

BRITISH AIRWAYS PLC  
Form 6-K  
August 06, 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 6 August 2003

BRITISH AIRWAYS Plc

Waterside HBA3, PO Box 365, Harmondsworth UB7 0GB

## CONTENTS

1. S198 Notification by the Capital Group 4 August 2003
2. Traffic and Capacity Statistics for July 5 August 2003

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: 6 August 2003  
Sarah Billington Manager Shareholder Services

SCHEDULE 10

NOTIFICATION OF MAJOR INTERESTS IN SHARES

1. Name of company

British Airways Plc

2. Name of shareholder having a major interest

The Capital Group Companies Inc.

3. Please state whether notification indicates that it is in respect of holding of the shareholder named in 2 above or in respect of a non-beneficial interest or in the case of an individual holder if it is a holding of that person's spouse or children under the age of 18

As above

4. Name of the registered holder(s) and, if more than one holder, the number of shares held by each of them

State Street Nominees Limited 9,048,996  
Chase Nominees Limited 63,483,500

5. Number of shares / amount of stock acquired

N/A

6. Percentage of issued class

7. Number of shares / amount of stock disposed

3,576,304

8. Percentage of issued class

0.33%

9. Class of security

ordinary shares of 25p

10. Date of transaction

Not known

11. Date company informed

4 August 2003

12. Total holding following this notification

72,532,496

13. Total percentage holding of issued class following this notification

6.69%

14. Any additional information

15. Name of contact and telephone number for queries

Alan Buchanan, 020 8738 5119

16. Name and signature of authorised company official responsible for making this notification

Alan Buchanan, Company Secretary

Date of notification

4 August 2003

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TRAFFIC AND CAPACITY STATISTICS - July 2003

Summary of the headline figures

In July 2003, overall load factor fell 2.2 points to 67.9 per cent. Passenger capacity, measured in Available Seat Kilometres, was 3.0 per cent above July 2002 and traffic, measured in Revenue Passenger Kilometres, was higher by 2.5 per cent. This resulted in a passenger load factor down 0.3 points versus last year, to 76.4 per cent. The increase in traffic comprised a 1.7 per cent reduction in premium traffic and a 3.2 per cent increase in non-premium traffic. The statistics are distorted by the unofficial strike action which occurred during the month and has impacted both Available Seat Kilometres and Revenue Passenger Kilometres by some 2 percentage points. Cargo, measured in Cargo Tonne Kilometres, fell by 7.8 per cent affected by both the strike action and the temporary closure of the Ascentis World Cargo Centre for maintenance work.

Market conditions

Market conditions are broadly unchanged from last month, the outlook still fragile with traffic volumes remaining very sensitive to yield. Seat factors are expected to continue at close to last year's levels. We expect that revenue in the second quarter will be lower than last year.

Strategic Developments

British Airways posted a pre-tax loss of £45 million (2002: £65 million profit) for the first quarter to June 30, 2003. The operating profit for the first quarter was £40 million (2002: £158 million profit). The deterioration in operating profit reflects the significant reduction in revenue due to continuing economic weakness, the war in Iraq and the impact of SARS. This was partially offset by cost savings delivered through the airline's Future Size and Shape recovery programme.

British Airways announced that the airline had reached agreement with staff over the introduction of its electronic swiping in and out system and that the trades unions concerned had agreed to remove the threat of industrial action. The direct cost of the unofficial industrial action will be in the range £30 million to £40 million reflecting costs incurred and lost revenue.

British Airways announced its route schedule for the winter 2003 season. The new schedule reflects the airlines strategy of focusing on more profitable routes. The network changes, which start on October 26, 2003 unless specified, are:

\* A new service from London Gatwick to Turin which will operate on a daily basis until December, 2003, when a twice daily service commences. In addition, from April, 2004, there will be a new service from London Gatwick to

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Dubrovnik in Croatia which will operate three times each week.

\* A new twice daily service from Manchester to Copenhagen, operated by British Airways CitiExpress.

\* Additional frequencies from London Gatwick to the Caribbean commencing in December 2003. Flights to Antigua will increase from seven to 10 each week and flights to Barbados will increase from eight to 10 each week.

