


## DECEMBER 2003 OPERATING RESULTS

The operating results for December 2003 are given in the table below.

<b>How SIA performed in</b>		<b>Dec-03</b>		
	<b>2003</b>	<b>2002</b>	<b>Change</b>	
<b>SIA (PASSENGER)</b>				
Capacity (M seat-km)	8,312.5	8,681.1	-4.2 %	
Passenger-km (M)	6,597.5	6,617.1	-0.3 %	
Passengers carried ('000)	1,396	1,392	0.3 %	
Passenger load factor (%)	79.4	76.2	3.2 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	72.6	71.6	1.0 pt	
Americas	81.1	73.5	7.6 pts	
Europe	79.5	75.3	4.2 pts	
South West Pacific	87.7	88.0	-0.3 pt	
West Asia and Africa	76.1	75.0	1.1 pt	
<b>SIA CARGO</b>				
Capacity (M tonne-km)	871.7	832.2	4.7 %	
Freight tonne-km (M)	546.0	550.5	-0.8 %	
Freight carried (M kg)	88.6	85.0	4.2 %	
Cargo load factor (%)	62.6	66.1	-3.5 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	63.4	60.1	3.3 pts	
Americas	61.1	62.3	-1.2 pt	
Europe	67.3	74.8	-7.5 pts	
South West Pacific	58.8	65.9	-7.1 pts	
West Asia and Africa	60.5	64.3	-3.8 pts	
<b>OVERALL (PASSENGER &amp; CARGO)</b>				
Capacity (M tonne-km)	1,692.8	1,690.3	0.1 %	
Load carried (M tonne-km)	1,189.1	1,190.5	-0.1 %	
Overall load factor (%)	70.2	70.4	-0.2 pt	

Passenger load factors for most route regions were higher than last year's. Total carriage was close to the level achieved in December 2002 despite a 4.2% reduction in overall capacity (in Available Seat Kilometres terms).

SIA will make aviation history with the furthest commercial operation when the daily non-stop A340-500 Singapore-Los Angeles vv service commences in 3 February 2004. Prior to that, on 16 January 2004, SIA will commence a 3x weekly B772A operations to Shenzhen.

Systemwide cargo load factor fell 3.5% points because demand did not keep pace with capacity increase. As was the experience in recent months, Europe and South West Pacific route regions saw load factors falling by around 7% points. Weak export markets from these regions contributed to the decline. Flights on the West Asia and Africa route region also experienced lower load factors (-3.8% points) because there were increases in cargo capacity from the operation of additional passenger services, and the expiry of garment quotas in India for shipments to USA.