


June 2006 OPERATING RESULTS

The operating results for June 2006 are given in the table below.

How SIA performed in Jun-06 			
	2006	2005	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,239.0	9,045.6	2.1 %
Passenger-km (M)	7,381.9	6,802.8	8.5 %
Passengers carried ('000)	1,514	1,409	7.5 %
Passenger load factor (%)	79.9	75.2	4.7 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	74.1	69.2	4.9 pts
Americas	89.9	87.4	2.5 pts
Europe	85.1	76.6	8.5 pts
South West Pacific	76.4	71.6	4.8 pts
West Asia and Africa	71.3	70.3	1.0 pt
SIA CARGO			
Capacity (M tonne-km)	1029.9	1019.3	1.0 %
Freight tonne-km (M)	639.5	623.9	2.5 %
Freight carried (M kg)	103.2	99.1	4.1 %
Cargo load factor (%)	62.1	61.2	0.9 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	58.9	56.1	2.8 pts
Americas	61.5	62.2	-0.7 pt
Europe	66.7	67.5	-0.8 pt
South West Pacific	58.8	52.5	6.3 pts
West Asia and Africa	63.4	60.6	2.8 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,942.8	1,913.0	1.6 %
Load carried (M tonne-km)	1,339.5	1,273.3	5.2 %
Overall load factor (%)	68.9	66.6	2.3 pts

In June 2006, Singapore Airlines achieved 8.5% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres) against a modest 2.1% increase in capacity (measured in available seat kilometres). As a result, systemwide passenger load factor improved by 4.7 percentage points to 79.9%. The number of passengers carried rose by 7.5% over the same month last year to over 1.5 million.

The injection of additional flights on existing routes to Beijing, Bangalore, Taipei, Penang, Adelaide, Guangzhou and Hong Kong contributed to the year-on-year increase in capacity. In addition, Singapore Airlines introduced a four-times weekly service to Hyderabad in India from 30 October 2005, a three-times weekly service to Karachi and Lahore in Pakistan from 1 February 2006, and a three-times weekly service to Moscow in Russia (via Dubai) from 1 March 2006.

Passenger load factors on all route regions continued to show improvements over the same month last year. Strong traffic into Europe, particularly Frankfurt for the 2006 FIFA World Cup, outpaced the other regions with an increase of 8.5 percentage points for the European region. In addition, demand for air travel in Asia Pacific continued to be supported by economic growth in the region.

Overall growth in cargo traffic (measured in freight tonne-km) kept up with capacity injection; accordingly, the overall cargo load factor registered a 0.9 percentage point improvement. Demand for air cargo from the South West Pacific and West Asia & Africa regions to Americas, East Asia and West Asia & Africa contributed to the growth in overall cargo traffic. The increase in cargo load factor is mainly attributable to the improvement in South West Pacific, West Asia & Africa and East Asia regions.

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