



No. 02/24

15 May 2024

SIA GROUP POSTS RECORD FULL YEAR NET PROFIT OF \$2,675 MILLION

- Highest full year operating and net profits in the Group's history as robust demand for air travel drives record passenger revenue and load factors
- Geopolitical tensions, macroeconomic uncertainties, inflationary pressures, and supply chain constraints pose challenges for the aviation industry
- The SIA Group's robust foundations and long-term strategic initiatives position it strongly to capture future growth opportunities
- Proposed final dividend of 38 cents per share results in a total payout of 48 cents per share for FY2023/24, or a dividend yield of 7.5%¹

SIA GROUP FINANCIAL PERFORMANCE

Financial Year FY2023/24 – Profit and Loss

The Singapore Airlines (SIA) Group financial performance for the financial year FY2023/24 is summarised as follows:

Group Financial Results	FY2023/24 (\$ million)	FY2022/23 (\$ million)	Better/ (Worse) (%)	2 nd Half FY2023/24 (\$ million)	2 nd Half FY2022/23 (\$ million)	Better/ (Worse) (%)
Total Revenue	19,013	17,775	7.0	9,850	9,358	5.3
Total Expenditure	16,285	15,083	(8.0)	8,677	7,901	(9.8)
Net Fuel Cost	5,077	5,209	2.5	2,794	2,514	(11.1)
<i>Fuel Cost (before hedging)</i>	<i>5,468</i>	<i>5,958</i>	<i>8.2</i>	<i>2,940</i>	<i>2,845</i>	<i>(3.3)</i>
<i>Fuel Hedging Gain</i>	<i>(391)</i>	<i>(749)</i>	<i>(47.8)</i>	<i>(147)</i>	<i>(332)</i>	<i>(55.7)</i>
Non-fuel Expenditure	11,209	9,873	(13.5)	5,883	5,387	(9.2)
Operating Profit	2,728	2,692	1.3	1,174	1,458	(19.5)
Net Profit	2,675	2,157	24.0	1,234	1,230	0.3

The SIA Group's audited financial results for the financial year ended 31 March 2024 were announced on 15 May 2024. A summary of the financial and operating statistics is shown in Annex A. All monetary figures are in Singapore Dollars. The Company refers to Singapore Airlines, the Parent Airline Company. The Group comprises the Company and its subsidiary, joint venture, and associated companies.

The figures in the table may not sum up to the stated totals because of rounding.

Note 1: The dividend yield of 7.5% is computed based on the SIA Group's share price of \$6.40 on 31 March 2024.

The demand for air travel remained buoyant throughout FY2023/24, boosted by a rebound in North Asia as China, Hong Kong SAR, Japan, and Taiwan fully reopened their borders. SIA and Scoot carried a combined 36.4 million passengers, up 37.6% year-on-year. Passenger traffic grew 26.6%, outpacing the capacity expansion of 22.9%. As a result, the Group passenger load factor (PLF) improved 2.6 percentage points to a record 88.0%. SIA and Scoot registered record PLFs of 87.1% and 91.2% respectively.

Group revenue rose \$1,238 million (+7.0% year-on-year) to a record \$19,013 million. Passenger flown revenue rose by \$2,319 million (+17.3%) to \$15,685 million, despite a 7.6% decline in passenger yields. Cargo flown revenue fell \$1,485 million (-41.2%) to \$2,119 million. While cargo loads increased by 1.7% due to the strong demand from the e-commerce segment, yields were 42.2% lower year-on-year – albeit 29.8% above pre-pandemic levels².

Group expenditure increased \$1,202 million (+8.0%) to \$16,285 million. Non-fuel expenditure rose by \$1,336 million (+13.5%), and was partially offset by a \$132 million decrease (-2.5%) in net fuel cost. The increase in non-fuel expenditure was lower than the 16.0% increase in overall passenger and cargo capacity. On the other hand, net fuel cost fell despite higher volumes uplifted (+\$918 million) and a lower fuel hedging gain (+\$358 million), mainly due to an 18.5% decrease in fuel prices (-\$1,281 million).

As a result, Group operating profit reached a record \$2,728 million, up \$36 million or 1.3% from a year before.

