

MARCH 2010 OPERATING RESULTS

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

How Singapore Airlines performed in March 2010			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,832.8	9,031.8	-2.2 %
Passenger-km (M)	7,140.9	6,271.3	13.9 %
Passengers carried ('000)	1,403	1,281	9.5 %
Passenger load factor (%)	80.8	69.4	11.4 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	81.2	72.4	8.8 pts
Americas	82.3	68.5	13.8 pts
Europe	84.0	69.2	14.8 pts
South West Pacific	80.7	73.4	7.3 pts
West Asia and Africa	72.4	60.7	11.7 pts
SIA CARGO			
Capacity (M tonne-km)	917.3	958.0	-4.2 %
Freight tonne-km (M)	627.3	560.2	12.0 %
Freight carried (M kg)	103.2	94.0	9.8 %
Cargo load factor (%)	68.4	58.5	9.9 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	65.8	52.9	12.9 pts
Americas	69.5	58.3	11.2 pts
Europe	74.7	59.5	15.2 pts
South West Pacific	58.5	62.6	-4.1 pts
West Asia and Africa	66.1	58.7	7.4 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,790.8	1,851.7	-3.3 %
Load carried (M tonne-km)	1,305.9	1,159.9	12.6 %
Overall load factor (%)	72.9	62.6	10.3 pts

In March 2010, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) recorded an increase of 13.9% over the same month last year, with the number of passengers carried increasing by 9.5% to 1.4 million. Passenger load factor (PLF) increased 11.4 percentage points to 80.8% on the back of a capacity (measured in available seat kilometres) reduction of 2.2%.

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

All regions recorded significant improvements in PLFs over the same month last year. The shift in the Easter holiday from the month of April in 2009 to March this year resulted in increased travel demand during this period.

Systemwide cargo capacity was reduced by 4.2%, while cargo traffic (measured in freight tonne kilometres) improved by 12.0%. Consequently, overall load factor in March 2010 improved by 9.9 percentage points. Cargo load factor improved for all regions except for South West Pacific. The improvement in CLFs was mainly due to strategic management of freight capacity to match market demand, as well as the improving operating environment.

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