

November 2010 OPERATING RESULTS

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

How Singapore Airlines performed in			
Nov-10			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	9,117.2	8,689.1	4.9 %
Passenger-km (M)	7,192.2	7,113.7	1.1 %
Passengers carried ('000)	1,433	1,431	0.1 %
Passenger load factor (%)	78.9	81.9	-3.0 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	82.9	82.2	0.7 pt
Americas	78.6	82.4	-3.8 pts
Europe	74.7	82.1	-7.4 pts
South West Pacific	82.7	85.7	-3.0 pts
West Asia and Africa	73.7	74.4	-0.7 pt
SIA CARGO			
Capacity (M tonne-km)	967.9	936.5	3.4 %
Freight tonne-km (M)	630.5	621.9	1.4 %
Freight carried (M kg)	100.8	102.0	-1.2 %
Cargo load factor (%)	65.1	66.4	-1.3 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	60.1	65.3	-5.2 pts
Americas	63.7	63.4	0.3 pt
Europe	74.7	76.4	-1.7 pts
South West Pacific	61.2	58.9	2.3 pts
West Asia and Africa	63.8	62.8	1.0 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,870.9	1,795.7	4.2 %
Load carried (M tonne-km)	1,310.6	1,297.4	1.0 %
Overall load factor (%)	70.1	72.3	-2.2 pts

In November 2010, Singapore Airlines' capacity (measured in available seat kilometres) grew 4.9% year-on-year against a 1.1% increase in systemwide passenger carriage (measured in revenue passenger kilometres). As a result, passenger load factor (PLF) declined by 3.0 percentage points to 78.9%. The number of passengers carried increased by 0.1% to 1.4 million. All regions except East Asia registered declines in PLFs over the same month last year.

The increase in capacity over the same period last year followed the injection of additional frequencies to several destinations including Manchester (via Munich), Houston (via Moscow), Osaka and Seoul. A new double-daily service to Tokyo-Haneda was launched on 31 October 2010, complementing the current twice daily tranche to Tokyo-Narita. In addition, the all-Business Class service to Los Angeles returned to daily operations from early October 2010.

Systemwide cargo capacity increased by 3.4% while cargo traffic (measured in freight tonne kilometres) improved by 1.4%. Consequently, cargo load factor (CLF) dropped by 1.3 percentage points to 65.1%. East Asia registered a 5.2 percentage point reduction in CLF as cargo traffic did not keep pace with capacity increases while Europe's CLF declined 1.7 percentage points due to the ongoing economic challenges in Europe. On the other hand, CLF for South West Pacific improved further as demand for freighter services remained strong.

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