

BRITISH AIRWAYS PLC  
Form 6-K  
October 05, 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**

**5 October 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 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 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 September 2004 - 5 October 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: 5 October, 2004

## INDEX TO EXHIBITS

<b>Exhibit No.</b>	<b>Description</b>
1.	Traffic and Capacity Statistics September 2004 - 5 October 2004

## TRAFFIC AND CAPACITY STATISTICS - September 2004

### *Summary of the headline figures*

In September 2004, passenger capacity, measured in Available Seat Kilometres, was 0.6 per cent above September 2003 and traffic, measured in Revenue Passenger Kilometres, was higher by 3.6 per cent. This resulted in a passenger load factor up 2.2 points versus last year, to 77.9 per cent. The increase in traffic comprised a 0.2 per cent decrease in premium traffic and a 4.2 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 13.6 per cent. Overall load factor rose by 3.8 points to 72.4 per cent.

For the July to September quarter, ASKs rose by 2.1 percent, with RPKs rising by 4.7 percent. This resulted in an increase in passenger load factor of 2.0 points, to 78.4 percent. This comprised a 4.6 per cent increase in premium traffic and a 4.7 percent increase in non-premium traffic. CTKs rose by 19.3 per cent.

### *Market conditions*

Market conditions remain unchanged. Longhaul premium volumes are recovering, while shorthaul premium travel remains at lower levels. Non-premium volumes are very price-sensitive. Revenue is still expected to be some 2-3 per cent higher in this financial year

*Costs*

As a result of Yen depreciation against sterling, there will be a non-cash accounting credit of £5 million in the second quarter financial results.

## ***Strategic Developments***

British Airways completed the sale of its 18.25 per cent shareholding in Qantas. The gross sale proceeds were A\$1.1 billion (approximately £430 million) which the airline received on 14 September. The airline expects to use the proceeds to repay part of its existing gross debt which at June 30, 2004 amounted to £5.6 billion.

British Airways announced a series of measures to improve operational performance.

The winter schedule was announced and includes new services to Switzerland, Greece, Croatia and Lithuania.

British Airways' has introduced a bistro style restaurant at New York's JFK airport for business passengers to sample dishes created by UK based Michelin starred chefs including Richard Corrigan of The Lindsay House in London, Vineet Bhatia from Rasoi in London and Shaun Hill from The Merchant House in Ludlow.

British Airway celebrated 65 years of operations to Birmingham, 45 years to Moscow and 20 years to Cape Town.

The airline swept the board at the Business Traveller magazine awards ceremony, picking up seven awards including best airline, best first class, best business class, best economy class, best longhaul airline, best shorthaul airline and best frequent flyer programme. The oneworld alliance won the best airline alliance.

Marketing magazine voted BA one of the UK's best loved brands.

British Airways announced it is to change the timetable of some of its monthly traffic statistics updates to co-incide with its quarterly financial results.

October 5, 2004

## **BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS**

	Month of September		Financial year to date		
		Change (%)	2004	April through September 2003	Change (%)
<b>BRITISH AIRWAYS GROUP</b>					
<b>SCHEDULED SERVICES</b>	<b>2004003</b>		<b>2004</b>	<b>2003</b>	
<b>Passengers carried (000)</b>					
UK/Europe	2122123	-0.0	12834	12849	-0.1
Americas	599588	+1.8	3849	3703	+4.0
Asia Pacific	146137	+6.5	823	671	+22.8
Africa and Middle East	257236	+8.7	1494	1329	+12.5
Total	3123085	+1.3	19001	18550	+2.4
<b>Revenue passenger km (m)</b>					

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UK/Europe	<b>1925</b> 850	+4.1	<b>11614</b>	11119	+4.5
Americas	<b>4005</b> 941	+1.6	<b>25715</b>	24750	+3.9
Asia Pacific	<b>1502</b> 450	+3.6	<b>8466</b>	7172	+18.0
Africa and Middle East	<b>1702</b> 578	+7.9	<b>9900</b>	8880	+11.5
Total	<b>9134</b> 818	+3.6	<b>55695</b>	51921	+7.3
<b>Available seat km (m)</b>					
UK/Europe	<b>2610</b> 554	+2.2	<b>15914</b>	15553	+2.3
Americas	<b>5075</b> 278	-3.9	<b>31888</b>	31834	+0.2
Asia Pacific	<b>1923</b> 776	+8.2	<b>11618</b>	10303	+12.8
Africa and Middle East	<b>2120</b> 047	+3.6	<b>13192</b>	12113	+8.9
Total	<b>11726</b> 655	+0.6	<b>72612</b>	69804	+4.0
<b>Passenger load factor (%)</b>					
UK/Europe	<b>73.8</b> 72.5	+1.3pts	<b>73.0</b>	71.5	+1.5pts
Americas	<b>79.0</b> 74.7	+4.3pts	<b>80.6</b>	77.7	+2.9pts
Asia Pacific	<b>78.1</b> 81.6	-3.5pts	<b>72.9</b>	69.6	+3.3pts
Africa and Middle East	<b>80.2</b> 77.1	+3.1pts	<b>75.0</b>	73.3	+1.7pts
Total	<b>77.9</b> 75.7	+2.2pts	<b>76.7</b>	74.4	+2.3pts
<b>Revenue tonne km (RTK) (m)</b>					
Cargo tonne km (CTK)	<b>412</b> 363	+13.6	<b>2416</b>	2087	+15.8
Total RTK	<b>1325</b> 246	+6.3	<b>7973</b>	7284	+9.5
Available tonne km (m)	<b>1831</b> 817	+0.8	<b>11339</b>	10730	+5.7
Overall load factor (%)	<b>72.4</b> 68.6	+3.8pts	<b>70.3</b>	67.9	+2.4pts

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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