


## DECEMBER 2006 OPERATING RESULTS

The operating results for December 2006 are given in the table below.

<b>How SIA performed in Dec-06</b>			
	<b>2006</b>	<b>2005</b>	<b>Change</b>
<b>SIA (PASSENGER)</b>			
Capacity (M seat-km)	9,585.9	9,314.9	2.9 %
Passenger-km (M)	8,051.6	7,467.9	7.8 %
Passengers carried ('000)	1,677	1,529	9.7 %
Passenger load factor (%)	84.0	80.2	3.8 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	79.5	74.6	4.9 pts
Americas	85.3	85.3	-
Europe	83.0	76.3	6.7 pts
South West Pacific	93.0	88.7	4.3 pts
West Asia and Africa	78.2	75.0	3.2 pts
<b>SIA CARGO</b>			
Capacity (M tonne-km)	1137.9	1047.4	8.6 %
Freight tonne-km (M)	712.8	687.1	3.7 %
Freight carried (M kg)	115.3	110.3	4.5 %
Cargo load factor (%)	62.6	65.6	-3.0 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	62.2	66.1	-3.9 pts
Americas	62.2	64.0	-1.8 pts
Europe	63.7	70.3	-6.6 pts
South West Pacific	62.6	62.1	0.5 pt
West Asia and Africa	62.2	63.6	-1.4 pts
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	2,084.8	1,970.7	5.8 %
Load carried (M tonne-km)	1,473.5	1,397.9	5.4 %
Overall load factor (%)	70.7	70.9	-0.2 pt

In December 2006, Singapore Airlines achieved a 7.8% year-on-year increase in systemwide passenger carriage (in revenue passenger kilometres), which far outpaced the increase in capacity (measured in available seat kilometres) of 2.9%. Systemwide passenger load factor (PLF) therefore improved by 3.8 percentage points to 84.0%. The number of passengers carried also rose by 9.7% over the same month last year to a record 1.68 million.

Most route regions recorded improvements in PLFs over the same month last year, mainly as a result of strong year-end travel demand during the holiday season. Growth in the PLF for Europe led the regions, with an increase of 6.7 percentage points. Moreover, the PLF for the South West Pacific flights climbed to a record 93.0%, due mainly to the very high demand for Australian services over the pre-Christmas period.

The year-on-year increase in capacity arose from the injection of additional flights on existing routes to Taipei, Penang, Adelaide, Guangzhou, Hong Kong and Ho Chi Minh City during Northern Summer 2006. Additional flights were also added to Male and Bangalore during Northern Winter 2006/2007. In addition, new services commenced to Karachi and Lahore in February, Moscow and Abu Dhabi in March and Milan and Barcelona in July, 2006.

Cargo traffic (measured in freight tonne-km) grew by 3.7% in December 2006. This improvement in cargo traffic was mainly contributed by higher tonnage carried in Europe, West Asia & Africa and Americas. However this growth in traffic did not keep pace with the increase in systemwide capacity of 8.6%, resulting in the dip in overall cargo load factor (CLF) by 3.0 percentage points. The increase in capacity is attributed to the unplanned return from lease of two Boeing 747-400F from Great Wall Airlines at the end of September 2006, as well as higher bellyhold capacity injections to the network. Going forward, these two freighters will be released back to Great Wall Airlines for the resumption of operations in February 2007, so capacity growth will be more measured in future months.

CLF for the East Asia route region dropped by 3.9 percentage points due to weaker demand from Singapore to North Asia and South East Asia to Singapore. Capacity for the Europe route region increased significantly and this increase was not matched by similar growth in the cargo carried, resulting in the 6.6 percentage points drop in CLF.

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