

FEBRUARY 2014 - GROUP TRAFFIC AND CAPACITY STATISTICS

- In February 2014, Group traffic measured in Revenue Passenger Kilometres increased by 11.4 per cent versus February 2013 (up 4.9 per cent on a pro-forma basis); Group capacity measured in Available Seat Kilometres rose by 11.2 per cent (up 4.9 per cent on a pro-forma basis).
- Group premium traffic for the month of February increased by 5.2 per cent compared to the previous year.
- Underlying market conditions remain unchanged from those published at Full Year 2013 results.

5 March 2014

STRATEGIC DEVELOPMENTS

Iberia has reached agreements in principle with its pilots and cabin crew unions to introduce permanent structural change and fundamentally improve the airline's productivity. Salaries will remain frozen until 2015 and after that date, increases will be subject to the airline's profitability. Productivity measures include an increase in the number of duty days and flight hours per year. These agreements are subject to the approval of the unions' assemblies.

This summer Vueling will start flying new domestic routes from Rome and Florence. The airline will operate between Rome and Lamezia, Brindisi, Bari as well as Catania. Services will also be launched from Florence to Bari and Catania. In addition, Vueling has announced that two new routes will be added to its schedule, Barcelona-Tunis and Amsterdam-Santiago de Compostela.

Forward-looking statements:

Certain statements included in this report are forward-looking and are subject to assumptions, risks and uncertainties that could cause actual results to differ materially from those expressed or implied by the forward-looking statements.

Forward-looking statements can typically be identified by the use of forward-looking terminology, such as "expects", "may", "will", "could", "intends", "plans", "predicts", "envisages" or "anticipates" and include, without limitation, projections relating to results of operations and financial conditions and International Consolidated Airlines Group S.A. (the "Group") plans and objectives for future operations, discussions of the Group's Business Plan, expected future revenues, financing plans and expected expenditures and divestments. All forward-looking statements in this report are based upon information known to the Group on at the date of this report as well as the Group's current expectations and beliefs concerning future events affecting the Group which involve a number of known and unknown risks and uncertainties. You are cautioned not to place any undue reliance on the forward-looking statements contained in this report which speak only as at 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, except as required by any applicable laws and regulations.

It is not reasonably possible to itemise all of the many factors and specific events that could cause the Group'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, though details of potential risks and uncertainties affecting the Group are described in the risk management and risk factors section of the report. 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 2012; these documents are available on www.iagshares.com.

Group Performance¹

	Month of February				Year to Date			
	2014	2013	Change	Pro-forma ²	2014	2013	Change	Pro-forma ²
Passengers Carried ('000s)	4,713	3,611	30.5%	7.4%	9,604	7,401	29.8%	6.9%
Domestic (UK & Spain)	1,227	746	64.5%	4.6%	2,428	1,500	61.9%	2.8%
Europe	2,112	1,552	36.1%	11.3%	4,201	3,067	37.0%	11.3%
North America	520	490	6.1%		1,145	1,071	6.9%	
Latin America & Caribbean	312	329	-5.2%		668	713	-6.3%	
Africa, Middle East & S.Asia	422	381	10.8%		904	809	11.7%	
Asia Pacific	120	113	6.2%		258	241	7.1%	
Revenue Passenger Km (m)	13,049	11,709	11.4%	4.9%	27,695	24,897	11.2%	4.9%
Domestic (UK & Spain)	801	443	80.8%	4.2%	1,618	899	80.1%	3.9%
Europe	2,386	1,728	38.1%	12.4%	4,776	3,444	38.7%	12.4%
North America	3,533	3,339	5.8%		7,766	7,284	6.6%	
Latin America & Caribbean	2,663	2,753	-3.3%		5,696	5,960	-4.4%	
Africa, Middle East & S.Asia	2,472	2,309	7.1%		5,269	4,875	8.1%	
Asia Pacific	1,194	1,137	5.0%		2,570	2,434	5.6%	
Available Seat Km (m)	17,320	15,571	11.2%	4.9%	36,321	32,693	11.1%	4.7%
Domestic (UK & Spain)	1,078	691	56.0%	-1.9%	2,238	1,408	58.9%	-0.8%
Europe	3,279	2,440	34.4%	10.8%	6,776	5,022	34.9%	10.4%
North America	4,926	4,538	8.6%		10,381	9,659	7.5%	
Latin America & Caribbean	3,318	3,364	-1.4%		6,983	7,140	-2.2%	
Africa, Middle East & S.Asia	3,197	3,055	4.6%		6,756	6,348	6.4%	
Asia Pacific	1,522	1,483	2.6%		3,187	3,116	2.3%	
Passenger Load Factor (%)	75.3	75.2	+0.1 pts	+0.0 pts	76.3	76.2	+0.1 pts	+0.2 pts
Domestic (UK & Spain)	74.3	64.1	+10.2 pts	+4.3 pts	72.3	63.8	+8.5 pts	+3.2 pts
Europe	72.8	70.8	+2.0 pts	+1.1 pts	70.5	68.6	+1.9 pts	+1.3 pts
North America	71.7	73.6	-1.9 pts		74.8	75.4	-0.6 pts	
Latin America & Caribbean	80.3	81.8	-1.5 pts		81.6	83.5	-1.9 pts	
Africa, Middle East & S.Asia	77.3	75.6	+1.7 pts		78.0	76.8	+1.2 pts	
Asia Pacific	78.4	76.7	+1.7 pts		80.6	78.1	+2.5 pts	
Cargo Tonne Km (m)								
Cargo CTK	430	434	-0.9%		862	865	-0.3%	

Performance by Airline


	Month of February				Year to Date			
	2014	2013	Change	Pro-forma	2014	2013	Change	Pro-forma
Revenue Passenger Km (m)	973	0	n/a	32.4%	1,979	0	n/a	32.5%
Available Seat Km (m)	1,219	0	n/a	28.9%	2,599	0	n/a	29.6%
Cargo Tonne Km (m)	0	0	n/a		0	0	n/a	



Revenue Passenger Km (m)	2,794	2,823	-1.0%		5,937	6,203	-4.3%	
Available Seat Km (m)	3,707	3,757	-1.3%		7,806	8,081	-3.4%	
Cargo Tonne Km (m)	79	75	5.3%		158	158	0.0%	



Revenue Passenger Km (m)	9,282	8,886	4.5%		19,779	18,694	5.8%	
Available Seat Km (m)	12,394	11,814	4.9%		25,916	24,612	5.3%	
Cargo Tonne Km (m)	351	359	-2.2%		704	707	-0.4%	

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

² Pro-forma figures include Vueling in the baseline.