THE PARENT AIRLINE COMPANY
HIGHLIGHTS – 1H FY07/08

Highlights of Company’s Performance

- Capacity growth (-1.0%)
- Passengers carriage (+2.6%)
- Passenger load factor 80.3% (+2.8% points)
- Passenger yield 11.7¢/pkm (+9.3%)
- Revenue $6,062 million (+10.6%)
- Unit cost 8.2¢/ask (+5.1%)
- Operating profit $781 million (+112.2%)
### The Parent Airline Company

#### Results - 1H FY07/08

<table>
<thead>
<tr>
<th></th>
<th>1H/07</th>
<th>1H/06</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Revenue</strong></td>
<td>6,061.6</td>
<td>5,480.6</td>
<td>+ 10.6</td>
</tr>
<tr>
<td><strong>Total Expenditure</strong></td>
<td>(5,280.5)</td>
<td>(5,112.5)</td>
<td>+ 3.3</td>
</tr>
<tr>
<td><strong>Operating Profit</strong></td>
<td>781.1</td>
<td>368.1</td>
<td>+ 112.2</td>
</tr>
</tbody>
</table>
## Operating Performance - 1H FY07/08

<table>
<thead>
<tr>
<th></th>
<th>1H/07</th>
<th>1H/06</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passenger Yield</strong></td>
<td>11.7</td>
<td>10.7</td>
<td>+ 9.3</td>
</tr>
<tr>
<td>(¢/ pkm)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Unit Cost</strong></td>
<td>8.2</td>
<td>7.8</td>
<td>+ 5.1</td>
</tr>
<tr>
<td>(¢/ ask)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Passenger Breakeven Load Factor (%)</strong></td>
<td>70.1</td>
<td>72.9</td>
<td>- 2.8 pts</td>
</tr>
</tbody>
</table>
THE PARENT AIRLINE COMPANY
OPERATING PERFORMANCE - 1H FY07/08

(Billion KM)

Capacity (ASK) 1.0%

Passenger Carriage (RPK) 2.6%

Pax. Load Factor (%) 2.8% pts

Capacity (ASK) 1.0%

Passenger Carriage (RPK) 2.6%

Pax. Load Factor (%) 2.8% pts

(Billion KM)
### Operating Performance - 1H FY07/08

<table>
<thead>
<tr>
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<th>1H/07</th>
<th>1H/06</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Load Factor (%)</td>
<td>80.3</td>
<td>77.5</td>
<td>+ 2.8 pts</td>
</tr>
<tr>
<td>Passenger Breakeven Load Factor (%)</td>
<td>70.1</td>
<td>72.9</td>
<td>- 2.8 pts</td>
</tr>
<tr>
<td>Passenger Load Factor Spread (%)</td>
<td>10.2 pts</td>
<td>4.6 pts</td>
<td>+ 5.6 pts</td>
</tr>
</tbody>
</table>
THE PARENT AIRLINE COMPANY
OPERATING PERFORMANCE - 1H FY07/08

Passenger Load Factor
Breakeven Load Factor

<table>
<thead>
<tr>
<th>Year</th>
<th>Passenger Load Factor</th>
<th>Breakeven Load Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1H/04</td>
<td>73.9</td>
<td>68.7</td>
</tr>
<tr>
<td>1H/05</td>
<td>74.3</td>
<td>69.2</td>
</tr>
<tr>
<td>1H/06</td>
<td>77.5</td>
<td>72.9</td>
</tr>
<tr>
<td>1H/07</td>
<td>80.3</td>
<td>70.1</td>
</tr>
</tbody>
</table>
THE PARENT AIRLINE COMPANY OPERATING PERFORMANCE - 1H FY07/08

Passenger Load Factor
Breakeven Load Factor

1H/04: +5.2%
1H/05: +5.1%
1H/06: +4.6%
1H/07: +10.2%
THE PARENT AIRLINE COMPANY
COST COMPOSITION - 1H FY07/08

- **Fuel**: 36.4% (-3.4% pts)
- **AMO**: 7.8% (+1.4% pts)
- **Others**: 22.1% (+0.4% pt)
- **Aircraft Depreciation & Rentals**: 10.0% (-0.1% pt)
- **Staff**: 16.5% (+1.9% pts)
- **Airport Handling**: 7.2% (-0.2% pt)
THE PARENT AIRLINES COMPANY
FUEL EXPENDITURE - 1H FY07/08

(USD million)

1,350 -
1,300 -
1,250 -
1,200 -
1,150 -
1,100 -
1,050 -
0 -

1,293

1,286

1,259

1H/06

Volume

Price

1H/07

Lower volume uplifted

Lower weighted average fuel price

-7

-27

1,259

1,286

1,259

1H/06

Volume

Price

1H/07
SI A SUBSIDI DI ARI ES
1H FY2007-08
RESULTS
### Subsidiary Net Profit - 1H FY07/08 ($ million)

<table>
<thead>
<tr>
<th>Subsidiary</th>
<th>1H/07</th>
<th>1H/06</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SIA AEC Group</strong></td>
<td>145.0</td>
<td>138.4</td>
<td>+ 4.8</td>
</tr>
<tr>
<td><strong>SATS Group</strong></td>
<td>96.4</td>
<td>100.5</td>
<td>- 4.1</td>
</tr>
<tr>
<td><strong>SIA Cargo</strong></td>
<td>17.0</td>
<td>(36.3)</td>
<td>n.m.</td>
</tr>
<tr>
<td><strong>SilkAir</strong></td>
<td>9.4</td>
<td>2.5</td>
<td>n.m.</td>
</tr>
</tbody>
</table>
GROUP REVENUE
- 1H FY07/08 ($ million)

