

APRIL 2010 OPERATING RESULTS

The operating results for April 2010 are given in the table below.

How Singapore Airlines performed in April 2010			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,319.9	8,688.2	-4.2 %
Passenger-km (M)	6,455.8	6,275.0	2.9 %
Passengers carried ('000)	1,296	1,289	0.5 %
Passenger load factor (%)	77.6	72.2	5.4 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	77.2	72.6	4.6 pts
Americas	79.0	66.0	13.0 pts
Europe	78.8	73.3	5.5 pts
South West Pacific	77.9	80.1	-2.2 pts
West Asia and Africa	74.0	66.7	7.3 pts
SIA CARGO			
Capacity (M tonne-km)	844.9	890.2	-5.1 %
Freight tonne-km (M)	545.9	516.1	5.8 %
Freight carried (M kg)	89.7	88.8	1.0 %
Cargo load factor (%)	64.6	58.0	6.6 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	63.7	55.4	8.3 pts
Americas	64.1	58.0	6.1 pts
Europe	72.2	58.6	13.6 pts
South West Pacific	55.2	61.3	-6.1 pts
West Asia and Africa	62.8	56.5	6.3 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,668.3	1,749.5	-4.6 %
Load carried (M tonne-km)	1,156.7	1,114.2	3.8 %
Overall load factor (%)	69.3	63.7	5.6 pts

In April 2010, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) recorded an increase of 2.9% over the same month last year, with the number of passengers carried increasing by 0.5% to 1.3 million. Passenger load factor (PLF) increased 5.4 percentage points to 77.6% on the back of a capacity (measured in available seat kilometres) reduction of 4.2%.

The year-on-year reduction in capacity arose from the planned reduction in frequencies, termination of services to Vancouver (via Incheon), Nanjing and Pakistan, the transfer of Hyderabad and Penang operations to SilkAir, as well as flight cancellations during the closure of the European airspace due to the volcanic activity in Iceland.

All regions except South West Pacific recorded improvements in PLFs over the same month last year. The closure of European airspace affected some of the traffic to and from South West Pacific, which resulted in a slight decline in the PLF.

Systemwide cargo capacity was reduced by 5.1%, while cargo traffic (measured in freight tonne kilometres) improved by 5.8%. Consequently, cargo overall load factor improved by 6.6 percentage points. Cargo load factor improved for all regions except for South West Pacific. The improvement in CLFs was largely the result of tight capacity management, as well as a general improvement in the business environment.

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