

## MAY 2003 OPERATING RESULTS

The operating results for May 2003 are given in the table below.

<b>How SIA performed in May-03</b>			
	<b>2003</b>	<b>2002</b>	<b>Change</b>
<b>SIA (PASSENGER)</b>			
Capacity (M seat-km)	4,966.0	8,254.9	-39.8 %
Passenger-km (M)	2,636.0	5,940.0	-55.6 %
Passengers carried ('000)	506	1,250	-59.5 %
Passenger load factor (%)	53.1	72.0	-18.9 pts
<u>Load Factor by Region (%)</u>			
East Asia	45.5	65.5	-20.0 pts
Americas	59.3	77.0	-17.7 pts
Europe	52.6	71.4	-18.8 pts
South West Pacific	55.1	74.4	-19.3 pts
West Asia and Africa	49.4	73.2	-23.8 pts
<b>SIA CARGO</b>			
Capacity (M tonne-km)	757.5	831.2	-8.9 %
Freight tonne-km (M)	531.1	568.8	-6.6 %
Freight carried (M kg)	81.2	86.7	-6.3 %
Cargo load factor (%)	70.1	68.4	1.7 pts
<u>Load Factor by Region (%)</u>			
East Asia	78.5	60.3	18.2 pts
Americas	66.8	67.9	-1.1 pts
Europe	72.2	72.3	-0.1 pts
South West Pacific	67.3	70.2	-2.9 pts
West Asia and Africa	71.9	71.4	0.5 pts
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	1,248.2	1,648.0	-24.3 %
Load carried (M tonne-km)	794.2	1,150.4	-31.0 %
Overall load factor (%)	63.6	69.8	-6.2 pts

Demand across the entire network remained depressed in May03 as Singapore and many countries in East Asia battled to contain the SARS virus. The drop in travel confidence affected not only the East Asian-bound traffic but also those transiting through Changi Airport. SIA cut capacity by 31.5% (in available seat kilometres) in the quarter April to June 2003. Frequencies to most destinations across the network were reduced and services to Chicago, Las Vegas, Kaoshiung, Hiroshima, Mauritius and Brussels were terminated.

While there are anecdotal evidence of some pick-up, loads are still far from the pre-SARS levels and it is still too early to conclude that a recovery is on hand. SIA will continue to monitor demand trends and make the appropriate adjustments to schedules where needed.

Cargo loads (measured in freight tonne-kilometres) declined 6.6% in May 2003, during which the full impact of the cut in bellyhold space was felt. Additional capacity injected by freighter services was insufficient to make up for the loss in the bellyholds of passenger aircraft. Overall, cargo capacity fell by a larger margin of 8.9%.