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BRITISH AIRWAYS PLC
Form 6-K
May 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 May, 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. April 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 4 May, 2006

INDEX TO EXHIBITS

| Exhibit No. | Description |
|-------------|--------------------------|
| 1. | April Traffic Statistics |

TRAFFIC AND CAPACITY STATISTICS - April 2006

Summary of the headline figures

In April 2006, passenger capacity, measured in Available Seat Kilometres, was 4.2 per cent above April 2005. Traffic, measured in Revenue Passenger Kilometres, was higher by 9.8 per cent. This resulted in a passenger load factor up 4 points versus last year, to 78.7 per cent. The increase in traffic comprised a 3.8 per cent increase in premium traffic and a 10.9 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 1.3 per cent. Overall load factor rose by 2.9 points to 71.6 per cent.

As highlighted last month, the timing of Easter this year has reduced premium volumes and benefited non premium volumes in April.

Market conditions

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Market conditions remain broadly unchanged as significant promotional activity is required to maintain seat factors.

Strategic Developments

British Airways increased the fuel surcharge on its longhaul flights from Friday April 21, 2006 as a result of further rises in the price of fuel. The longhaul fuel surcharge on tickets sold and issued in the UK increased from GBP30 per sector to GBP35 per sector (GBP70 return trip). The shorthaul fuel surcharge remained unchanged at GBP8 per sector (GBP16 a return trip). The annual fuel bill for 2005/2006 is expected to be some GBP1.6 billion. We estimated previously that this would rise by GBP400 million in 2006/2007 but at these high fuel prices, we would now expect this year's fuel bill to be GBP600 million higher at GBP2.2 billion.

The company announced a radical shake-up of its short-haul air fares with one-way all-inclusive tickets starting at GBP29. All non-changeable economy tickets have been scrapped with air travellers able to change their flights, no matter what they have paid for the ticket, up to midnight the day before departure. The airline increased the flexibility of its lowest priced tickets in response to feedback from its customers who increasingly need to change their flight bookings at short notice due to altering schedules. The move increases the number of changeable tickets on sale by 15 million a year.

In his first major speech on the environment, Willie Walsh, chief executive of British Airways, said the European Commission should keep its plans for aviation emissions trading simple and practical. He urged the Commission not to risk delaying the extension of its carbon trading scheme to airlines by making the arrangements too complicated. Addressing Ireland's National Management Conference in Co Wicklow, he said it was vital to bring the EU scheme into operation to demonstrate the aviation industry's commitment to addressing its impact on global warming. But he warned that the size of aviation's share of global carbon emissions was sometimes overstated. Mr Walsh said the European scheme should apply, initially at least, to flights within the EU only.

The company met with its trade unions to hear their joint response to the proposal to address the GBP1 billion past deficit in the New Airways Pensions Scheme (NAPS). Further talks were agreed.

British Airways made a GBP500,000 donation to help rebuild 11 schools devastated in the South Asia earthquake last autumn. The money, which was raised through the British Airways Change for Good Programme, has been given to UNICEF as part of the airline's continuing support of relief efforts across the region.

ends

May 4, 2006

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BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

Month of April

| BRITISH AIRWAYS GROUP | | | Change |
|--------------------------------|-------|-------|----------|
| SCHEDULED SERVICES | 2006 | 2005 | (%) |
| Passengers carried (000) | | | |
| UK/Europe | 1959 | 1923 | +1.9 |
| Americas | 670 | 622 | +7.6 |
| Asia Pacific | 160 | 140 | +14.2 |
| Africa and Middle East | 280 | 239 | +17.1 |
| Total | 3068 | 2924 | +5.0 |
| Revenue passenger km (m) | | | |
| UK/Europe | 1848 | 1753 | +5.4 |
| Americas | 4513 | 4158 | +8.6 |
| Asia Pacific | 1606 | 1443 | +11.3 |
| Africa and Middle East | 1863 | 1599 | +16.5 |
| Total | 9830 | 8952 | +9.8 |
| Available seat km (m) | | | |
| UK/Europe | 2592 | 2684 | -3.4 |
| Americas | 5472 | 5253 | +4.2 |
| Asia Pacific | 2017 | 1929 | +4.6 |
| Africa and Middle East | 2403 | 2112 | +13.8 |
| Total | 12486 | 11979 | +4.2 |
| Passenger load factor (%) | | | |
| UK/Europe | 71.3 | 65.3 | +6.0 pts |
| Americas | 82.5 | 79.1 | +3.4 pts |
| Asia Pacific | 79.6 | 74.8 | +4.8 pts |
| Africa and Middle East | 77.5 | 75.7 | +1.8 pts |
| Total | 78.7 | 74.7 | +4.0 pts |
| Revenue tonne km (RTK) (m) | | | |
| Cargo tonne km (CTK) | 404 | 398 | +1.3 |
| Total RTK | 1380 | 1287 | +7.3 |
| Available tonne km (m) | 1928 | 1873 | +3.0 |
| Overall load factor (%) | 71.6 | 68.7 | +2.9 pts |

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.

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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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