

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 November 2001 - January 2002

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: 6 February 2002

SARILLA

Sarah Billington
Manager Shareholder Services

TRAFFIC AND CAPACITY STATISTICS - NOVEMBER 2001*Summary of the headline figures*

Capacity in November, measured in Available Seat Kilometres, was 14.6 per cent below November 2000. Traffic, measured in Revenue Passenger Kilometres, fell 17.8 per cent. The reduction in traffic comprised a 24.8 per cent decline in premium traffic and a 16.3 per cent fall in non-premium traffic. Passenger load factor of 63.9 per cent was down 2.4 points on November 2000. Cargo, measured in Cargo Tonne Kilometres, fell by 18.8 per cent.

Market conditions

Trading remains challenging. Although the traffic performance versus last year in November improved on October much of this was driven by successful promotional activity. Non-premium traffic has been responsive to this type of price stimulation. Premium traffic remains weak. The adverse mix and promotional activities are impacting yields.

Strategic developments

British Airways launched a UK based promotion in conjunction with Associated Newspapers offering tickets with savings of up to 60% against the lowest published fare. More than 100,000 discounted tickets were offered for sale during the promotion, for travel between 25 November 2001 and 21 March 2002.

British Airways' Concorde returned to commercial service between London Heathrow and New York's JFK airport. In addition, Concorde services to Barbados resumed on 1 December, with one service per week between Heathrow and Bridgetown. This service will operate for the winter season, until 13 April 2002.

British Airways announced that it is expanding capacity to Tobago, Grenada, Antigua and St Lucia for the winter to cope with the increased demand. The airline will operate two additional Boeing 777s per week: one from Gatwick to Tobago and Grenada from 3 February to 24 March 2002 (currently three services per week) and one from Gatwick to Antigua and St Lucia from 4 February to 25 March 2002 (currently two services per week).

The CAA published its preliminary proposals for setting charges at Heathrow, Gatwick and Stansted for the five years from April 2003 to March 2008.

The Secretary of State for Transport, Local Government and the Regions announced that the Government has decided to approve the building of Terminal 5 at London's Heathrow airport.

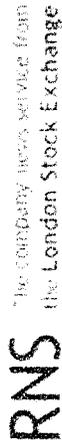
British Airways announced the retirement of David Hyde, director of safety, security and environment, after 34 years with the company. David will leave the airline at the end of March 2002 and will be succeeded by Geoff Want, general manager operations control. Geoff has held a number of senior positions during his 25 years in the airline. David will continue to be actively involved on behalf of British Airways in a number of key non-executive roles.

December 5, 2001

BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

BRITISH AIRWAYS SCHEDULED SERVICES	Month of November			Financial year to date April through November		
	2001	2000	Change (%)	2001	2000	Change (%)
Passengers carried (000)						
UK/Europe	2027	2178	-6.9	19628	19798	-0.9
Americas	458	612	-25.1	4602	5854	-21.4
Asia Pacific	128	162	-21.1	1168	1482	-21.2
Africa and Middle East	198	225	-12.0	1871	1993	-6.1
Total	2811	3177	-11.5	27268	29127	-6.4
Revenue passenger km (m)						
UK/Europe	1531	1705	-10.2	15881	16585	-4.2
Americas	3138	4148	-24.3	31377	39971	-21.5
Asia Pacific	1324	1612	-17.9	11682	14600	-20.0
Africa and Middle East	1388	1513	-8.3	12610	13087	-3.6
Total	7382	8978	-17.8	71550	84244	-15.1
Available seat km (m)						
UK/Europe	2692	3012	-10.7	24790	24698	+0.4
Americas	4673	6002	-22.1	43445	51844	-16.2
Asia Pacific	2116	2208	-4.2	16176	18917	-14.5
Africa and Middle East	2077	2317	-10.3	18057	19556	-7.7
Total	11558	13539	-14.6	102468	115016	-10.9
Passenger load factor (%)						
UK/Europe	56.9	56.6	+0.3 pts	64.1	67.2	-3.1 pts
Americas	67.2	69.1	-1.9 pts	72.2	77.1	-4.9 pts
Asia Pacific	62.6	73.0	-10.4 pts	72.2	77.2	-5.0 pts
Africa and Middle East	66.8	65.3	+1.5 pts	69.8	66.9	+2.9 pts
Total	63.9	66.3	-2.4 pts	69.8	73.2	-3.4 pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	347	428	-18.8	2696	3287	-18.0
Total RTK	1088	1323	-17.8	9832	11695	-15.9
Available tonne km (m)	1770	2017	-12.2	15555	16931	-8.1
Overall load factor (%)	61.5	65.6	-4.1 pts	63.2	69.1	-5.9 pts