The Group's net profit improved by \$518 million (+24.0%) to \$2,675 million. This was mainly due to the better operating performance (+\$36 million), a net interest income versus net finance charges a year before (+\$215 million), lower tax expense (+\$132 million)³, and a share of profits versus a share of losses of associated companies from the previous year (+\$104 million).

Second Half FY2023/24 – Profit and Loss

Second half Group revenue rose by \$492 million (+5.3%) year-on-year to \$9,850 million, marking a record for the Group's half-yearly revenue. This was driven by a \$749 million (+10.1%) increase in passenger flown revenue on the back of a 17.5% growth in traffic, which was slightly below the 17.7% expansion in capacity. The Group PLF remained almost flat at 87.3% (-0.1 percentage point). Passenger yields declined 6.0% on intensifying competition as other airlines progressively restored capacity.

Cargo revenue fell \$446 million (-29.7%), with yields declining (-35.9%) amid the recovery in bellyhold cargo capacity. This was partly offset by an increase in loads (+9.7%) due to robust e-commerce flows. The demand for air freight from Asia was also supported by security concerns in the Red Sea, bolstering the overall cargo performance.

Note 2: Based on cargo yield of 30.5 cents per load tonne-kilometre in FY2019/20.

Note 3: The Group recorded a tax credit on previously unrecognised tax losses upon finalisation of the Group's tax position following the filing of YA2023 tax returns.

Expenditure grew \$776 million (+9.8%), consisting of a \$496 million increase (+9.2%) in non-fuel expenditure and a \$280 million increase (+11.1%) in net fuel cost. Net fuel cost increased to \$2,794 million, mainly due to higher volume uplifted (+\$365 million) and lower fuel hedging gain (+\$185 million), and partially offset by a 6.8% drop in fuel prices (-\$219 million).

In the second half, the Group operating profit decreased by \$284 million (-19.5%) from the previous year to \$1,174 million. The Group net profit was stable, rising \$4 million year-on-year to \$1,234 million. This was mainly driven by a lower tax expense (+\$249 million) and a surplus on disposal of aircraft, spares, and spare engines versus a loss the year before (+\$45 million), which offset the decline in operating performance.

Balance Sheet

As of 31 March 2024, the Group shareholders' equity was \$16.3 billion, down \$3.5 billion from 31 March 2023. This was due to the partial redemption in June and December 2023 of the June 2021 Mandatory Convertible Bonds (MCBs) for \$5.1 billion, including accrued yield. Total debt balances decreased by \$1.9 billion to \$13.4 billion, mainly due to the repayment of borrowings. As a result, the Group's debt-equity ratio increased from 0.77 times to 0.82 times.

Cash and bank balances decreased by \$5.1 billion to \$11.3 billion, arising from the redemption of the MCBs, repayment of borrowings, and payment of dividends. This was mitigated by the \$5.1 billion of net cash generated from operations, which included proceeds from forward sales. On top of the cash on hand, the Group has access to \$2.9 billion of committed lines of credit, all of which remain untapped at present.

FLEET AND NETWORK DEVELOPMENT

As of 31 March 2024, the Group operating fleet consisted of 200 aircraft with an average age of seven years and three months. SIA had 142 passenger aircraft⁴ and seven freighters, while Scoot had 51 passenger aircraft⁵. In April 2024, the Group added one Airbus A350-900 and two Embraer E190-E2 aircraft to its fleet. As of 1 May 2024, the Group had 89 aircraft on order⁶.

As of 31 March 2024, the Group's passenger network⁷ covered 118 destinations in 35 countries and territories. SIA served 73 destinations while Scoot served 67. The cargo network comprised 123 destinations in 37 countries and territories.

Note 4: SIA's 142-passenger aircraft fleet comprised 22 777-300ERs, 12 A380s, 63 A350s, 22 787-10s, seven 737-800 NGs, and 16 737-8s.

Note 5: Scoot's 51-passenger aircraft fleet comprised 11 787-8s, 10 787-9s, 15 A320neos, six A320neos, and nine A321neos.

Note 6: This comprises 26 Airbus aircraft (one A350, 12 A320neos, six A321neos, seven A350Fs), 56 Boeing aircraft (31 777-9s, 12 787s, 13 737-8s), and seven Embraer E190-E2 aircraft.

Note 7: Number of destinations, and countries and territories include Singapore.

