

BRITISH AIRWAYS PLC
Form 6-K
December 03, 2004
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

3 December 2004

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.

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 X

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

CONTENTS

1. Traffic and Capacity Statistics November 2004

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: 3 December, 2004

INDEX TO EXHIBITS

| Exhibit No. | Description |
|--------------------|---|
| 1. | Traffic and Capacity Statistics November 2004 |

TRAFFIC AND CAPACITY STATISTICS - November 2004

Summary of the headline figures

In November 2004, passenger capacity, measured in Available Seat Kilometres, was 1.7 per cent above November 2003. Capacity was again impacted by some two percentage points as a result of planned reductions to the schedule announced in September. Traffic, measured in Revenue Passenger Kilometres, was higher by 1.0 per cent. This resulted in a passenger load factor down 0.5 points versus last year, to 71.3 per cent. The increase in traffic comprised a 3.7 per cent increase in premium traffic and a 0.6 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 5.6 per cent. Overall load factor rose by 0.9 points to 70.6 per cent.

Market conditions

Market conditions are broadly unchanged. All market segments remain price sensitive and yield declines are expected to continue. The total revenue outlook for the year to March 2005 is unchanged with a 2-3 per cent improvement driven by volume increases.

Strategic Developments

More than 2,000 customers have used a new facility on British Airways' website, ba.com, to upgrade their class of travel or upgrade their level of ticket flexibility in the last month.

Benefits include allowing customers to see exactly what they are paying for, the full range of products and services included in the cost of the ticket and a more simplified set of fare rules.

British Airways became the first airline in the UK to enable passengers departing from Heathrow to print their own boarding pass online for flights from Heathrow Terminal 1 to Aberdeen, Edinburgh, Manchester, Glasgow and Newcastle. Passengers travelling from Manchester will be offered the facility on both domestic and international routes.

A new bilateral agreement between the UK and Indian governments has increased the number of frequencies between the UK and India from 19 to 40 per week. Demand exceeds supply for the new frequencies, so there was a scarce capacity hearing at the Civil Aviation Authority at which British Airways, Virgin Atlantic and Bmi presented why they should be awarded the additional frequencies. British Airways was given seven new services; four extra to Chennai and a new three-times-a-week service to Bangalore, all starting next summer. The airline said it was disappointed that it had not be awarded more flights to India and it will now study the decision in more detail.

The Civil Aviation Authority (CAA) announced a consultation for NATS' (National Air Traffic Services) charges for the five year period starting in 2006. The final decision about NATS' charges will be made in the latter half of 2005.

December 3, 2004

BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

| | Month of November | | Financial year to date | | |
|---|----------------------|---------------|------------------------|--------------------------------------|---------------|
| | | Change (%) | 2004 | April through to November 2003 | Change (%) |
| BRITISH AIRWAYS SCHEDULED SERVICES | 2004 | | 2004 | 2003 | |
| Passengers carried (000) | | | | | |
| UK/Europe | 1747 | -0.8 | 16600 | 16691 | -0.5 |
| Americas | 541 | -3.4 | 4963 | 4849 | +2.3 |
| Asia Pacific | 140 | +1.3 | 1111 | 947 | +17.4 |
| Africa and Middle East | 257 | +11.9 | 2008 | 1798 | +11.7 |
| Total | 2685 | -0.2 | 24681 | 24285 | +1.6 |
| Revenue passenger km (m) | | | | | |
| UK/Europe | 1496 | +2.0 | 14919 | 14364 | +3.9 |
| Americas | 3620 | -3.0 | 33183 | 32400 | +2.4 |
| Asia Pacific | 1428 | -1.1 | 11420 | 10064 | +13.5 |
| Africa and Middle East | 1767 | +11.5 | 13398 | 12076 | +10.9 |
| Total | 8318 | +1.0 | 72919 | 68905 | +5.8 |
| Available seat km (m) | | | | | |
| UK/Europe | 2472 | +2.6 | 21030 | 20540 | +2.4 |

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| | | | | | |
|-----------------------------------|----------------------|---------|--------------|-------|---------|
| Americas | 4960 020 | -1.2 | 41975 | 42216 | -0.6 |
| Asia Pacific | 1912 822 | +4.9 | 15538 | 13996 | +11.0 |
| Africa and Middle East | 2304 202 | +4.7 | 17727 | 16503 | +7.4 |
| Total | 11648 453 | +1.7 | 96270 | 93255 | +3.2 |
| Passenger load factor (%) | | | | | |
| UK/Europe | 60.5 60.9 | -0.4pts | 70.9 | 69.9 | +1.0pts |
| Americas | 73.0 74.3 | -1.3pts | 79.1 | 76.7 | +2.4pts |
| Asia Pacific | 74.7 79.2 | -4.5pts | 73.5 | 71.9 | +1.6pts |
| Africa and Middle East | 76.7 72.0 | +4.7pts | 75.6 | 73.2 | +2.4pts |
| Total | 71.3 71.8 | -0.5pts | 75.7 | 73.9 | +1.8pts |
| Revenue tonne km (RTK) (m) | | | | | |
| Cargo tonne km (CTK) | 453 429 | +5.6 | 3316 | 2923 | +13.4 |
| Total RTK | 1281 249 | +2.6 | 10587 | 9811 | +7.9 |
| Available tonne km (m) | 1814 791 | +1.3 | 15068 | 14415 | +4.5 |
| Overall load factor (%) | 70.6 69.7 | +0.9pts | 70.3 | 68.1 | +2.2pts |

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.

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