


JULY 2007 OPERATING RESULTS

The operating results for July 2007 are given in the table below.

How Singapore Airlines performed in		July 2007		
	2007	2006	Change	
SINGAPORE AIRLINES (PASSENGER)				
Capacity (M seat-km)	9,519.0	9,564.3	-0.5 %	
Passenger-km (M)	7,812.6	7,762.0	0.7 %	
Passengers carried ('000)	1,622	1,569	3.4 %	
Passenger load factor (%)	82.1	81.2	0.9 pt	
<u>Load Factor by Route Region (%)</u>				
East Asia	73.1	73.6	-0.5 pt	
Americas	89.1	90.3	-1.2 pts	
Europe	86.2	86.3	-0.1 pt	
South West Pacific	87.0	81.6	5.4 pts	
West Asia and Africa	75.6	71.3	4.3 pts	
SIA CARGO				
Capacity (M tonne-km)	1,087.6	1,040.8	4.5 %	
Freight tonne-km (M)	678.2	646.3	4.9 %	
Freight carried (M kg)	109.6	103.9	5.5 %	
Cargo load factor (%)	62.4	62.1	0.3 pt	
<u>Load Factor by Route Region (%)</u>				
East Asia	57.9	56.5	1.4 pts	
Americas	63.4	61.3	2.1 pts	
Europe	65.3	68.2	-2.9 pts	
South West Pacific	60.8	59.7	1.1 pts	
West Asia and Africa	57.9	63.2	-5.3 pts	
OVERALL (PASSENGER & CARGO)				
Capacity (M tonne-km)	2,028.3	1,985.8	2.1 %	
Load carried (M tonne-km)	1,417.6	1,382.0	2.6 %	
Overall load factor (%)	69.9	69.6	0.3 pt	

In July 2007, Singapore Airlines achieved a 0.7% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres) while capacity (measured in available seat kilometres) reduced by 0.5%. This led to an overall improvement in passenger load factor (PLF) of 0.9 percentage point to 82.1%. The number of passengers carried rose by 3.4% over the same month last year to 1.62 million.

The year-on-year capacity change arose from a reduction in the number of B747-400 aircraft in the operating fleet. Furthermore, the introduction of the new, more spacious premium seating on the B777-300ER aircraft on long haul routes, in place of the B747-400 aircraft reduced the available number of seats. However, the capacity reduction was moderated by additional frequencies to Europe (Manchester, Rome, Milan and Barcelona), East Asia (Shanghai, Osaka, Seoul, Ho Chi Minh City and Hong Kong) and West Asia and Africa (Male, Bangalore, Chennai, Johannesburg, Cape Town, Cairo and Dubai). Going forward, the month-on-month capacity reduction will return to growth with more B777-300ER joining the fleet and with the delivery and entry into service of the A380 units.

South West Pacific and West Asia/Africa registered strong improvements in PLFs of 5.4% points and 4.3% points respectively, due to strong demand for services in these regions. The other remaining route regions recorded marginal decline in PLFs off high bases. The slight decline in Americas' PLF of 1.2 percentage points is an example, as demand for travel from this region remains robust, a PLF nearing 90%.

Overall cargo traffic (measured in freight tonne kilometres) continued to register growth of 4.9%, which outpaced the systemwide capacity growth of 4.5%. This resulted in a modest growth in cargo load factor (CLF) of 0.3 percentage point. The improvement in cargo traffic arose mainly from higher tonnage carried in East Asia, Europe and West Asia & Africa regions. However, the increase in tonnage in Europe and West Asia & Africa regions did not keep pace with capacity injection, resulting in a dip in CLF for both regions. The streamlining of capacity in the Americas region resulted in the 2.1% points increase in CLF.

-ends-