\* Flights to Bilbao in Spain will switch from London Gatwick to London Heathrow.

\* Services from London Gatwick to Bremen and Brussels will be suspended from September 1, 2003, and the service between London Gatwick and Dusseldorf will be suspended from October 1, 2003. The service between London Heathrow and Zagreb in Croatia will be suspended from September 14, 2003, and the service between London Heathrow and San Diego will be suspended from October 26, 2003.

August 5, 2003

BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

|                          | Month of July      |      |          | Financial year to date |          |       |
|--------------------------|--------------------|------|----------|------------------------|----------|-------|
|                          | April through July |      |          |                        |          |       |
| BRITISH AIRWAYS GROUP    |                    |      | * Change |                        | * Change |       |
| SCHEDULED SERVICES       | 2003               | 2002 | (%)      | 2003                   | 2002     | (%)   |
| Passengers carried (000) |                    |      |          |                        |          |       |
| UK/Europe                | 2258               | 2312 | -2.3     | 9439                   | 9165     | +3.0  |
| Americas                 | 651                | 621  | +4.7     | 2464                   | 2304     | +7.0  |
| Asia Pacific             | 127                | 140  | -9.4     | 399                    | 516      | -22.6 |
| Africa and Middle East   | 235                | 214  | +9.9     | 842                    | 795      | +5.8  |
| Total                    | 3270               | 3287 | -0.5     | 13144                  | 12779    | +2.9  |

Revenue passenger km (m)

|                        |      |      |      |       |       |       |
|------------------------|------|------|------|-------|-------|-------|
| UK/Europe              | 1972 | 1934 | +2.0 | 7777  | 7330  | +6.1  |
| Americas               | 4338 | 4187 | +3.6 | 16490 | 15515 | +6.3  |
| Asia Pacific           | 1345 | 1435 | -6.3 | 4310  | 5250  | -17.9 |
| Africa and Middle East | 1537 | 1408 | +9.2 | 5662  | 5280  | +7.2  |
| Total                  | 9191 | 8963 | +2.5 | 34239 | 33375 | +2.6  |

Available seat km (m)

|                        |       |       |      |       |       |      |
|------------------------|-------|-------|------|-------|-------|------|
| UK/Europe              | 2655  | 2574  | +3.2 | 11257 | 10507 | +7.1 |
| Americas               | 5468  | 5330  | +2.6 | 21051 | 21051 | -0.0 |
| Asia Pacific           | 1847  | 1788  | +3.3 | 6693  | 6863  | -2.5 |
| Africa and Middle East | 2067  | 1991  | +3.8 | 7998  | 7947  | +0.6 |
| Total                  | 12037 | 11682 | +3.0 | 46999 | 46368 | +1.4 |

Passenger load factor (%)

|                        |      |      |      |     |      |      |       |     |
|------------------------|------|------|------|-----|------|------|-------|-----|
| UK/Europe              | 74.3 | 75.1 | -0.8 | pts | 69.1 | 69.8 | -0.7  | pts |
| Americas               | 79.3 | 78.6 | +0.7 | pts | 78.3 | 73.7 | +4.6  | pts |
| Asia Pacific           | 72.8 | 80.3 | -7.5 | pts | 64.4 | 76.5 | -12.1 | pts |
| Africa and Middle East | 74.4 | 70.7 | +3.7 | pts | 70.8 | 66.4 | +4.4  | pts |

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Total 76.4 76.7 -0.3 pts 72.8 72.0 +0.8 pts

Revenue tonne km (RTK) (m)

Cargo tonne km (CTK) 333 362 -7.8 1387 1409 -1.6

Total RTK 1254 1258 -0.3 4801 4738 +1.3

Available tonne km (m) 1846 1794 +2.9 7163 7125 +0.5

Overall load factor (%) 67.9 70.1 -2.2 pts 67.0 66.5 +0.5 pts

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 Companys plans and objectives for future operations, including, without limitation, discussions of the Companys 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 Companys 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 Companys SEC filings, including, without limitation the Companys Report on Form 20-F for the year ended March 2003. Investor Relations

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\* Comparative numbers from 1 July 2002 have been adjusted to remove the impact of dba following its disposal on 30 June 2003