


## MARCH 2008 OPERATING RESULTS

The operating results for March 2008 are given in the table below.

<b>How Singapore Airlines performed in March 2008</b> 			
	2008	2007	Change
<b>SINGAPORE AIRLINES (PASSENGER)</b>			
Capacity (M seat-km)	9,923.4	9,493.7	4.5 %
Passenger-km (M)	8,015.6	7,824.9	2.4 %
Passengers carried ('000)	1,664	1,627	2.3 %
Passenger load factor (%)	80.8	82.4	-1.6 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	78.4	78.6	-0.2 pt
Americas	75.7	83.8	-8.1 pts
Europe	87.6	88.1	-0.5 pt
South West Pacific	86.4	85.7	0.7 pt
West Asia and Africa	72.1	73.0	-0.9 pt
<b>SIA CARGO</b>			
Capacity (M tonne-km)	1,088.6	1,144.8	-4.9 %
Freight tonne-km (M)	683.3	718.4	-4.9 %
Freight carried (M kg)	115.0	115.5	-0.4 %
Cargo load factor (%)	62.8	62.8	-
<u>Load Factor by Route Region (%)</u>			
East Asia	64.3	61.8	2.5 pts
Americas	59.7	61.1	-1.4 pts
Europe	65.5	64.8	0.7 pt
South West Pacific	60.0	64.3	-4.3 pts
West Asia and Africa	64.6	64.1	0.5 pt
<b>OVERALL (PASSENGER &amp; CARGO)</b>			
Capacity (M tonne-km)	2,069.4	2,083.0	-0.7 %
Load carried (M tonne-km)	1,446.5	1,466.5	-1.4 %
Overall load factor (%)	69.9	70.4	-0.5 pt

In March 2008, Singapore Airlines recorded a 2.4% year-on-year growth in systemwide passenger carriage (measured in revenue passenger kilometres) while capacity (measured in available seat kilometres) grew by 4.5%. This resulted in a decline in the passenger load factor (PLF) of 1.6 percentage points to 80.8%. The number of passengers carried rose by 2.3% over the same month last year to 1.66 million.

The year-on-year increase in capacity arose from the injection of additional frequencies to Europe (Manchester, Zurich, Paris, Milan and Barcelona), South West Pacific (Auckland), East Asia (Hong Kong and Ho Chi Minh City), Americas (Houston) and West Asia and Africa (Chennai and Bangalore). The deployment of the larger A380 on the London and Sydney routes also contributed to the capacity increase.

PLFs for East Asia, Americas, Europe, and West Asia and Africa regions recorded declines, largely due to capacity introduced to these regions not being fully met by increase in traffic. Some softening in demand also contributed to the lower PLF in the Americas route region.

Cargo load factor remained unchanged, with both overall cargo traffic (measured in freight tonne kilometres) and capacity declining by 4.9%. The reduction in capacity was mainly due to reduction in freighter services to Americas. Cargo traffic in the other regions showed improvement except for South West Pacific.

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