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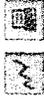


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Company	British Airways PLC
TIDM	BAY
Headline	Voluntary Delisting from TSE
Released	16:12:21 Dec 2001
RNS Number	1543P

Voluntary De-listing from Toronto Stock Exchange

As a result of the lack of trading volume in the British Airways Plc ADS programme in Canada, the Company has applied to The Toronto Stock Exchange to de-list the stock. Notice has been sent to Canadian investors advising them that henceforth they should trade their ADSs on the New York Stock Exchange instead where there is a much greater trading volume in the British Airways Plc ADS. As at 10 December 2001, there were only 285 holders in the Canadian programme holding the equivalent of 140,674 ordinary shares between them. The average number of Canadian ADSs traded per month has been less than 100 during 2001.

As a major international network airline, British Airways remains committed to serving the Canadian market.

[Company website](#)



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TRAFFIC AND CAPACITY STATISTICS - DECEMBER 2001*Summary of the headline figures*

Capacity in December, measured in Available Seat Kilometres, was 12.5 per cent below December 2000. Traffic, measured in Revenue Passenger Kilometres, fell 10.4 per cent. The reduction in traffic comprised an 18.3 per cent decline in premium traffic and a 9.2 per cent fall in non-premium traffic. Passenger load factor of 68.6 per cent was up 1.5 points on December 2000. Cargo, measured in Cargo Tonne Kilometres, fell by 16.1 per cent.

For the quarter ended 31 December 2001, ASKs fell by 14.1 per cent, while RPKs fell by 18.0 per cent. This resulted in a third-quarter load factor of 65.2 per cent, 3.1 points lower than the same period last year. Premium traffic in the quarter fell by 27.3 per cent with non-premium traffic falling by 16.2 per cent. Cargo, measured in Cargo Tonne Kilometres, fell by 19.7 per cent in the quarter.

Market conditions

Market conditions in December continued to be difficult but showed a measurable improvement on the previous month. Promotional activity, particularly in the economy cabins, has been successful in supporting both seat factor and revenue. While yield is expected to be weak due both to discounting and mix effects, overall revenue, while clearly well below last year's level, is exceeding initial expectations.

Costs

As a result of Yen depreciation against sterling, there will be a non-cash accounting credit of £85 million in the third quarter financial results.

Strategic developments

The Secretary of State for Transport announced that the Government will provide up to £40 million of financial assistance to compensate airlines for losses arising directly from the 11 September terrorist attacks in the United States. British Airways will submit a formal application for compensation which will cover some of the losses and extra costs resulting from the US attacks.

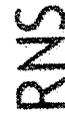
British Airways and its oneworld alliance partner, Cathay Pacific Airways expanded their code-sharing agreement to cover Kuala Lumpur, Auckland and eleven destinations in Europe. From January 7, British Airways' BA code will be added to Cathay Pacific's daily services between Hong Kong and both Kuala Lumpur and Auckland. Cathay's CX code will be placed on British Airways' flights linking London Heathrow with eleven European destinations - Newcastle, Aberdeen, Stockholm, Helsinki, Dusseldorf, Hamburg, Munich, Berlin, Cologne, Stuttgart, Prague.