For the Northern Summer 2024 operating season (31 March 2024 to 26 October 2024), Barcelona, Beijing, Darwin, Hong Kong SAR, Houston, Kuala Lumpur, Melbourne, Milan, Perth, Rome, Seattle, Shanghai, Taipei-Tokyo (Narita), and Yangon will see an increase in services. SIA launched services to Brussels in April 2024 and will begin operations to London (Gatwick) in June 2024.

Scot began Embraer E190-E2 operations on 7 May 2024 with flights to Krabi. The aircraft will operate to existing destinations such as Hat Yai, Miri, and Kuantan, as well as two new points – Koh Samui (in May 2024) and Sibiu (in June 2024). Operating the aircraft on thinner routes to non-metro destinations in the Asia-Pacific allows the Group to unlock significant growth opportunities in the region.

FINAL DIVIDEND

The Board of Directors recommends a final dividend of 38 cents per share for FY2023/24.

Including the interim dividend of 10 cents per share paid on 22 December 2023, the total dividend for FY2023/24 will be 48 cents per share. Subject to shareholder approval at the Annual General Meeting on 29 July 2024, the final dividend (tax exempt, one-tier) would be paid on 21 August 2024 for shareholders as of 2 August 2024.

SUBSEQUENT EVENT – ALL REMAINING MCBs TO BE REDEEMED

On 15 May 2024, the Company announced its intention to redeem all remaining MCBs that were issued in June 2021. The accreted principal amount payable, being 112.616% of the principal amount of the MCBs, will be \$1,744.6 million. The redemption amount will be paid to eligible bondholders on 24 June 2024. With this, the Company would have fully redeemed the \$9.7 billion of MCBs that were issued in 2020 and 2021. The SIA Group thanks all shareholders, including Temasek, for their strong support for its Right Issues during the Covid-19 pandemic.

OUTLOOK

The demand for air travel remains healthy in the first quarter of FY2024/25, supported by a strong pick up in forward bookings to North Asia and South East Asia. Passenger yields will likely continue to moderate due to increased capacity injection by airlines, especially in the Asia-Pacific region. The Group will closely monitor market conditions and adjust our network as necessary in line with demand patterns.

Cargo demand strengthened towards the end of FY2023/24, on the back of healthy e-commerce demand, resilient and growing segments such as perishables and concerts, as well as a shift to air freight by some shippers due to security concerns in the Red Sea region. While yields have held above pre-pandemic levels in FY2024/25, there continues to be downward pressure as industry bellyhold capacity increases. The Group will monitor key trade lanes to ensure the competitiveness of the cargo segment.

The airline industry continues to face challenges including rising geopolitical tensions, an uncertain macroeconomic climate, supply chain constraints, and high inflation in many parts of the world.

MAINTAINING THE SIA GROUP'S LEADERSHIP POSITION

The SIA Group is well-positioned to seize emerging growth opportunities and navigate uncertainties thanks to its strong foundations and long-term strategic initiatives. These include its robust balance sheet, a firm commitment to developing its people, and long-standing investment in digital capabilities including Generative Artificial Intelligence. The Group also continuously invests in the three pillars of its brand promise – network connectivity, product leadership, and service excellence.

The Group will continue to enhance the synergies between SIA and Scoot. Leveraging two industry-leading brands in its portfolio allows the Group to offer a wider variety of options to travellers, and respond in a nimble and flexible manner to changing market dynamics. Stronger partnerships with other like-minded carriers, as well as enhanced code-share arrangements, allow the SIA Group to offer a combined network that covers 387 destinations, giving customers more options and greater value.

The proposed merger of Air India and Vistara was approved by the Competition and Consumer Commission of Singapore on 5 March 2024. It is pending foreign direct investment and other regulatory approvals. Once completed, it will give SIA a 25.1% stake in an enlarged Air India Group with a significant presence in all key Indian airline market segments, including domestic, international, full-service, and low-cost. This will strengthen SIA's multi-hub strategy, and allow the Group to continue participating directly in this large and fast-growing aviation market.

Membership numbers at KrisFlyer, the SIA Group's loyalty programme, grew 31% year-on-year to 8.8 million members as of 31 March 2024, while revenues at the programme level were more than 20% higher at \$1.21 billion. KrisFlyer continues to expand its reach with more partnerships, and provide greater options for members to earn and use their miles.

