SEPTEMBER 2009 OPERATING RESULTS

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

How Singapore Airlines performed in September 2009			
	2009	**2008**	**Change**
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	8,628.4	9,860.6	-12.5 %
Passenger-km (M)	6,978.6	7,578.2	-7.9 %
Passengers carried ('000)	1,362	1,514	-10.0 %
Passenger load factor (%)	80.9	76.9	4.0 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	76.3	67.8	8.5 pts
Americas	79.8	74.3	5.5 pts
Europe	87.3	86.7	0.6 pt
South West Pacific	85.3	85.7	-0.4 pt
West Asia and Africa	71.3	65.8	5.5 pts
SIA CARGO			
Capacity (M tonne-km)	890.7	1,077.6	-17.3 %
Freight tonne-km (M)	562.6	658.3	-14.5 %
Freight carried (M kg)	93.7	111.0	-15.6 %
Cargo load factor (%)	63.2	61.1	2.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	63.2	59.2	4.0 pts
Americas	62.1	59.5	2.6 pts
Europe	70.0	64.0	6.0 pts
South West Pacific	53.9	60.2	-6.3 pts
West Asia and Africa	62.0	60.7	1.3 pts
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,744.2	2,052.9	-15.0 %
Load carried (M tonne-km)	1,225.5	1,383.7	-11.4 %
Overall load factor (%)	70.3	67.4	2.9 pts

In September 2009, Singapore Airlines' systemwide passenger carriage (measured in revenue passenger kilometres) declined year-on-year by 7.9%, on the back of a 12.5% reduction in capacity (measured in available seat kilometres). As a result, passenger load factor (PLF) increased 4.0 percentage points to 80.9%. The number of passengers carried decreased 10.0% 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.

While the ongoing global economic slowdown continues to impact travel demand, fare promotions have helped to mitigate the decline in loads. Singapore Airlines will continue to monitor traffic movement and make appropriate adjustments where necessary to match capacity to forward demand.

Systemwide cargo capacity was reduced by 17.3% while cargo traffic (measured in freight tonne kilometres) declined by 14.5%. Consequently, overall load factor improved by 2.1 percentage points. Cargo load factor (CLF) improved for all regions, except for South West Pacific. The improvement in CLF was mainly due to tight capacity management and inventory re-stocking by some manufacturers.

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