

JULY 2008 OPERATING RESULTS

The operating results for July 2008 are given in the table below.

How Singapore Airlines performed in July 2008			
	2008	2007	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	10,294.8	9,519.0	8.2 %
Passenger-km (M)	8,339.4	7,812.6	6.7 %
Passengers carried ('000)	1,680	1,622	3.6 %
Passenger load factor (%)	81.0	82.1	-1.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	71.6	73.1	-1.5 pts
Americas	83.6	89.1	-5.5 pts
Europe	87.2	86.2	1.0 pt
South West Pacific	87.1	87.0	0.1 pt
West Asia and Africa	73.8	75.6	-1.8 pts
SIA CARGO			
Capacity (M tonne-km)	1,099.8	1,087.6	1.1 %
Freight tonne-km (M)	663.7	678.2	-2.1 %
Freight carried (M kg)	110.2	109.6	0.6 %
Cargo load factor (%)	60.3	62.4	-2.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	56.1	57.9	-1.8 pts
Americas	63.5	63.4	0.1 pt
Europe	62.9	65.3	-2.4 pts
South West Pacific	52.9	60.8	-7.9 pts
West Asia and Africa	58.3	57.9	0.4 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	2,118.0	2,028.3	4.4 %
Load carried (M tonne-km)	1,452.9	1,417.6	2.5 %
Overall load factor (%)	68.6	69.9	-1.3 pts

In July 2008, Singapore Airlines recorded a 6.7% year-on-year growth in systemwide passenger carriage (measured in revenue passenger kilometres) while capacity (measured in available seat kilometres) grew by 8.2%. As a result, the passenger load factor (PLF) declined 1.1 percentage points to 81.0%. The number of passengers carried rose by 3.6% over the same month last year to 1.68 million.

The year-on-year increase in capacity follows the delivery of a number of new aircraft in recent months. As a result, frequencies were added to Europe (Moscow, Manchester, Zurich, Paris, Milan and Barcelona), South West Pacific (Sydney, Brisbane and Auckland), East Asia (Ho Chi Minh City and Bangkok), Americas (Houston) and West Asia & Africa (Delhi, Chennai, Bangalore and Dubai). The deployment of the larger A380, in place of the B747-400s, on the London, Sydney and Tokyo routes also contributed to the capacity increase.

PLFs for East Asia and West Asia and Africa route regions recorded declines due to new capacity introduced to these regions not yet being fully met by traffic growth. Americas route region declined by 5.5 percentage points, off a very high base, amid some signs of a softening in the leisure markets from the USA. In East Asia, China traffic has been affected by the stringent visa restrictions for travel into China and the curb on travel from China prior to the Beijing Olympics.

Overall cargo traffic (measured in freight tonne kilometres) decreased by 2.1% while capacity increased by 1.1%. As a result, cargo load factor (CLF) decreased by 2.1 percentage points. Higher capacity injection in South West Pacific resulted in the 7.9 percentage points reduction in CLF, as cargo traffic did not keep pace with capacity increase.

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