

JANUARY 2010 OPERATING RESULTS

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

How Singapore Airlines performed in January 2010			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	9,210.4	9,989.4	-7.8 %
Passenger-km (M)	7,289.8	7,406.2	-1.6 %
Passengers carried ('000)	1,399	1,446	-3.3 %
Passenger load factor (%)	79.1	74.1	5.0 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	71.9	66.1	5.8 pts
Americas	80.2	72.5	7.7 pts
Europe	81.3	78.6	2.7 pts
South West Pacific	85.7	84.3	1.4 pts
West Asia and Africa	75.2	65.7	9.5 pts
SIA CARGO			
Capacity (M tonne-km)	842.7	904.0	-6.8 %
Freight tonne-km (M)	506.4	490.2	3.3 %
Freight carried (M kg)	86.6	83.4	3.8 %
Cargo load factor (%)	60.1	54.2	5.9 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	60.5	48.9	11.6 pts
Americas	62.0	54.9	7.1 pts
Europe	65.3	57.2	8.1 pts
South West Pacific	49.5	54.1	-4.6 pts
West Asia and Africa	57.7	52.9	4.8 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,753.7	1,892.7	-7.3 %
Load carried (M tonne-km)	1,195.8	1,193.3	0.2 %
Overall load factor (%)	68.2	63.0	5.2 pts

In January 2010, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) declined year-on-year by 1.6%, on the back of a larger reduction in capacity (measured in available seat kilometres) of 7.8%. As a result, passenger load factor (PLF) increased 5.0 percentage points to 79.1%. The number of passengers carried decreased 3.3% over the same month last year to 1.4 million.

The year-on-year reduction in capacity followed the planned reduction in frequencies, termination of services to Amritsar and Vancouver (via Incheon), and the transfer of Hyderabad and Penang operations to SilkAir.

Passenger demand continued to recover in tandem with the improving global economy. All regions recorded improvements in PLFs over the same month last year.

Overall cargo carriage (measured in freight tonne kilometres) improved by 3.3% on the back of systemwide cargo capacity reduction of 6.8%. This resulted in the 5.9 percentage points improvement in the overall cargo load factor (CLF). General improvement in the economic environment continued to contribute to the improvement in CLFs across most regions.

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