Group Revenue

4-Year CAGR

$ million

1H/04  1H/05  1H/06  1H/07

5,779  6,395  7,029  7,589

$ million

0  3,000  4,000  5,000  6,000  7,000  8,000

↑ 8.0%

+ 7.1%
GROUP EXPENDITURE
- 1H FY07/08 ($ million)

<table>
<thead>
<tr>
<th></th>
<th>1H/04</th>
<th>1H/05</th>
<th>1H/06</th>
<th>1H/07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group Expenditure</td>
<td>5,156</td>
<td>5,811</td>
<td>6,496</td>
<td>6,607</td>
</tr>
</tbody>
</table>

4-Year CAGR: +6.4%

Group Expenditure: ↑1.7%
GROUP OPERATING PROFIT - 1H FY07/08 ($ million)

Operating Profit: 84.1%
CONTRIBUTION TO GROUP OPERATING PROFIT - 1H FY07/08

- **SIA**: $413.0 M, 79.6% (+10.6% pts)
- **SATS**: $3.7 M, 9.5% (-8.7% pts)
- **SIA Cargo**: $47.3 M, 1.9% (+7.2% pts)
- **SIAEC**: $4.5 M, 6.5% (-6.2% pts)
- **Others**: $4.5 M, 2.5% (-2.9% pts)
GROUP OPERATING PROFIT
- 1H FY07/08 ($ million)

1H/06 Operating Revenue: 533
Operating Expenditure: 1,093
Higher loads & improved yields
+560

1H/07 Operating Expenditure: 982
Higher expenditure
-111

1H/07: 982
1H/06: 533
Change: +449

(Significant increase in revenue and reduction in expenditure compared to the previous period.)
GROUP NET PROFIT - 1H FY07/08 ($ million)

- Sale of SIA Building 1H 06/07: 645
- Exceptional Item: -223
- Operating Profit: 1,094
- Higher operating Profit: +449
- Non-Ops Surpluses: 1,019
- Lower surplus on disposal of aircraft & others: -75
- Taxation & MI: -87
- Higher tax & MI: 932
- 1H/06: 868
- 1H/07: 932

Difference: +64
<table>
<thead>
<tr>
<th></th>
<th>1H/07</th>
<th>1H/06</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EBIT TDAR Per Share ($)</strong></td>
<td>1.75</td>
<td>1.61</td>
</tr>
<tr>
<td><strong>Earnings Per Share (¢)</strong></td>
<td>74.7</td>
<td>70.8</td>
</tr>
<tr>
<td><strong>Interim Dividend Per Share (¢)</strong></td>
<td>20.0</td>
<td>15.0</td>
</tr>
<tr>
<td><strong>At 30 Sep 07</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Net Asset Value Per Share ($)</strong></td>
<td>11.65</td>
<td>12.11</td>
</tr>
<tr>
<td><strong>At 31 Mar 07</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### PASSENGER FLEET DEVELOPMENT - FY2007/08

<table>
<thead>
<tr>
<th>No. of Aircraft</th>
<th>Operating Fleet at 1 October 2007</th>
<th>92</th>
</tr>
</thead>
</table>

#### Aircraft Deliveries

- **Airbus A380-800**
  - 3
- **Boeing B777-300ER**
  - 4

| No. of Aircraft | Operating Fleet at 31 March 2008 | 99 |
GROUP CAPITAL EXPENDITURE FOR NEXT 5 YEARS ($ million)

<table>
<thead>
<tr>
<th></th>
<th>FY08/09</th>
<th>FY09/10</th>
<th>FY10/11</th>
<th>FY11/12</th>
<th>FY12/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>2,400</td>
<td>2,300</td>
<td>3,900</td>
<td>4,300</td>
<td>2,500</td>
</tr>
<tr>
<td>Other Assets</td>
<td>300</td>
<td>400</td>
<td>300</td>
<td>300</td>
<td>300</td>
</tr>
<tr>
<td>Total</td>
<td>2,700</td>
<td>2,700</td>
<td>4,200</td>
<td>4,600</td>
<td>2,800</td>
</tr>
</tbody>
</table>
• Budgeted Uplift Volume (M BBL) 37
• Hedging Target (%) 45 +/- 15
• Percentage Hedged (%) at October 07 47
• Avg Hedged Price (USD/ BBL - Jet Fuel) 88
Rationale

- Long-term strategic investment
- Good network fit
- Direct participation in China’s growth
Strategic Partnership

- Board and Management participation
  - Two seats on the Board
  - Senior SIA staff for key positions

- Commercial Partnership and Cooperation
  - Twinning of Singapore and Shanghai hubs
  - Codeshare on all Singapore and Shanghai services
  - Joint marketing activities
  - Explore joint operations beyond hubs
OUTLOOK FOR 2nd HALF

- Uncertainty in global economy
- High fuel prices
- Competition
EXPERIENCE TRAVEL IN A NEW LIGHT WITH SINGAPORE AIRLINES A380 NEW CABIN PRODUCTS