


MAY 2006 OPERATING RESULTS

The operating results for May 2006 are given in the table below.

How SIA performed in May-06 			
	2006	2005	Change
SIA (PASSENGER)			
Capacity (M seat-km)	9,548.0	9,204.8	3.7 %
Passenger-km (M)	6,749.5	6,199.5	8.9 %
Passengers carried ('000)	1,413	1,293	9.3 %
Passenger load factor (%)	70.7	67.4	3.3 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	68.4	63.3	5.1 pts
Americas	80.1	77.5	2.6 pts
Europe	73.0	68.4	4.6 pts
South West Pacific	62.8	60.9	1.9 pts
West Asia and Africa	68.6	66.9	1.7 pts
SIA CARGO			
Capacity (M tonne-km)	1,033.5	1,009.1	2.4 %
Freight tonne-km (M)	629.6	607.0	3.7 %
Freight carried (M kg)	103.0	96.2	7.1 %
Cargo load factor (%)	60.9	60.2	0.7 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	59.7	55.8	3.9 pts
Americas	60.2	60.4	-0.2 pt
Europe	62.8	65.5	-2.7 pts
South West Pacific	60.3	52.5	7.8 pts
West Asia and Africa	62.8	63.4	-0.6 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,976.9	1,918.7	3.0 %
Load carried (M tonne-km)	1,276.4	1,204.1	6.0 %
Overall load factor (%)	64.6	62.8	1.8 pts

In May 2006, Singapore Airlines achieved an 8.9% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres), outpacing the increase in capacity (measured in available seat kilometres) of 3.7%. As a result, systemwide passenger load factor increased by 3.3 percentage points to 70.7%. The number of passengers carried rose by 9.3% over the same month last year to over 1.4 million.

The year-on-year increase in capacity arose from the injection of additional flights on existing routes to Beijing, Bangalore, Taipei, Penang, Adelaide, Guangzhou and Hong Kong. In addition, Singapore Airlines introduced a four-times weekly service to Hyderabad in India from 30 October 2005, a three-times weekly service to Karachi and Lahore in Pakistan from 1 February 2006, and a three-times weekly service to Moscow in Russia (via Dubai) from 1 March 2006.

All route regions recorded improvements in passenger load factors over the same month last year. Passenger demand continued to show strength across most routes. Passenger load factor for East Asia region continued to outpace the other regions with an increase of 5.1 percentage points, supported by air travel growth in Asia Pacific.

Overall growth in cargo traffic (measured in freight tonne-km) kept up with capacity injection; accordingly, the overall cargo load factor remained relatively unchanged. This growth was largely contributed by the improvement in load factors from South West Pacific and East Asia regions. Cargo capacity for both regions was marginally tightened and increased demand resulted in the improvement of cargo load factors. However, capacity injection in other regions outpaced demand increases, resulting in marginal load factor decreases in Americas, West Asia & Africa and Europe.

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