


MAY 2007 OPERATING RESULTS

The operating results for May 2007 are given in the table below.

How Singapore Airlines performed in May 2007			
	2007	2006	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	9,408.0	9,548.0	-1.5 %
Passenger-km (M)	7,035.7	6,749.5	4.2 %
Passengers carried ('000)	1,501	1,413	6.2 %
Passenger load factor (%)	74.8	70.7	4.1 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	70.6	68.4	2.2 pts
Americas	82.1	80.1	2.0 pts
Europe	76.2	73.0	3.2 pts
South West Pacific	74.7	62.8	11.9 pts
West Asia and Africa	69.5	68.6	0.9 pt
SIA CARGO			
Capacity (M tonne-km)	1,041.9	1,033.5	0.8 %
Freight tonne-km (M)	636.9	629.6	1.2 %
Freight carried (M kg)	103.3	103.0	0.3 %
Cargo load factor (%)	61.1	60.9	0.2 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	56.5	59.7	-3.2 pts
Americas	59.3	60.2	-0.9 pt
Europe	63.2	62.8	0.4 pt
South West Pacific	69.7	60.3	9.4 pts
West Asia and Africa	62.3	62.8	-0.5 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	1,971.7	1,976.9	-0.3 %
Load carried (M tonne-km)	1,310.3	1,276.4	2.7 %
Overall load factor (%)	66.5	64.6	1.9 pts

In May 2007, Singapore Airlines achieved a 4.2% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres) while capacity (measured in available seat kilometres) reduced by 1.5%. This led to an overall improvement in passenger load factor (PLF) of 4.1 percentage points to 74.8%. The number of passengers carried rose by 6.2% over the same month last year to 1.50 million.

The year-on-year capacity change arose from a reduction in the number of B747-400 aircraft in the operating fleet. Furthermore, the introduction of the new, more spacious premium seating on the B777-300ER aircraft on long haul routes, in place of the B747-400 aircraft reduced the available number of seats. However, the capacity reduction was moderated by additional frequencies to East Asia (Seoul, Ho Chi Minh City and Hong Kong) and West Asia and Africa (Male, Bangalore, Johannesburg, Cape Town, Cairo and Dubai). Going forward, the month-on-month capacity reduction will return to growth with the delivery and entry into service of the A380 units.

All route regions showed improvement in PLF over the same month last year. PLF for South West Pacific region continued to outpace other regions with an increase of 11.9 percentage points. This is mainly attributed to overall strong traffic demand across the region's services.

Cargo traffic (measured in freight tonne kilometres) registered growth of 1.2%, which outpaced the systemwide capacity growth of 0.8%. As a result, cargo load factor (CLF) improved by 0.2 percentage point to 61.1%. The growth in cargo traffic was most significant in the Europe route region. However, in this region, the increase in tonnage was muted by the rise in bellyhold capacity, so this resulted in a more moderate increase in Europe's CLF. The South West Pacific region registered the highest CLF growth from improved cargo traffic and a reduction in capacity. The dip in CLF in East Asia region is mainly attributable to weaker demand in East Asia.

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