SIA continues to invest in enhancing the end-to-end customer experience. A new SilverKris Lounge at Perth International Airport was opened in February 2024, and plans are underway to progressively upgrade other lounges in SIA's network. In March 2024, SIA unveiled a comprehensive revamp of its Premium Economy Class in-flight experience, introducing a wide variety of new and refreshed meal options, along with a new amenity kit. Customer feedback to these enhancements has been very positive.

The SIA Group is firmly committed to its sustainability goals, and continuously seeks ways to integrate them across its operations. In November 2023, SIA and Scoot set a target to fulfil 5% of their total fuel requirements with Sustainable Aviation Fuel (SAF) by 2030. This marks an important milestone in the Group's decarbonisation journey, and its long-term goal of achieving net zero carbon emissions by 2050. In May 2024, the Group signed an agreement with Neste to purchase 1,000 tonnes of neat SAF, which will be the first batch to be produced in Neste's Singapore refinery for delivery to Singapore Changi Airport. This builds on the Group's long-standing collaboration with industry and ecosystem stakeholders to support the increased production and use of SAF in Singapore.

The SIA Group is deeply committed to making a positive impact in the communities it serves. In September 2023, its *SIA Cares* fundraising drive helped to raise \$2.6 million for two Singapore-based social service agencies that support communities with special needs. Continuing with this long-standing commitment, the Group plans to establish a foundation that will support individuals in need and contribute to the advancement of Singapore's aviation industry. More details will be shared at a later date.

The SIA Group is grateful for the strong support from all customers, both in Singapore and around the world, as well as all stakeholders including our shareholders, partners, and staff.

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About Singapore Airlines

The Singapore Airlines (SIA) Group's history dates to 1947 with the maiden flight of Malayan Airways. The airline was later renamed Malaysian Airways and then Malaysia-Singapore Airlines (MSA). In 1972, MSA split into Singapore Airlines and Malaysian Airline System. Initially operating a modest fleet of 10 aircraft to 22 destinations in 18 countries, SIA has since grown to be a world-class international airline group that is committed to the constant enhancement of the three main pillars of its brand promise: Service Excellence, Product Leadership, and Network Connectivity.

SIA is the world's most awarded airline. In 2024, SIA was again named in Fortune Magazine's list of the 50 most admired companies in the world. SIA is the only Singapore-based brand in the list. In February 2023, SIA was named *Airline of the Year* in the Air Transport World Airline Industry Awards. This accolade recognised SIA's outstanding performance, innovation, and superior service within the airline industry. In June 2023, SIA was named *World's Best Airline* in the 2023 Skytrax World Airline Awards, the fifth time it has won this prestigious accolade. For more information, please visit www.singaporeair.com.

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GROUP FINANCIAL STATISTICS

	2023/24	2022/23	2 nd Half 2023/24	2 nd Half 2022/23
Financial Results (\$ million)				
Total revenue	19,012.7	17,774.8	9,850.3	9,358.3
Total expenditure	16,285.2	15,082.7	8,676.6	7,900.6
Operating profit	2,727.5	2,692.1	1,173.7	1,457.7
Non-operating items	309.6	(55.3)	142.4	96.0
Profit before taxation	3,037.1	2,636.8	1,316.1	1,553.7
Profit attributable to Owners of the Company	2,674.8	2,156.8	1,233.7	1,229.9
Earnings per share (cents)				
- Basic ^{R1}	63.3	35.6	32.2	21.7
- Adjusted Basic ^{R2}	90.0	72.6	41.5	41.4
- Diluted ^{R3}	61.4	35.1	31.1	21.4
EBITDA (\$ million) ^{R4}	5,647.9	5,137.2	2,638.3	2,821.3
EBITDA margin (%) ^{R5}	29.7	28.9	26.8	30.1
	As at 31 Mar 2024	As at 31 Mar 2023		
Financial Position (\$ million)				
Share capital	7,180.4	7,180.2		
Mandatory convertible bonds	1,547.5	6,195.1		
Treasury shares	(37.5)	(73.8)		
Capital reserve	(116.7)	(116.0)		
Foreign currency translation reserve	(22.4)	(32.4)		
Share-based compensation reserve	32.2	24.3		
Fair value reserve	448.7	506.9		
General reserve	7,305.7	6,174.0		
Equity attributable to Owners of the Company	16,337.9	19,858.3		
Total assets	44,264.7	49,101.2		
Total debt	13,448.0	15,339.3		
Total cash and bank balances	11,268.8	16,327.6		
Total liabilities	27,520.1	28,851.4		
Debt : equity ratio (times) ^{R6}	0.82	0.77		
Net asset value per share (\$) ^{R7}	5.49	6.68		
Adjusted net asset value per share (\$) ^{R8}	4.38	3.72		
Return on equity holders' funds (%) ^{R9}	14.8	10.2		
Value added	9,221.8	8,154.6		
Dividends				
Interim dividend (cents per share)	10.0	10.0		
Proposed final dividend (cents per share)	38.0	28.0		
Dividend cover (times) ^{R10}	1.9	1.9		

