

## JUNE 2009 OPERATING RESULTS

The operating results for June 2009 are given in the table below.

<b>How Singapore Airlines performed in June 2009</b>			
	2009	2008	Change
<b>SINGAPORE AIRLINES (PASSENGER)</b>			
Capacity (M seat-km)	8,538.7	9,976.6	-14.4 %
Passenger-km (M)	6,460.7	7,900.3	-18.2 %
Passengers carried ('000)	1,307	1,617	-19.2 %
Passenger load factor (%)	75.7	79.2	-3.5 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	69.4	73.3	-3.9 pts
Americas	79.2	86.3	-7.1 pts
Europe	79.5	83.2	-3.7 pts
South West Pacific	76.2	80.5	-4.3 pts
West Asia and Africa	74.2	70.7	3.5 pts
<b>SIA CARGO</b>			
Capacity (M tonne-km)	816.8	1,051.8	-22.3 %
Freight tonne-km (M)	513.4	648.4	-20.8 %
Freight carried (M kg)	87.9	108.5	-19.0 %
Cargo load factor (%)	62.9	61.6	1.3 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	58.6	59.1	-0.5 pt
Americas	65.6	64.0	1.6 pts
Europe	67.3	63.7	3.6 pts
South West Pacific	56.7	54.3	2.4 pts
West Asia and Africa	59.7	61.2	-1.5 pts
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	1,661.5	2,039.1	-18.5 %
Load carried (M tonne-km)	1,122.6	1,397.6	-19.7 %
Overall load factor (%)	67.6	68.5	-0.9 pt

In June 2009, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) recorded a year-on-year decline of 18.2%, which outpaced the reduction in capacity (measured in available seat kilometres) of 14.4%. As a result, passenger load factor (PLF) declined 3.5 percentage points to 75.7%. The number of passengers carried decreased 19.2% over the same month last year to 1.3 million.

The year-on-year reduction in capacity followed the planned reduction in frequencies and termination of services to Los Angeles (via Taipei), Osaka (via Bangkok), Amritsar, and Vancouver (via Incheon), as well as the transfer of Hyderabad operations to SilkAir.

Traffic demand continues to be soft, impacted by the global economic slowdown and uncertainty over the spread of Influenza A (H1N1). With the exception of West Asia and Africa, all route regions registered lower PLFs compared to last year. Furthermore, aggressive competition in all route regions and increased promotional fare activities in recent months led to pressure on yields.

Overall cargo traffic (measured in freight tonne kilometres) fell by 20.8%, less than the reduction in systemside cargo capacity of 22.3%. As a result, cargo load factor (CLF) registered an improvement of 1.3 percentage points. The modest rise in overall CLF is mainly attributable to better capacity management.

-ends-