

BRITISH AIRWAYS PLC  
Form 6-K  
July 17, 2003

FORM 6-K

SECURITIES AND EXCHANGE COMMISSION

Washington, DC 20549

Report of Foreign Issuer

Furnished Pursuant to Rule 13a - 16 or 15d - 16 of the  
Securities Exchange Act of 1934

For the period ending 3 July 2003

BRITISH AIRWAYS Plc

Waterside HBA3, PO Box 365, Harmondsworth UB7 0GB

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## 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

Date: 17 July 2003  
Sarah Billington Manager Shareholder Services

## TRAFFIC AND CAPACITY STATISTICS - June 2003

### Summary of the headline figures

In June 2003, overall load factor rose 1.3 points to 70.3 per cent. Passenger capacity, measured in Available Seat Kilometres, was 3.1 per cent above June 2002 and traffic, measured in Revenue Passenger Kilometres, was higher by 5.8 per cent. This resulted in a passenger load factor up 2.0 points versus last year, to 76.8 per cent. The increase in traffic comprised a 2.5 per cent reduction in premium traffic and a 7.3 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, fell by 1.2 per cent.

For the April to June quarter, ASKs rose by just 0.1 percent, with RPKs rising by 2.1 percent. This resulted in an increase in passenger load factor of 1.4 points, to 70.4 percent. This comprised a 12.4 per cent fall in premium traffic and a 4.9 percent increase in non-premium traffic. CTKs rose by 0.2 per cent

### Market conditions

Traffic is gradually improving from the lowest levels seen earlier this year largely driven by last minute bookings that have been stronger than in previous years. Yields continue weak, and the outlook is for revenue in the first quarter to be well down on the previous year. The operating result for the quarter is expected to be marginally positive. The

outlook remains fragile with traffic volumes being very sensitive to yield.

#### Costs

As a result of Yen depreciation against sterling, there will be a non-cash accounting profit of £45 million in the first quarter financial results. The loss on disposal from dba (formerly Deutsche BA) of £79 million will be included in the first quarter. Fuel costs for the financial year ending 31 March 2004 are still expected to be approximately £100 million higher than for the year ended 31 March 2003. The company is currently some 45% hedged in quarter two, some 35% hedged in quarter three and 30% hedged for quarter four.

#### Strategic Developments

British Airways called for the development of a second runway at Birmingham airport, an extra runway at Edinburgh or Glasgow airport and new passenger terminals at Manchester airport in its response to the government's regional air studies consultation on UK airports development outside south east England up to 2030. BA also said any new runway at London Heathrow airport should have between 30 and 60 daily take-offs and landings reserved for extra flights to more UK regional airports.

British Airways welcomed the decision by the Transport Council to grant the European Commission a mandate to negotiate a new air treaty to replace existing bilaterals between the European Union member states and the United States.

British Airways has been named as the "best low cost airline" in an annual Guardian newspaper poll. The airline, which restructured its European and domestic fare structure in summer 2002, now offers new reduced fares on more than 170 routes across the continent.

From July 1, 2003 British Airways UK and Jersey reservation and general enquiries telephone lines will be merged into a new number - 0870 850 9 850.

July 3, 2003

#### BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

	Month of June			Financial year to date		
	April through June					
BRITISH AIRWAYS GROUP				Change		Change
SCHEDULED SERVICES	2003	2002	(%)	2003	2002	(%)
Passengers carried (000)						
UK/Europe	2437	2338	+4.2	6958	6850	+1.6
Americas	672	606	+10.9	1812	1682	+7.7
Asia Pacific	102	132	-22.5	272	376	-27.5
Africa and Middle East	221	195	+13.5	606	581	+4.2
Total	3432	3270	+4.9	9649	9490	+1.7
Revenue passenger km (m)						
UK/Europe	2034	1873	+8.6	5686	5394	+5.4

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Americas	4458	4069	+9.6	12145	11328	+7.2
Asia Pacific	1097	1329	-17.5	2965	3814	-22.3
Africa and Middle East	1465	1284	+14.1	4124	3872	+6.5
Total	9054	8555	+5.8	24919	24408	+2.1

Available seat km (m)

UK/Europe	2799	2609	+7.3	8367	7935	+5.4
Americas	5381	5181	+3.9	15580	15723	-0.9
Asia Pacific	1612	1701	-5.2	4847	5075	-4.5
Africa and Middle East	2001	1946	+2.8	5929	5954	-0.4
Total	11794	11438	+3.1	34722	34688	+0.1

Passenger load factor (%)

UK/Europe	72.6	71.8	+0.8	pts	68.0	68.0	+0.0	pts
Americas	82.8	78.5	+4.3	pts	78.0	72.0	+6.0	pts
Asia Pacific	68.1	78.2	-10.1	pts	61.2	75.2	-14.0	pts
Africa and Middle East	73.2	66.0	+7.2	pts	69.6	65.0	+4.6	pts
Total	76.8	74.8	+2.0	pts	71.8	70.4	+1.4	pts

Revenue tonne km (RTK) (m)

Cargo tonne km (CTK)	357	361	-1.2	1054	1053	+0.2
Total RTK	1260	1215	+3.7	3536	3484	+1.5
Available tonne km (m)	1792	1760	+1.8	5285	5334	-0.9

Overall load factor (%)	70.3	69.0	+1.3	pts	66.9	65.3	+1.6	pts
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Certain information included in this statement 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 objectives for future operations, including, without limitation, discussions of the Company's 'Future Size and Shape' programme, 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 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. 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 2002.

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