

## OCTOBER 2008 OPERATING RESULTS

The operating results for October 2008 are given in the table below.

<b>How Singapore Airlines performed in October 2008</b>			
	2008	2007	Change
<b>SINGAPORE AIRLINES (PASSENGER)</b>			
Capacity (M seat-km)	10,004.2	9,605.7	4.1 %
Passenger-km (M)	7,749.4	7,525.9	3.0 %
Passengers carried ('000)	1,602	1,581	1.3 %
Passenger load factor (%)	77.5	78.3	-0.8 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	74.3	74.6	-0.3 pt
Americas	75.3	76.5	-1.2 pts
Europe	79.8	82.3	-2.5 pts
South West Pacific	84.6	84.4	0.2 pt
West Asia and Africa	71.3	73.4	-2.1 pts
<b>SIA CARGO</b>			
Capacity (M tonne-km)	1,066.6	1,147.4	-7.1 %
Freight tonne-km (M)	633.1	713.9	-11.3 %
Freight carried (M kg)	104.7	114.3	-8.4 %
Cargo load factor (%)	59.4	62.2	-2.8 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	57.0	61.5	-4.5 pts
Americas	59.9	60.0	-0.1 pt
Europe	61.6	65.2	-3.6 pts
South West Pacific	59.3	65.6	-6.3 pts
West Asia and Africa	55.1	59.6	-4.5 pts
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	2,056.5	2,097.9	-2.0 %
Load carried (M tonne-km)	1,373.4	1,432.5	-4.1 %
Overall load factor (%)	66.8	68.3	-1.5 pts

In October 2008, Singapore Airlines recorded a 3.0% year-on-year growth in systemwide passenger carriage (measured in revenue passenger kilometres) while capacity (measured in available seat kilometres) grew by 4.1%. As a result, the passenger load factor (PLF) declined by 0.8 percentage point to 77.5%. The number of passengers carried increased 1.3% over the same month last year, to 1.6 million.

The year-on-year increase in capacity arose from the delivery of new aircraft in recent months. The deployment of the larger A380 on the London, Sydney and Tokyo routes also contributed to the capacity increase.

All route regions, except for South West Pacific, recorded declines in PLF, attributable to the slowdown in traffic growth as a result of the prevailing global economic slowdown. Although there was growth in passengers carried, the growth was insufficient to fully meet the increase in capacity over the previous year.

Systemwide cargo capacity contracted by 7.1%, while cargo traffic (measured in freight tonne kilometres) fell by 11.3%. As a result, cargo load factor (CLF) decreased by 2.8 percentage points. CLF declined for all regions, mainly attributed to weaker economic conditions and a reduction in demand for goods to be moved by air freight.

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