^{R1} Earnings per share (basic) is computed by dividing profit attributable to owners of the Company by the weighted average number of ordinary shares in issue less treasury shares, assuming the conversion of all mandatory convertible bonds in accordance with IAS 33 Earnings Per Share.

^{R2} Earnings per share (adjusted basic) is computed by dividing profit attributable to owners of the Company by the weighted average number of ordinary shares in issue less treasury shares, assuming the redemption of all mandatory convertible bonds.

- ^{R3} Earnings per share (diluted) is computed by dividing profit attributable to owners of the Company (adjusted for interest on convertible bonds, net of tax) by the weighted average number of ordinary shares in issue less treasury shares, adjusted for the dilutive effect of convertible bonds and the vesting of all outstanding share-based incentive awards granted, in accordance with IAS 33.
- ^{R4} EBITDA denotes earnings before interest, taxes, depreciation, and amortisation.
- ^{R5} EBITDA margin is computed by dividing EBITDA by the total revenue.
- ^{R6} Debt : equity ratio is total debt divided by equity attributable to owners of the Company.
- ^{R7} Net asset value per share is computed by dividing equity attributable to owners of the Company by the number of ordinary shares in issue less treasury shares.
- ^{R8} Adjusted net asset value per share is computed by dividing equity attributable to owners of the Company by the number of ordinary shares in issue less treasury shares, assuming the conversion of all mandatory convertible bonds and convertible bonds.
- ^{R9} Return on equity holders' funds is profit attributable to the Company expressed as a percentage of the average equity holders' funds.
- ^{R10} Dividend cover is profit attributable to owners of the Company divided by total dividends.

