

December 2010 OPERATING RESULTS

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

How Singapore Airlines performed in			
Dec-10			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	9,595.8	9,147.2	4.9 %
Passenger-km (M)	7,740.3	7,709.9	0.4 %
Passengers carried ('000)	1,516	1,531	-1.0 %
Passenger load factor (%)	80.7	84.3	-3.6 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	83.4	84.8	-1.4 pts
Americas	76.9	84.2	-7.3 pts
Europe	77.1	81.7	-4.6 pts
South West Pacific	86.0	89.7	-3.7 pts
West Asia and Africa	78.8	79.6	-0.8 pt
SIA CARGO			
Capacity (M tonne-km)	952.6	907.7	4.9 %
Freight tonne-km (M)	604.5	575.2	5.1 %
Freight carried (M kg)	100.0	96.9	3.2 %
Cargo load factor (%)	63.5	63.4	0.1 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	58.2	61.2	-3.0 pts
Americas	64.5	63.4	1.1 pts
Europe	68.0	69.8	-1.8 pts
South West Pacific	60.9	56.0	4.9 pts
West Asia and Africa	63.8	61.6	2.2 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,901.8	1,812.1	5.0 %
Load carried (M tonne-km)	1,327.5	1,298.8	2.2 %
Overall load factor (%)	69.8	71.7	-1.9 pts

In December 2010, Singapore Airlines' capacity (measured in available seat kilometres) grew 4.9% year-on-year against a 0.4% increase in systemwide passenger carriage (measured in revenue passenger kilometres). As a result, passenger load factor (PLF) declined by 3.6 percentage points to 80.7%. The number of passengers carried decreased 1.0% over the same month the previous year to 1.5 million.

The increase in capacity was the result 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 existing twice-daily services to Tokyo-Narita. In addition, the all-Business Class service to Los Angeles returned to daily operations from early October 2010.

All regions registered declines in PLFs over the same month in 2009, which can be attributed to the smaller volume of lower-fare promotional traffic compared to the same period the previous year. Traffic during this traditional peak travel period was also affected by weather-related disruptions, which hit the Europe and Americas region.

Overall cargo traffic (measured in freight tonne kilometres) improved by 5.1% while cargo capacity increased by 4.9%. This led to a marginal improvement in cargo load factor (CLF) of 0.1 percentage point. CLFs improved for all route regions except East Asia and Europe. East Asia registered a 3.0 percentage point reduction in CLF as cargo traffic did not keep pace with capacity increases while Europe's CLF declined 1.8 percentage points due to the ongoing economic challenges.

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