


MAY 2005 OPERATING RESULTS

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

How SIA performed in May-05			
	2005	2004	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,204.8	8,619.0	6.8 %
Passenger-km (M)	6,199.5	5,874.3	5.5 %
Passengers carried ('000)	1,293	1,230	5.1 %
Passenger load factor (%)	67.4	68.2	-0.8 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	63.3	60.4	2.9 pts
Americas	77.5	79.2	-1.7 pts
Europe	68.4	68.4	0.0 pt
South West Pacific	60.9	64.5	-3.6 pts
West Asia and Africa	66.9	69.6	-2.7 pts
SIA CARGO[^]			
Capacity (M tonne-km)	1,009.1	936.3	7.8 %
Freight tonne-km (M)	607.0	605.3	0.3 %
Freight carried (M kg)	96.2	94.3	1.9 %
Cargo load factor (%)	60.2	64.6	-4.4 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	55.8	59.1	-3.3 pts
Americas	60.4	62.6	-2.2 pts
Europe	65.5	69.6	-4.1 pts
South West Pacific	52.5	64.4	-11.9 pts
West Asia and Africa	63.4	66.6	-3.2 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,918.7	1,787.6	7.3 %
Load carried (M tonne-km)	1,204.1	1,174.5	2.5 %
Overall load factor (%)	62.8	65.7	-2.9 pts

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

May 2005 registered a year-on-year increase in systemwide passenger carriage (in passenger kilometres) of 5.5%. Systemwide passenger load factor however fell 0.8% points over the same month last year as systemwide capacity (in available seat kilometres) increased by a larger 6.8%.

This increase in capacity can be attributed to 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 Mumbai, Kolkata, Guangzhou, Shenzhen, Auckland, Brisbane, Melbourne and Perth.

The largest growth in passenger traffic was in the East Asia region, which exceeded the increase in capacity. This was mainly due to an increase in demand for travel on the 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.

Overall cargo traffic (measured in freight tonne-km) remained relatively flat while capacity increased 7.8%. Bellyhold capacity expanded considerably in the West Asia and South West Pacific route regions as SIA mounted new passenger services and increased frequencies. As a result, cargo load factors in these regions fell. Also, additional freighter services were added to Europe to cater to strong demand from West Asia (in particular Bangalore, Chennai and Delhi). However, this was not matched by the outbound Europe market, which led to a decline in the cargo load factor for the Europe route region.

Overall, freight carried (measured in kg) improved marginally by 1.9% as the freight carried from East Asia (Shanghai & Hong Kong), Americas (Los Angeles) and West Asia (India) continued to grow.

- ends -