OPERATING STATISTICS

	2023/24	2022/23	Change %	2 nd Half 2023/24	2 nd Half 2022/23	Change %
Singapore Airlines						
Passengers carried (thousand)	23,741	18,155	+ 30.8	12,564	9,926	+ 26.6
Revenue passenger-km (million)	109,942.9	91,025.2	+ 20.8	56,872.3	49,005.7	+ 16.1
Available seat-km (million)	126,240.5	106,099.3	+ 19.0	65,922.7	56,449.6	+ 16.8
Passenger load factor (%)	87.1	85.8	+ 1.3 pts	86.3	86.8	- 0.5 pts
Passenger yield (cents/pkm)	12.1	12.7	- 4.7	12.2	12.7	- 3.9
Revenue per available seat-km (cents/ask)	10.6	10.9	- 2.8	10.5	11.1	- 5.4
Passenger unit cost (cents/ask)	9.0	9.8	- 8.2	9.2	9.5	- 3.2
Passenger unit cost ex-fuel (cents/ask)	5.8	6.0	- 3.3	5.8	6.1	- 4.9
Passenger breakeven load factor (%)	74.4	77.2	- 2.8 pts	75.4	74.8	+ 0.6 pts
Scout						
Passengers carried (thousand)	12,702	8,331	+ 52.5	6,527	5,163	+ 26.4
Revenue passenger-km (million)	33,946.7	22,602.9	+ 50.2	17,277.5	14,073.8	+ 22.8
Available seat-km (million)	37,227.4	26,932.6	+ 38.2	18,974.1	15,687.3	+ 21.0
Passenger load factor (%)	91.2	83.9	+ 7.3 pts	91.1	89.7	+ 1.4 pts
Passenger yield (cents/pkm)	6.9	8.2	- 15.9	7.1	8.2	- 13.4
Revenue per available seat-km (cents/ask)	6.3	6.9	- 8.7	6.5	7.3	- 11.0
Passenger unit cost (cents/ask)	6.2	6.5	- 4.6	6.4	6.5	- 1.5
Passenger unit cost ex-fuel (cents/ask)	4.2	4.4	- 4.5	4.3	4.5	- 4.4
Passenger breakeven load factor (%)	89.9	79.3	+ 10.6 pts	90.1	79.3	+ 10.8 pts
Group Airlines (Passenger)						
Passengers carried (thousand)	36,443	26,486	+ 37.6	19,091	15,089	+ 26.5
Revenue passenger-km (million)	143,889.6	113,628.1	+ 26.6	74,149.8	63,079.5	+ 17.5
Available seat-km (million)	163,467.9	133,031.9	+ 22.9	84,896.8	72,136.9	+ 17.7
Passenger load factor (%)	88.0	85.4	+ 2.6 pts	87.3	87.4	- 0.1 pts
Passenger yield (cents/pkm)	10.9	11.8	- 7.6	11.0	11.7	- 6.0
Revenue per available seat-km (cents/ask)	9.6	10.0	- 4.0	9.6	10.2	- 5.9
Group Airlines (Cargo)						
Cargo and mail carried (million kg)	952.4	923.0	+ 3.2	502.5	448.5	+ 12.0
Cargo load (million tonne-km)	5,347.9	5,260.8	+ 1.7	2,808.5	2,560.1	+ 9.7
Gross capacity (million tonne-km)	9,804.8	9,165.4	+ 7.0	4,987.9	4,742.0	+ 5.2
Cargo load factor (%)	54.5	57.4	- 2.9 pts	56.3	54.0	+ 2.3 pts
Cargo yield (cents/ltk)	39.6	68.5	- 42.2	37.7	58.8	- 35.9
Cargo unit cost (cents/ctk)	21.1	24.9	- 15.3	21.7	23.2	- 6.5
Cargo breakeven load factor (%)	53.3	36.4	+ 16.9 pts	57.6	39.5	+ 18.1 pts
Employee Productivity (Average) –						
Singapore Airlines						
Average number of employees	16,643	14,803	+ 12.4			
Capacity per employee (tonne-km)	1,368,511	1,357,217	+ 0.8			
Revenue per employee (\$)	972,006	1,053,172	- 7.7			
Value added per employee (\$)	471,471	481,159	- 2.0			
Employee Productivity (Average) – Group						
Average number of employees	25,619	22,819	+ 12.3			
Revenue per employee (\$)	742,133	778,947	- 4.7			
Value added per employee (\$)	359,959	357,360	+ 0.7			

GLOSSARY

Revenue passenger-km	=	Number of passengers carried x distance flown (in km)
Available seat-km	=	Number of available seats x distance flown (in km)
Passenger load factor	=	Revenue passenger-km expressed as a percentage of available seat-km
Passenger yield	=	Passenger revenue from scheduled services divided by revenue passenger-km
Revenue per available seat-km	=	Passenger revenue from scheduled services divided by available seat-km
Passenger unit cost	=	Passenger operating expenditure divided by available seat-km
Passenger unit cost ex-fuel	=	Passenger operating expenditure less fuel cost, divided by available seat-km
Passenger breakeven load factor	=	Passenger unit cost expressed as a percentage of passenger yield. This is the theoretical load factor at which passenger revenue equates to the operating expenditure of passenger operations
Cargo load	=	Cargo and mail load carried (in tonnes) x distance flown (in km)
Gross capacity	=	Cargo capacity production (in tonnes) x distance flown (in km)
Cargo load factor	=	Cargo and mail load (in tonne-km) expressed as a percentage of gross capacity (in tonne-km)
Cargo yield	=	Cargo and mail revenue from scheduled services divided by cargo load (in tonne-km)
Cargo unit cost	=	Cargo operating expenditure divided by gross capacity (in tonne-km)
Cargo breakeven load factor	=	Cargo unit cost expressed as a percentage of cargo yield. This is the theoretical load factor at which cargo revenue equates to the operating expenditure of cargo operations