

MAY 2004 OPERATING RESULTS

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

How SIA performed in May-04			
	2004	2003	Change
SIA (PASSENGER)			
Capacity (M seat-km)	8,619.0	4,966.0	73.6 %
Passenger-km (M)	5,874.3	2,636.0	122.8 %
Passengers carried ('000)	1,230	506	143.1 %
Passenger load factor (%)	68.2	53.1	15.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	60.4	45.5	14.9 pts
Americas	79.2	59.3	19.9 pts
Europe	68.4	52.6	15.8 pts
South West Pacific	64.5	55.1	9.4 pts
West Asia and Africa	69.6	49.4	20.2 pts
SIA CARGO ^			
Capacity (M tonne-km)	936.3	757.5	23.6 %
Freight tonne-km (M)	605.3	535.6	13.0 %
Freight carried (M kg)	94.3	81.2	16.1 %
Cargo load factor (%)	64.6	70.7	-6.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	59.1	78.5	-19.4 pts
Americas	62.6	66.8	-4.2 pts
Europe	69.6	72.2	-2.6 pts
South West Pacific	64.4	67.3	-2.9 pts
West Asia and Africa	66.6	71.9	-5.3 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,787.6	1,248.2	43.2 %
Load carried (M tonne-km)	1,174.5	794.2	47.9 %
Overall load factor (%)	65.7	63.6	2.1 pts

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

Systemwide passenger capacity (in available seat kilometres) for May 2004 was 73.6% higher than that of last year, as capacity was significantly reduced in May 2003 at the peak of SARS. Capacity was restored to almost pre-SARS level by end September 2003. Total carriage and passenger load factors for all route regions in May 2004 were higher than the same month last year, as systemwide air travel demand was adversely affected by the outbreak of SARS in May 2003.

Compared to May 2002, systemwide passenger capacity for May 2004 was 4.4% higher though total carriage was lower by 1.1%. Passenger load factors for all route regions, with the exception of Americas, in May 2004 were lower than those of May 2002. The better performance on routes between Asia and the Americas in May 2004 was due to the stronger demand on the Trans Pacific flights.

Systemwide cargo capacity growth (measured in tonne kilometres) of 23.6% in May 2004, as compared to May 2003, was due to the reinstatement of passenger operations. The growth was seen across all route regions, particularly in East Asia and the Americas, which suffered large cuts at the height of SARS. Cargo load factors fell with the reinstatement of passenger operations, but cargo traffic (measured in freight tonne kilometres) increased by 13%. With the traditional strong demand to Europe and the Americas, the Asia-originating cargo uplifts continued to match capacity increases in these directions; however, the same was not experienced on the return sectors.

As compared to May 2002, cargo capacity in May 2004 grew 12.6%, mostly from the five times weekly direct freighter services from China to USA. Systemwide cargo load factor in May 2004, vis-a-vis May 2002, fell 4.5 % points mainly due to lower USA demand for Asia bound space and weaker exports out of Australia and New Zealand.

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