January 4, 2002

BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

BRITISH AIRWAYS GROUP SCHEDULED SERVICES	Month of December			Financial year to date April through December		
	2001	2000	Change (%)	2001	2000	Change (%)
Passengers carried (000)						
UK/Europe	1835	1963	-6.5	21464	21785	-1.5
Americas	506	586	-13.7	5108	6443	-20.7
Asia Pacific	151	168	-9.7	1319	1649	-20.1
Africa and Middle East	215	243	-11.5	2086	2235	-6.7
Total	2707	2959	-8.5	29977	32113	-6.7
Revenue passenger km (m)						
UK/Europe	1437	1584	-9.3	17318	18185	-4.8
Americas	3494	4011	-12.9	34874	43997	-20.7
Asia Pacific	1558	1663	-6.3	13240	16262	-18.6
Africa and Middle East	1490	1653	-9.9	14101	14742	-4.3
Total	7980	8911	-10.4	79533	93187	-14.7
Available seat km (m)						
UK/Europe	2461	2802	-12.2	27251	27500	-0.9
Americas	4901	5903	-17.0	48343	57747	-16.3
Asia Pacific	2160	2209	-2.2	18336	21127	-13.2
Africa and Middle East	2106	2373	-11.2	20163	21929	-8.1
Total	11627	13287	-12.5	114093	128304	-11.1
Passenger load factor (%)						
UK/Europe	58.4	56.5	+1.9 pts	63.5	66.1	-2.6 pts
Americas	71.3	67.9	+3.4 pts	72.1	76.2	-4.1 pts
Asia Pacific	72.1	75.3	-3.2 pts	72.2	77.0	-4.8 pts
Africa and Middle East	70.7	69.7	+1.0 pts	69.9	67.2	+2.7 pts
Total	68.6	67.1	+1.5 pts	69.7	72.6	-2.9 pts
Revenue tonne km (RTK) (m)						
Cargo tonne km (CTK)	337	401	-16.1	3030	3686	-17.8
Total RTK	1145	1289	-11.2	10973	12985	-15.5
Available tonne km (m)	1772	1972	-10.1	17327	18905	-8.3
Overall load factor (%)	64.6	65.4	-0.8 pts	63.3	68.7	-5.4 pts

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Company British Airways PLC
 TIDM BAY
 Headline AA/BA Regulatory Announcement
 Released 18:17 25 Jan 2002
 RNS Number 5568Q

BRITISH AIRWAYS/AMERICAN AIRLINES STATEMENT

REGULATORY PRICE TOO HIGH

In response to the US Department of Transportation's regulatory conditions for the proposed alliance between British Airways and American Airlines Rod Eddington, British Airways' Chief Executive and Don Carty, Chairman and Chief Executive, American Airlines, said:

"We will not do this deal at this price. We made it clear from the start that we would not conclude the deal if the regulatory price was too high. Regrettably this has proved to be the case.

"It is a disappointment for both airlines, shareholders, and for the many staff who have worked extremely hard to ensure that the deal would be a real success for the flying public.

"The conditions laid down by the US government do not make sense for either company. We will not acquiesce to unrealistic, and in our view, unnecessary demands. For us, the price is just not right.

"We simply sought to have the same commercial advantages and deliver the same consumer benefits that rival airline alliances and their passengers already enjoy. Consumers will now be denied the substantial range of benefits that would have arisen from a closer alliance between our two great airlines."

American Airlines remains British Airways' partner of choice across the Atlantic. Both airlines pledged to continue to develop the bilateral relationships within the oneworld™ alliance, the grouping is as strong as ever and oneworld is still a central plank of the alliance strategy.

British Airways and American Airlines will continue to give passengers access to each other's networks and will endeavour to deliver as much of the customer proposition as they can within the existing legal boundaries.

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