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BRITISH AIRWAYS PLC
Form 6-K
June 05, 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

5 June, 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. May 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 5 June 2007

INDEX TO EXHIBITS

Exhibit No.	Description
1.	May traffic statistics

TRAFFIC AND CAPACITY STATISTICS - May 2007

Summary of the headline figures

In May 2007, passenger capacity, measured in Available Seat Kilometres, was 0.1 per cent below May 2006. Traffic, measured in Revenue Passenger Kilometres, was lower by 2.1 per cent. This resulted in a passenger load factor down 1.5 points versus last year, to 73.3 per cent. The decrease in traffic comprised a 2.1 per cent decrease in premium traffic and a 2.1 per cent decrease in non-premium traffic.

May 2006 was a particularly strong month with premium up 13.9 per cent and non-premium up 5.7 per cent leading to soft year on year performance. The unusual timing of bank holidays in the UK and continental Europe, continuing carry-on baggage restrictions at Heathrow and the weak US dollar also impacted volumes in May 2007. Premium growth in the first half of the year is unlikely due to high comparative seat factors.

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Cargo, measured in Cargo Tonne Kilometres, fell by 2.0 per cent. Overall load factor rose 0.6 points to 69.2 per cent.

Market conditions

Some weakness in non-premium, particularly on the North Atlantic and in shorthaul domestic, continues. Premium demand is expected to continue driving high seat factors. Visibility around forward bookings continues to be limited.

Revenue and costs

The continuing weak US dollar, while not helpful to revenue, is having a positive impact on costs.

Strategic Developments

The airline filed an application with the US DoT for permission to operate services between any point in the EU and US to enable it to grow the most profitable part of its business.

Agreement was reached on new working practices for all 6,000 ground staff involved in the move to Heathrow's Terminal 5. The final ballot, by check-in and customer service staff, showed overwhelming support for more efficient ways of working, ahead of the move to the airline's new home in Terminal 5.

British Airways and Amadeus signed an agreement for the distribution of the airline's fares and inventory to Amadeus travel agencies and corporations. All four GDSs have now agreed to new contracts.

The company joined TPG Capital, Vista Capital, Inversiones Ibersuizas and Quercus Equity to investigate a possible consortium bid for Iberia. No guarantee was given that a formal bid will be made. The airline has previously ruled out further capital investment as part of any consortium bid and will not make an independent bid for the airline.

British Airways' 13 flights a week to Vancouver move from London Heathrow Terminal 4 to Terminal 1 on June 1, 2007 to ease congestion and provide smoother connections for customers.

Eight new Airbus A320 family aircraft were ordered for delivery in 2008-2010

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marking the first step towards establishing a single fleet across the British Airways' network. The airline will also upgrade the Gatwick shorthaul fleet by replacing the oldest 14 Boeing 737s with Airbus A319 aircraft.

ends

June 5, 2007

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BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

BRITISH AIRWAYS SCHEDULED SERVICES	2007	Month of May		Financial year April through to May		
		2006	Change (%)	2007	2006	Change (%)
Passengers carried (000)						
UK/Europe	1783	1791	-0.5	3524	3502	+0.6
Americas	645	668	-3.5	1278	1338	-4.5
Asia Pacific	140	144	-3.2	293	304	-3.7
Africa and Middle East	266	267	-0.4	552	546	+1.1
Total	2833	2871	-1.3	5647	5690	-0.8
Revenue passenger km (m)						
UK/Europe	1767	1770	-0.2	3484	3461	+0.6
Americas	4336	4499	-3.6	8600	9012	-4.6
Asia Pacific	1417	1455	-2.6	2981	3061	-2.6
Africa and Middle East	1781	1777	+0.2	3698	3640	+1.6
Total	9302	9501	-2.1	18763	19175	-2.2
Available seat km (m)						
UK/Europe	2537	2460	+3.1	4981	4807	+3.6
Americas	5612	5673	-1.1	11038	11146	-1.0
Asia Pacific	2021	2078	-2.7	3984	4095	-2.7
Africa and Middle East	2526	2494	+1.3	5026	4897	+2.6
Total	12696	12705	-0.1	25030	24945	+0.3
Passenger load factor (%)						
UK/Europe	69.7	71.9	-2.2 pts	69.9	72.0	-2.1
Americas	77.3	79.3	-2.0 pts	77.9	80.9	-3.0
Asia Pacific	70.1	70.0	+0.1 pts	74.8	74.7	+0.1
Africa and Middle East	70.5	71.3	-0.8 pts	73.6	74.3	-0.7
Total	73.3	74.8	-1.5 pts	75.0	76.9	-1.9
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	402	411	-2.0	787	820	-4.0
Total RTK	1340	1360	-1.5	2675	2760	-3.1
Available tonne km (m)	1936	1981	-2.3	3825	3954	-3.3
Overall load factor (%)	69.2	68.6	+0.6 pts	69.9	69.8	+0.1

Certain information included in these statements is forward-looking and involves risks and uncertainties that could cause actual results to differ materially

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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 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. Fuller information on some factors which could result in material difference to the results is available in the company's Annual Report for the year ended 31 March 2007, which is available on www.bashareholders.com.

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