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BRITISH AIRWAYS PLC  
Form 6-K  
September 11, 2006

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

05 September 2006

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

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

### CONTENTS

1. August traffic statistics

### 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 authorized.

BRITISH AIRWAYS Plc

By: /s/ \_\_\_\_\_  
Name: Alan Buchanan  
Title: Company Secretary  
Date : 05 September 2006

### INDEX TO EXHIBITS

Exhibit No.	Description
1.	August traffic statistics

### TRAFFIC AND CAPACITY STATISTICS - August 2006

#### Summary of the headline figures

In August 2006, passenger capacity, measured in Available Seat Kilometres, was 5.1 per cent above August 2005. Traffic, measured in Revenue Passenger Kilometres, was higher by 5.0 per cent. This resulted in a passenger load factor down 0.1 points versus last year, to 77.8 per cent. The increase in traffic comprised a 9.5 per cent increase in premium traffic and a 4.4 per cent increase in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, rose by 3.5 per cent. Overall load factor increased by 2.2 points to 71.7 per cent.

#### Security Impact

During the period August 10-17 the airline cancelled some 1,280 flights as a

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result of the disruption at the London airports. The airline estimates that the financial impact for the month of August was around GBP40 million. This includes lost revenue and increased costs of hotel accommodation, catering and baggage repatriation.

Since the disruption there has been some impact on forward bookings. The overall level of bookings has returned to levels experienced last year, but is still weaker than the trend of the past few months. The recovery of premium and non-premium transfer traffic, for example, is lagging due to the limitations on carry on baggage at London.

### Market conditions

Visibility is limited as we emerge from the issues surrounding the August security increases, but underlying market conditions continue to be good.

### Strategic Developments

British Airways called on the Office of Fair Trading to refer its study on the UK airports market to the Competition Commission because of its concerns about current airport regulation and ownership.

The airline said separate ownership of London Heathrow and London Stansted airports should be considered because decisions on new runways in South East England should not be concentrated in the hands of one company.

In the event of a break-up of BAA, the airline said there will be a continued need for strong regulation to protect users against monopoly power, particularly at London Heathrow and London Gatwick.

The airline sold its Travel Clinic business to MASTA (Medical Advisory Services for Travellers Abroad) who will become British Airways Preferred Partner for travel health services from this month.

Alan McDonald, British Airways' Director of Engineering, announced his retirement after 40 years at the airline. He will be succeeded by Garry Copeland, currently General Manager Quality and Engineering Services from September 15.

ends

September 5, 2006

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### BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

BRITISH AIRWAYS SCHEDULED SERVICES	Month of August			Financial year April through t	
	2006	2005	Change (%)	2006	2005
Passengers carried (000)					
UK/Europe	2045	2063	-0.9	10545	10432
Americas	646	629	+2.6	3429	3261
Asia Pacific	164	159	+3.2	799	765
Africa and Middle East	294	249	+17.8	1419	1209
Total	3149	3101	+1.5	16192	15667

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Revenue passenger km (m)					
UK/Europe	2014	1972	+2.1	10058	9791
Americas	4357	4243	+2.7	23102	21885
Asia Pacific	1668	1631	+2.3	8116	7864
Africa and Middle East	1938	1656	+17.0	9420	8088
Total	9978	9502	+5.0	50697	47628
Available seat km (m)					
UK/Europe	2641	2742	-3.7	13386	13777
Americas	5629	5268	+6.9	28225	26838
Asia Pacific	2095	2121	-1.2	10315	10439
Africa and Middle East	2457	2062	+19.1	12239	10603
Total	12822	12194	+5.1	64165	61657
Passenger load factor (%)					
UK/Europe	76.3	71.9	+4.4 pts	75.1	71.1
Americas	77.4	80.5	-3.1 pts	81.8	81.5
Asia Pacific	79.6	76.9	+2.7 pts	78.7	75.3
Africa and Middle East	78.9	80.3	-1.4 pts	77.0	76.3
Total	77.8	77.9	-0.1 pts	79.0	77.2
Revenue tonne km (RTK) (m)					
Cargo tonne km (CTK)	378	365	+3.5	2012	1956
Total RTK	1404	1319	+6.4	7094	6707
Available tonne km (m)	1957	1897	+3.2	9906	9615
Overall load factor (%)	71.7	69.5	+2.2 pts	71.6	69.7

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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