

MAY 2010 OPERATING RESULTS

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

How Singapore Airlines performed in May 2010			
	2010	2009	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,890.5	8,845.7	0.5 %
Passenger-km (M)	6,647.4	5,919.3	12.3 %
Passengers carried ('000)	1,315	1,213	8.4 %
Passenger load factor (%)	74.8	66.9	7.9 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	77.2	62.1	15.1 pts
Americas	83.7	68.1	15.6 pts
Europe	72.7	69.4	3.3 pts
South West Pacific	68.5	70.2	-1.7 pts
West Asia and Africa	72.4	64.6	7.8 pts
SIA CARGO			
Capacity (M tonne-km)	913.1	853.5	7.0 %
Freight tonne-km (M)	607.8	522.3	16.4 %
Freight carried (M kg)	97.8	90.7	7.8 %
Cargo load factor (%)	66.6	61.2	5.4 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	63.5	58.9	4.6 pts
Americas	67.8	62.3	5.5 pts
Europe	73.9	62.0	11.9 pts
South West Pacific	55.1	61.4	-6.3 pts
West Asia and Africa	65.1	59.9	5.2 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,792.2	1,728.9	3.7 %
Load carried (M tonne-km)	1,238.7	1,085.8	14.1 %
Overall load factor (%)	69.1	62.8	6.3 pts

In May 2010, Singapore Airlines achieved a 12.3% year-on-year growth in systemwide passenger carriage (measured in revenue passenger kilometres), which outpaced the increase in capacity (measured in available seat kilometres) of 0.5%. This led to an improvement in the passenger load factor of 7.9 percentage points to 74.8%. The number of passengers carried rose by 8.4% over the same month last year to 1.3 million.

The year-on-year increase in capacity arose from the injection of additional frequencies to Americas (Newark and Houston), South West Pacific (Perth), North Asia (Beijing and Shanghai), West Asia and Africa (Mumbai and Sri Lanka) and the introduction of direct services to Munich. The Singapore-Munich-Manchester route was opened on 28 March 2010 with five weekly flights.

Overall cargo carriage (measured in freight tonne kilometres) improved by 16.4%, much greater than the systemwide cargo capacity injection of 7.0%. This led to the 5.4 percentage points increase in cargo load factor.

General improvement in the economic environment continued to contribute to the improvement in both passenger and cargo load factors across most regions.

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