NOVEMBER 2009 OPERATING RESULTS

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

How Singapore Airlines performed in November 2009	2009	2008	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,689.1	9,592.0	-9.4 %
Passenger-km (M)	7,113.7	7,494.8	-5.1 %
Passengers carried ('000)	1,431	1,543	-7.3 %
Passenger load factor (%)	81.9	78.1	3.8 pts
Load Factor by Route Region (%)			
East Asia	82.2	78.9	3.3 pts
Americas	82.4	74.6	7.8 pts
Europe	82.1	78.9	3.2 pts
South West Pacific	85.7	83.8	1.9 pts
West Asia and Africa	74.4	71.5	2.9 pts
SIA CARGO			
Capacity (M tonne-km)	936.5	1,065.7	-12.1 %
Freight tonne-km (M)	621.9	642.1	-3.2 %
Freight carried (M kg)	102.0	104.3	-2.2 %
Cargo load factor (%)	66.4	60.3	6.1 pts
Load Factor by Route Region (%)			
East Asia	65.3	53.4	11.9 pts
Americas	63.4	60.1	3.3 pts
Europe	76.4	64.3	12.1 pts
South West Pacific	58.9	59.5	-0.6 pt
West Asia and Africa	62.8	59.1	3.7 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,795.7	2,015.1	-10.9 %
Load carried (M tonne-km)	1,297.4	1,357.1	-4.4 %
Overall load factor (%)	72.3	67.3	5.0 pts

In November 2009, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) declined year-on-year by 5.1%, on the back of a larger reduction in capacity (measured in available seat kilometres) of 9.4%. As a result, passenger load factor (PLF) increased 3.8 percentage points to 81.9%. The number of passengers carried decreased 7.3% 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 Amritsar and Vancouver (via Incheon), and the transfer of Hyderabad operations to SilkAir.

Traffic demand has been encouraging as global economic conditions show signs of improvement. Singapore Airlines will continue to make appropriate adjustments where necessary to better match capacity to forward demand.

Overall cargo carriage (measured in freight tonne kilometres) fell by 3.2%, less than the reduction in systemwide cargo capacity of 12.1%. This led to an improvement in the overall load factor of 6.1 percentage points to 66.4%. Cargo load factor improved for all regions except for South West Pacific. The improvement in CLFs was attributable to the tight capacity in the market as well as a general improvement in trading conditions due to the pre-festive peak.

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