NOVEMBER 2016 – IAG GROUP TRAFFIC AND CAPACITY STATISTICS

- Group traffic in November, measured in Revenue Passenger Kilometres, increased by 3.2 per cent versus November 2015; Group capacity measured in Available Seat Kilometres rose by 3.7 per cent.
- Group premium traffic for the month of November increased by 4.4 per cent compared to the previous year.

5 December 2016

STRATEGIC DEVELOPMENTS

On 2 November, IAG announced that it will introduce high speed inflight Wi-Fi across its airlines' shorthaul fleets having reached agreement with Inmarsat to be the launch customer of its next generation European air to ground connectivity. Up to 341 shorthaul aircraft will be fitted with the technology.

On 15 November, Aer Lingus announced its 2017 transatlantic growth plans including a new route from Dublin to Miami and additional frequencies on its Dublin to Los Angeles, Chicago and Orlando services.

On 1 November, British Airways announced its new service from London Gatwick to Oakland, California from March 28, 2017. The airline has also announced plans to invest $110 million in its US airport facilities to enhance the customer experience. This will include a $65 million investment in JFK's Terminal 7 and airport lounge improvements in Boston, San Francisco, Miami, Chicago, Houston and Seattle.

This announcement contains inside information and is disclosed in accordance with the company's obligations under the Market Abuse Regulation (EU) No 596/2014.
Enrique Dupuy, Chief Financial Officer, (responsible for arranging the release of this announcement).

Forward-looking statements:
Certain statements included in this report are forward-looking and involve risks and uncertainties that could cause actual results to differ materially from those expressed or implied by such forward-looking statements.
Forward-looking statements can typically be identified by the use of forward-looking terminology, such as "expects", "may", "will", "could", "should", "intends", "plans", "predicts", "envisages" or "anticipates" and include, without limitation, any projections relating to results of operations and financial conditions of International Consolidated Airlines Group S.A. and its subsidiary undertakings from time to time (the 'Group'), as well as plans and objectives for future operations, expected future revenues, financing plans, expected expenditures and divestments relating to the Group and discussions of the Group's Business plan. All forward-looking statements in this report are based upon information known to the Group on the date of this report. The Group 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 forward-looking statements in this report 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. Further information on the primary risks of the business and the risk management process of the Group is given in the Annual Report and Accounts 2015; these documents are available on www.iagshares.com.

Group Performance[1]

	Month of November			Year to Date			
	2016	2015	Change	2016	2015[4]	Change	Pro-forma[2]
Passengers Carried ('000s)	**7,249**	**6,888**	**5.2%**	**93,610**	**81,598**	**14.7%**	***6.4%***
Domestic[3]	1,782	1,669	6.8%	21,110	19,787	6.7%	*5.3%*
Europe	3,646	3,431	6.3%	50,984	41,683	22.3%	*8.7%*
North America	836	802	4.2%	10,097	8,934	13.0%	*2.6%*
Latin America & Caribbean	368	380	-3.2%	4,352	4,265	2.0%	
Africa, Middle East & S,Asia	439	444	-1.1%	5,042	5,087	-0.9%	
Asia Pacific	178	162	9.9%	2,025	1,842	9.9%	
Revenue Passenger Km (m)	**18,111**	**17,542**	**3.2%**	**225,233**	**204,443**	**10.2%**	***4.6%***
Domestic	1,233	1,129	9.2%	14,619	13,305	9.9%	*8.7%*
Europe	4,030	3,803	6.0%	60,085	49,452	21.5%	*8.9%*
North America	5,457	5,263	3.7%	66,708	59,763	11.6%	*3.0%*
Latin America & Caribbean	3,074	3,181	-3.4%	36,453	35,918	1.5%	
Africa, Middle East & S,Asia	2,536	2,545	-0.4%	27,193	27,731	-1.9%	
Asia Pacific	1,781	1,621	9.9%	20,175	18,274	10.4%	
Available Seat Km (m)	**22,941**	**22,123**	**3.7%**	**275,401**	**250,374**	**10.0%**	***4.4%***
Domestic	1,519	1,465	3.7%	17,977	17,002	5.7%	*4.5%*
Europe	5,250	4,978	5.5%	74,912	62,161	20.5%	*7.9%*
North America	6,774	6,359	6.5%	80,152	70,920	13.0%	*4.4%*
Latin America & Caribbean	3,841	3,986	-3.6%	43,798	43,132	1.5%	
Africa, Middle East & S,Asia	3,320	3,292	0.9%	34,142	35,309	-3.3%	
Asia Pacific	2,237	2,043	9.5%	24,420	21,850	11.8%	
Passenger Load Factor (%)	**78.9**	**79.3**	**-0.4 pts**	**81.8**	**81.7**	**+0.1 pts**	**+0.2 pts**
Domestic	81.2	77.1	+4.1 pts	81.3	78.3	+3.0 pts	+3.2 pts
Europe	76.8	76.4	+0.4 pts	80.2	79.6	+0.6 pts	+0.7 pts
North America	80.6	82.8	-2.2 pts	83.2	84.3	-1.1 pts	-1.1 pts
Latin America & Caribbean	80.0	79.8	+0.2 pts	83.2	83.3	-0.1 pts	
Africa, Middle East & S,Asia	76.4	77.3	-0.9 pts	79.6	78.5	+1.1 pts	
Asia Pacific	79.6	79.3	+0.3 pts	82.6	83.6	-1.0 pts	
Cargo Tonne Km (m)							
Cargo CTK	484	482	0.4%	4,974	4,829	3.0%	*1.0%*

Performance by Airline

	Month of November			Year to Date			
vueling	2016	2015	Change	2016	2015[4]	Change	Pro-forma[2]
Revenue Passenger Km (m)	1,722	1,547	11.3%	26,360	23,285	13.2%	
Available Seat Km (m)	2,167	1,916	13.1%	31,737	28,573	11.1%	
Cargo Tonne Km (m)	0	0	n/a	0	0	n/a	
Aer Lingus							
Revenue Passenger Km (m)	1,349	1,160	16.3%	17,918	5,499	n/a	*9.3%*
Available Seat Km (m)	1,702	1,503	13.2%	21,830	6,547	n/a	*9.5%*
Cargo Tonne Km (m)	12	12	0.0%	115	43	n/a	*-16.1%*
IBERIA							
Revenue Passenger Km (m)	3,905	3,777	3.4%	47,018	44,668	5.3%	
Available Seat Km (m)	4,913	4,833	1.7%	57,285	54,922	4.3%	
Cargo Tonne Km (m)	97	103	-5.8%	991	954	3.9%	
BRITISH AIRWAYS							
Revenue Passenger Km (m)	11,135	11,058	0.7%	133,937	130,991	2.2%	
Available Seat Km (m)	14,159	13,871	2.1%	164,549	160,332	2.6%	
Cargo Tonne Km (m)	375	367	2.2%	3,868	3,832	0.9%	

[1] Group performance comprises Aer Lingus, British Airways, Iberia (including Iberia Express) and Vueling. Vueling traffic is currently accounted as non-premium traffic

[2] Year to Date pro-forma includes Aer Lingus in the base

[3] Domestic includes routes within UK, Spain, Ireland and Italy

[4] 2015 figures include Aer Lingus from the acquisition date of August 18, 2015