


JUNE 2005 OPERATING RESULTS

The operating results for June 2005 are given in the table below.

How SIA performed in Jun-05			
	2005	2004	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,045.6	8,318.9	8.7 %
Passenger-km (M)	6,802.8	6,280.9	8.3 %
Passengers carried ('000)	1,409	1,312	7.4 %
Passenger load factor (%)	75.2	75.5	-0.3 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	69.2	66.4	2.8 pts
Americas	87.4	88.3	-0.9 pt
Europe	76.6	76.3	0.3 pt
South West Pacific	71.6	73.8	-2.2 pts
West Asia and Africa	70.3	71.8	-1.5 pts
SIA CARGO			
Capacity (M tonne-km)	1,019.3	915.3	11.4 %
Freight tonne-km (M)	623.9	619.9	0.6 %
Freight carried (M kg)	99.1	96.4	2.8 %
Cargo load factor (%)	61.2	67.7	-6.5 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	56.1	60.3	-4.2 pts
Americas	62.2	68.4	-6.2 pts
Europe	67.5	71.7	-4.2 pts
South West Pacific	52.5	63.1	-10.6 pts
West Asia and Africa	60.6	67.3	-6.7 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,913.0	1,736.8	10.1 %
Load carried (M tonne-km)	1,273.3	1,222.4	4.2 %
Overall load factor (%)	66.6	70.4	-3.8 pts

June 2005 passenger capacity (in available seat kilometre) grew 8.7% year-on-year. The introduction of flights to Ahmedabad and Amritsar as well as capacity injection on existing routes in the West Asia, East Asia and South West Pacific regions, such as those to Beijing, Mumbai, Kolkata, Guangzhou, Shenzhen, Auckland, Brisbane, Melbourne and Perth contributed to the capacity growth. However, systemwide passenger load factor fell slightly by 0.3% point over the same month last year as passenger carriage (in passenger kilometres) growth was marginally lower at 8.3%.

East Asia region experienced the largest growth in passenger traffic, which exceeded the increase in capacity. This was mainly due to an increase in demand for travel on both the North Asia and South-East Asia routes. The passenger load factor for the South West Pacific and West Asia & Africa regions registered declines due mainly to additional capacity introduced to these regions not being fully met by increase in traffic.

SIA Cargo registered a relatively flat overall traffic growth (measured in freight-tonne-km) of 0.6% while capacity increased 11.4% in June 2005. This is mainly attributable to sluggish growth in global markets, given the impact of high fuel prices. Load factors on all route regions fell as a result of weaker cargo traffic.

Freighter capacity expanded from India to Europe, with the operation of twice weekly services to Brussels via India. The increase in bellyhold capacity into India, coupled with the elimination of garment quotas to USA, resulted in increased uplifts of India's exports.

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