

JUNE 2004 OPERATING RESULTS

The operating results for June 2004 are given in the table below.

How SIA performed in Jun-04			
	2004	2003	Change
SIA (PASSENGER)			
Capacity (M seat-km)	8,318.9	5,421.8	53.4 %
Passenger-km (M)	6,280.9	3,891.3	61.4 %
Passengers carried ('000)	1,312	808	62.4 %
Passenger load factor (%)	75.5	71.8	3.7 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	66.4	65.1	1.3 pt
Americas	88.3	80.7	7.6 pts
Europe	76.3	71.5	4.8 pts
South West Pacific	73.8	73.2	0.6 pt
West Asia and Africa	71.8	63.5	8.3 pts
SIA CARGO ^			
Capacity (M tonne-km)	915.3	768.8	19.1 %
Freight tonne-km (M)	619.9	539.1	15.0 %
Freight carried (M kg)	96.4	81.0	19.0 %
Cargo load factor (%)	67.7	70.1	-2.4 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	60.3	69.2	-8.9 pts
Americas	68.4	66.9	1.5 pt
Europe	71.7	73.8	-2.1 pts
South West Pacific	63.1	69.2	-6.1 pts
West Asia and Africa	67.3	68.5	-1.2 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,736.8	1,304.3	33.2 %
Load carried (M tonne-km)	1,222.4	916.9	33.3 %
Overall load factor (%)	70.4	70.3	0.1 pt

^ From April 2004, Cargo operating statistics would include mail figures. 2003 figures have been adjusted for consistency.

Systemwide passenger capacity (measured in available seat kilometres) for June 2004 was 53.4% higher than that of June 2003. The large increase was attributed to a lower base in June 2003 due to capacity reduction during the SARS outbreak. By the end of September 2003, capacity was restored to almost pre-SARS level.

With the recovery of systemwide air travel demand, total carriage and passenger load factors for all route regions in June 2004 were higher than that of the same month last year.

Compared to June 2002, systemwide passenger capacity in June 2004 was 3.6% higher while total carriage (measured by the number of passengers carried) was slightly higher at 0.5%. Carriage for most of the route regions in June 2004, with the exception of Europe and Americas, was higher than that of June 2002. On the other hand, the passenger load factor for all route regions in June 2004, with the exception of Americas, was lower than that of June 2002.

Strong Asian exports, particularly from China and Japan, contributed to the growth in freight carried for SIA Cargo in June 2004. Systemwide capacity growth was achieved mainly due to an increase in bellyhold capacity, most evidently on East Asia and South West Pacific route regions. New passenger flights to Shenzhen and Nanjing, as well as additional services to Auckland and Melbourne contributed to the lower cargo load factor. Additional freighter capacity was deployed on the direct China-USA services to meet market demand. SIA Cargo now operates five times a week on this direct service, up from three times a week a year ago.

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