refundable, and customers are easily able to move to other carriers. The ballot result in favour of strike action was announced on January 15 and the strike averted on January 29.

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### Market conditions

The market continues to show good demand in premium cabins. The weakness in some non-premium segments is also still a feature. The revenue outlook for the fourth quarter has been impacted by the threat of industrial action by the T&G. While the strike was averted, the estimated revenue loss is still some GBP80 million. Revenue guidance for the full year is now 3.25 - 3.75% growth.

### Costs

While cost control remains strong, full year costs excluding fuel are expected to be some GBP50 million higher than last year. This reflects higher costs in the first quarter. Our full year fuel guidance has been revised down by GBP40 million reflecting the reduction in fuel prices. The fuel bill will now be accounted for on a continuing operations basis, and is expected to be some GBP1.95 billion.

### Strategic Developments

Following a ballot for industrial action the T&G announced a series of planned strikes. As a result the airline cancelled 1,300 flights over a 48 hour period. While the dispute was averted and the schedule reinstated, supported by a seat sale of 500,000 tickets, the impact on lost bookings and revenue is expected to be some GBP80 million in the fourth quarter.

The BA Forum, which represents British Airways' unions, issued a statement recommending acceptance of changes to benefits to tackle the GBP2.1 billion deficit in the New Airways Pension Scheme (NAPS).

The airline reduced its fuel surcharge on longhaul flights under nine hours by from GBP35 to GBP30 per sector as a result of a fall in the price of oil.

British Airways announced modifications to its uniform rules to allow staff to wear a symbol of faith openly. The decision came after a comprehensive review of the airline's uniform policy and extensive consultation with a wide range of religious groups including representatives from the Church of England, the Catholic Church and the Muslim Council of Britain. The new policy was introduced on February 1, 2007.

The airline announced a new daily service between London Gatwick and Newquay. The flights will start on Monday March 20, 2007 operating on a Boeing 737.

ends

February 5, 2007

023/KG/07

Note: Traffic statistics will continue to include BA Connect until the transaction is completed.

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### BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

	Month of January			Financial year April through to Jan		
	2007	2006	Change (%)	2007	2006	Change (%)
BRITISH AIRWAYS SCHEDULED SERVICES						
Passengers carried (000)						
UK/Europe	1510	1599	-5.6	19673	19601	+0.4
Americas	542	562	-3.5	6301	6243	+0.9
Asia Pacific	145	166	-12.3	1556	1592	-2.3
Africa and Middle East	333	318	+4.9	2979	2612	+14.1
Total	2531	2644	-4.3	30509	30047	+1.5
Revenue passenger km (m)						
UK/Europe	1390	1425	-2.5	18608	18113	+2.7
Americas	3686	3795	-2.9	42479	41925	+1.3
Asia Pacific	1499	1727	-13.2	15886	16407	-3.2
Africa and Middle East	2292	2172	+5.6	20062	17654	+13.6
Total	8867	9119	-2.8	97034	94100	+3.1
Available seat km (m)						
UK/Europe	2526	2532	-0.2	26087	26669	-2.2
Americas	5294	5144	+2.9	54712	52816	+3.6
Asia Pacific	1989	2225	-10.6	20162	21367	-5.6
Africa and Middle East	2946	2670	+10.3	25912	22864	+13.3
Total	12755	12571	+1.5	126873	123715	+2.6
Passenger load factor (%)						
UK/Europe	55.0	56.3	-1.3 pts	71.3	67.9	+3.4
Americas	69.6	73.8	-4.2 pts	77.6	79.4	-1.8
Asia Pacific	75.4	77.6	-2.2 pts	78.8	76.8	+2.0
Africa and Middle East	77.8	81.3	-3.5 pts	77.4	77.2	+0.2
Total	69.5	72.5	-3.0 pts	76.5	76.1	+0.4
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	338	412	-18.1	3964	4100	-3.3
Total RTK	1248	1335	-6.5	13771	13508	+1.9
Available tonne km (m)	1923	1961	-2.0	19495	19326	+0.9
Overall load factor (%)	64.9	68.1	-3.2 pts	70.6	69.9	+0.7

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

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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. Information on some factors which could result in material difference to the results is available in the Company's SEC filings, including, without limitation the Company's Report on Form 20-F for the year ended March 2006.

The estimated impact of the averted strike in Quarter 4 reflects the direct costs of the measures and the estimated revenue impacts, both direct and indirect. The estimate of GBP80 million is based on assumptions the company considers reasonable, but are judgemental.

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