

July 2006 OPERATING RESULTS

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

How SIA performed in Jul-06			
	2006	2005	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,564.3	9,349.7	2.3 %
Passenger-km (M)	7,762.0	7,359.0	5.5 %
Passengers carried ('000)	1,569	1,495	4.9 %
Passenger load factor (%)	81.2	78.7	2.5 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	73.6	69.5	4.1 pts
Americas	90.3	88.1	2.2 pts
Europe	86.3	82.5	3.8 pts
South West Pacific	81.6	79.3	2.3 pts
West Asia and Africa	71.3	73.7	-2.4 pts
SIA CARGO			
Capacity (M tonne-km)	1,040.8	1,038.5	0.2 %
Freight tonne-km (M)	646.3	654.0	-1.2 %
Freight carried (M kg)	103.9	103.6	0.3 %
Cargo load factor (%)	62.1	63.0	-0.9 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	56.5	58.1	-1.6 pts
Americas	61.3	64.4	-3.1 pts
Europe	68.2	69.5	-1.3 pts
South West Pacific	59.7	53.2	6.5 pts
West Asia and Africa	63.2	61.5	1.7 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,985.8	1,962.3	1.2 %
Load carried (M tonne-km)	1,382.0	1,355.9	1.9 %
Overall load factor (%)	69.6	69.1	0.5 pt

In July 2006, Singapore Airlines attained a 5.5% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres), outpacing the increase in capacity (measured in available seat kilometres) of 2.3%. Hence, systemwide passenger load factor improved by 2.5 percentage points to 81.2%. The number of passengers carried rose by 4.9% over the same month last year to a record high of over 1.5 million.

The year-on-year increase in capacity arose from the injection of additional flights on existing routes to Bangalore, Taipei, Penang, Adelaide, Guangzhou and Hong Kong. In addition, Singapore Airlines introduced new services to Hyderabad, Karachi, Lahore and Moscow during Northern Winter 2005. From 19 July 2006, Singapore Airlines introduced a three-times weekly service to Milan and Barcelona.

While passenger load factors for most route regions improved over the same month last year, West Asia and Africa region registered a slight decline mainly due to capacity increases not yet being fully absorbed by the market. Load factor for East Asia region grew by 4.1 percentage points as a result of increased demand on the North Asian flights, particularly to Japan and China.

Overall cargo capacity remained relatively unchanged while cargo traffic (measured in freight tonne-km) decreased by 1.2%. Hence, cargo load factor registered a slight decline by 0.9 percentage point. This is mainly attributable to the soft demand in East Asia region and out of Americas and Europe. However, cargo demand from South West Pacific is particularly high due to stronger exports out of Australia and New Zealand.

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