


APRIL 2006 OPERATING RESULTS

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

How SIA performed in Apr-06			
	2006	2005	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,257.9	8,894.1	4.1 %
Passenger-km (M)	7,060.8	6,360.4	11.0 %
Passengers carried ('000)	1,467	1,313	11.7 %
Passenger load factor (%)	76.3	71.5	4.8 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	73.1	67.3	5.8 pts
Americas	76.6	71.8	4.8 pts
Europe	80.8	77.7	3.1 pts
South West Pacific	77.1	70.4	6.7 pts
West Asia and Africa	72.6	70.1	2.5 pts
SIA CARGO			
Capacity (M tonne-km)	1,093.6	988.9	10.6 %
Freight tonne-km (M)	685.6	618.0	10.9 %
Freight carried (M kg)	109.5	98.7	11.0 %
Cargo load factor (%)	62.7	62.5	0.2 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	61.8	59.7	2.1 pts
Americas	61.8	61.9	-0.1 pt
Europe	64.9	69.0	-4.1 pts
South West Pacific	62.3	55.9	6.4 pts
West Asia and Africa	63.5	62.5	1.0 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	2,008.3	1,867.6	7.5 %
Load carried (M tonne-km)	1,358.8	1,229.1	10.6 %
Overall load factor (%)	67.7	65.8	1.9 pts

In April 2006, Singapore Airlines recorded an 11.0% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres); more than twice the increase in capacity (measured in available seat kilometres) of 4.1%. Systemwide passenger load factor therefore increased by 4.8 percentage points to 76.3%. The number of passengers carried rose by 11.7% over the same month last year to over 1.4 million.

The year-on-year increase in capacity arose from the injection of additional flights on existing routes to Beijing, Bangalore, Taipei, Penang, Adelaide, Guangzhou and Hong Kong. In addition, Singapore Airlines introduced a four-times weekly service to Hyderabad in India from 30 October 2005, a three-times weekly service to Karachi and Lahore in Pakistan from 1 February 2006, and a three-times weekly service to Moscow in Russia (via Dubai) from 1 March 2006.

Passenger load factors for all route regions continued to show improvements over the same month last year as a result of higher global economic growth. The strong demand from the long Easter weekend in April 2006 contributed to the higher rate of air travel growth.

Growth in cargo traffic (measured in freight tonne-km) kept up with capacity injection, and thus, the overall cargo load factor remained relatively unchanged. Cargo load factor for South West Pacific grew by 6.4 percentage points. Stronger demand from Melbourne, Brisbane, Sydney and Christchurch contributed to the improvement in the South West Pacific region. The drop in load factor for the Europe region was mainly due to lower demand in Copenhagen, Frankfurt and Athens.

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