OCTOBER 2009 OPERATING RESULTS

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

How Singapore Airlines performed in October 2009	2009	2008	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,977.7	10,004.2	-10.3 %
Passenger-km (M)	7,284.5	7,749.4	-6.0 %
Passengers carried ('000)	1,449	1,602	-9.6 %
Passenger load factor (%)	81.1	77.5	3.6 pts
Load Factor by Route Region (%)			
East Asia	77.0	74.3	2.7 pts
Americas	82.7	75.3	7.4 pts
Europe	82.0	79.8	2.2 pts
South West Pacific	86.6	84.6	2.0 pts
West Asia and Africa	76.3	71.3	5.0 pts
SIA CARGO			
Capacity (M tonne-km)	926.5	1,066.6	-13.1 %
Freight tonne-km (M)	606.3	633.1	-4.2 %
Freight carried (M kg)	101.5	104.7	-3.1 %
Cargo load factor (%)	65.4	59.4	6.0 pts
Load Factor by Route Region (%)			
East Asia	66.0	57.0	9.0 pts
Americas	64.4	59.9	4.5 pts
Europe	73.3	61.6	11.7 pts
South West Pacific	55.6	59.3	-3.7 pts
West Asia and Africa	62.5	55.1	7.4 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,814.4	2,056.5	-11.8 %
Load carried (M tonne-km)	1,299.4	1,373.4	-5.4 %
Overall load factor (%)	71.6	66.8	4.8 pts

In October 2009, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) declined year-on-year by 6.0%. Against the backdrop of a 10.3% reduction in capacity (measured in available seat kilometres), passenger load factor (PLF) improved 3.6 percentage points to 81.1%. The number of passengers carried fell 9.6% 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, Los Angeles (via Taipei), Vancouver (via Incheon), as well as the transfer of Hyderabad operations to SilkAir.

There are encouraging signs that the decline in demand may have bottomed out, with increasing demand seen in the premium classes. Singapore Airlines will continue to make appropriate adjustments where necessary to better match capacity to forward demand.

Systemwide cargo capacity was reduced by 13.1% whereas cargo traffic (measured in freight tonne kilometres) declined by 4.2%. Consequently, overall load factor improved by 6.0 percentage points to 65.4%. Cargo load factor (CLF) improved for all regions, except for South West Pacific. The improvement in CLFs was mainly due to tight capacity management as well as the general improvement in market conditions ahead of the traditional airfreight peak.

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