

## AUGUST 2009 OPERATING RESULTS

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

<b>How Singapore Airlines performed in August 2009</b>			
	2009	2008	Change
<b>SINGAPORE AIRLINES (PASSENGER)</b>			
Capacity (M seat-km)	8,983.5	10,309.9	-12.9 %
Passenger-km (M)	7,034.5	8,186.7	-14.1 %
Passengers carried ('000)	1,392	1,658	-16.0 %
Passenger load factor (%)	78.3	79.4	-1.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	75.3	71.4	3.9 pts
Americas	82.8	81.7	1.1 pts
Europe	82.9	86.7	-3.8 pts
South West Pacific	74.7	82.8	-8.1 pts
West Asia and Africa	74.5	72.1	2.4 pts
<b>SIA CARGO</b>			
Capacity (M tonne-km)	890.4	1,096.9	-18.8 %
Freight tonne-km (M)	550.7	668.8	-17.7 %
Freight carried (M kg)	92.9	111.8	-16.9 %
Cargo load factor (%)	61.9	61.0	0.9 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	61.0	57.8	3.2 pts
Americas	63.7	63.0	0.7 pt
Europe	67.9	62.8	5.1 pts
South West Pacific	50.3	54.1	-3.8 pts
West Asia and Africa	58.6	62.6	-4.0 pts
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	1,779.0	2,116.9	-16.0 %
Load carried (M tonne-km)	1,213.9	1,444.7	-16.0 %
Overall load factor (%)	68.2	68.2	-

In August 2009, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) declined year-on-year by 14.1%, outpacing the reduction in capacity (measured in available seat kilometres) of 12.9%. As a result, passenger load factor (PLF) declined 1.1 percentage points to 78.3%. The number of passengers carried decreased 16.0% 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 Los Angeles (via Taipei), Amritsar, and Vancouver (via Incheon), and the transfer of Hyderabad operations to SilkAir.

The ongoing global economic slowdown continues to impact demand. Singapore Airlines will continue to monitor traffic movement and make appropriate adjustments where necessary to match capacity to forward demand.

Overall cargo carriage (measured in freight tonne kilometres) fell by 17.7%, less than the reduction in systemwide cargo capacity of 18.8%. This led to the 0.9 percentage point improvement in cargo load factor (CLF). CLF improved for all regions, except for South West Pacific and West Asia and Africa. The modest improvement in CLF was largely the result of better capacity management and sales efforts.

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