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BRITISH AIRWAYS PLC  
Form 6-K  
December 05, 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 December 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. November 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 December 2006

### INDEX TO EXHIBITS

Exhibit No.	Description
1.	November traffic statistics

### TRAFFIC AND CAPACITY STATISTICS - November 2006

#### Summary of the headline figures

In November 2006, passenger capacity, measured in Available Seat Kilometres, was 0.7 per cent above November 2005. Traffic, measured in Revenue Passenger Kilometres, was lower by 0.8 per cent. This resulted in a passenger load factor down 1.0 points versus last year, to 72.2 per cent. The decrease in traffic comprised a 3.7 per cent increase in premium traffic and a 1.6 per cent decrease in non-premium traffic. Cargo, measured in Cargo Tonne Kilometres, decreased by 8.2 per cent. Overall load factor fell by 0.3 points to 69.8 per cent.

#### Market conditions

Underlying market conditions are broadly unchanged, bookings are continuing to

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recover supported by common European carry on baggage standards and improved performance at Heathrow.

### Strategic Developments

The airline has reached agreement in principle to sell the regional operation of its subsidiary airline BA Connect to Flybe.

The airline purchased American Airline's remaining stake in Iberia for approximately 19 million euros (or GBP13 million) taking BA's total share holding from some nine to ten per cent. The transaction is intended to preserve British Airways' two seats on the Iberia board.

BA unveiled its next generation business class cabin which offers greater comfort, more space and storage. It is part of an GBP100 million investment in the airline's products and services that includes its First Class cabin and the introduction of an on-demand in-flight entertainment system in every cabin across the longhaul fleet. The new Club World flat bed is 25 per cent wider with a unique 'z' bed position that extends to six foot six inches.

A ten year funding plan to tackle the GBP2.1 billion deficit in the New Airways Pension Scheme (NAPS) was agreed in principle between BA and the trustees. It includes an increase in the company's one off cash injection from GBP500 - GBP800 million plus cash payments of GBP50 million for three years and an increase in annual contributions to over GBP250 million.

Following consultation with its trades unions the company proposed to increase its annual contributions to GBP272 million and offered staff the choice of a normal retirement age of 60 with increased staff contributions or retirement at 65 with a reduced pension.

Willie Walsh, chief executive, called for faster progress on plans to increase runway capacity at Heathrow airport. He urged the Government to set out a step-by-step timetable for the introduction of mixed mode operations and a short third runway, with clear deadlines for the necessary preparatory work by airport owner BAA and the Civil Aviation Authority.

British Airways announced a review of its uniform policy to examine ways in which the policy can be adapted to allow symbols of faith to be worn openly while remaining consistent with the British Airways brand and compliant with employment legislation.

A mini 'World Offers' sale to 36 popular long-haul destinations with savings of up to 53 per cent was announced.

New routes from London Gatwick to Port of Spain in Trinidad and Tobago, Dresden in Germany and Sarajevo in Bosnia and Herzegovina will start from March 2007. The airline signed a codeshare agreement with Caribbean Airlines on British Airways' services to Port of Spain, Barbados and Antigua.

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ends

December 5, 2006

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## BRITISH AIRWAYS MONTHLY TRAFFIC AND CAPACITY STATISTICS

	Month of November			Financial year		
	2006	2005	Change (%)	2006	2005	Change (%)
<b>BRITISH AIRWAYS SCHEDULED SERVICES</b>						
Passengers carried (000)						
UK/Europe	1747	1728	+1.1	16513	16320	+1.2
Americas	525	570	-8.0	5184	5096	+1.7
Asia Pacific	143	152	-5.6	1273	1263	+0.9
Africa and Middle East	321	281	+14.0	2311	1995	+15.8
Total	2736	2732	+0.1	25281	24673	+2.5
<b>Revenue passenger km (m)</b>						
UK/Europe	1588	1514	+4.8	15676	15182	+3.3
Americas	3512	3815	-7.9	34928	34212	+2.1
Asia Pacific	1462	1560	-6.3	12956	12976	-0.2
Africa and Middle East	2203	1942	+13.4	15487	13442	+15.2
Total	8764	8831	-0.8	79047	75813	+4.3
<b>Available seat km (m)</b>						
UK/Europe	2491	2470	+0.8	21220	21735	-2.4
Americas	4871	4930	-1.2	44196	42623	+3.7
Asia Pacific	1933	2074	-6.8	16362	16918	-3.3
Africa and Middle East	2851	2588	+10.1	20007	17525	+14.2
Total	12145	12063	+0.7	101784	98801	+3.0
<b>Passenger load factor (%)</b>						
UK/Europe	63.7	61.3	+2.4 pts	73.9	69.9	+4.0
Americas	72.1	77.4	-5.3 pts	79.0	80.3	-1.3
Asia Pacific	75.6	75.2	+0.4 pts	79.2	76.7	+2.5
Africa and Middle East	77.3	75.0	+2.3 pts	77.4	76.7	+0.7
Total	72.2	73.2	-1.0 pts	77.7	76.7	+1.0
<b>Revenue tonne km (RTK) (m)</b>						
Cargo tonne km (CTK)	408	444	-8.2	3221	3252	-1.0
Total RTK	1297	1325	-2.1	11185	10810	+3.5
Available tonne km (m)	1858	1890	-1.7	15677	15430	+1.6
Overall load factor (%)	69.8	70.1	-0.3 pts	71.3	70.1	+1.2

Certain information included in these statements 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.

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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 Plan programs, 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 itemize 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 2006.

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