


OCTOBER 2006 OPERATING RESULTS

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

How SIA performed in		Oct-06		
	2006	2005	Change	
SIA (PASSENGER)				
Capacity (M seat-km)	9,581.5	9,239.2	3.7 %	
Passenger-km (M)	7,460.5	6,904.9	8.0 %	
Passengers carried ('000)	1,535	1,421	8.0 %	
Passenger load factor (%)	77.9	74.7	3.2 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	73.9	71.2	2.7 pts	
Americas	77.0	77.6	-0.6 pt	
Europe	81.2	77.7	3.5 pts	
South West Pacific	83.9	74.5	9.4 pts	
West Asia and Africa	71.5	71.9	-0.4 pt	
SIA CARGO				
Capacity (M tonne-km)	1,141.8	1,074.8	6.2 %	
Freight tonne-km (M)	712.3	732.1	-2.7 %	
Freight carried (M kg)	111.4	113.9	-2.1 %	
Cargo load factor (%)	62.4	68.1	-5.7 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	60.1	65.1	-5.0 pts	
Americas	61.1	68.2	-7.1 pts	
Europe	65.7	74.9	-9.2 pts	
South West Pacific	62.5	60.6	1.9 pts	
West Asia and Africa	62.3	62.8	-0.5 pt	
OVERALL (PASSENGER & CARGO)				
Capacity (M tonne-km)	2,088.5	1,987.6	5.1 %	
Load carried (M tonne-km)	1,425.2	1,396.9	2.0 %	
Overall load factor (%)	68.2	70.3	-2.1 pts	

In October 2006, Singapore Airlines achieved an 8.0% year-on-year increase in systemwide passenger carriage (in revenue passenger kilometres), exceeding the increase in capacity (measured in available seat kilometres) of 3.7%. As a result, systemwide passenger load factor (PLF) improved by 3.2 percentage points to 77.9%. The number of passengers carried also rose by 8% over the same month last year to 1.54 million.

The year-on-year increase in capacity arose from the injection of additional flights on existing routes to Bangalore, Taipei, Penang, Adelaide, Guangzhou and Hong Kong. In addition, there was capacity increase when Singapore Airlines introduced new services to Karachi, Lahore and Moscow in February and March this year, and the commencement of a three-times weekly service to Milan and Barcelona in July 2006.

PLF for the South West Pacific region continued to outpace the other regions with an increase of 9.4 percentage points, mainly as a result of increased demand on Sydney, Melbourne, Brisbane and Auckland services. The strong passenger traffic from the long Deepavali-Hari Raya break in South East Asia and school holidays in Australia also contributed to the high rate of air travel growth.

Cargo traffic (measured in freight tonne-km) in October 2006 grew by 3.6% compared to September 2006. However, cargo traffic fell by 2.7% year-on-year as there was lower cargo uplift from the East Asia, Americas and Europe route regions. Overall cargo load factor (CLF) declined by 5.7 percentage points to 62.4% as systemwide capacity increased by 6.2%. This increase in capacity is attributed to the higher bellyhold capacity injections in the network, as well as the additional freighter capacity from two aircraft which were returned from lease in end September 2006.

The seasonal shutdown of manufacturing plants in India and Middle East during the long Deepavali-Hari Raya break in October 2006 caused much of the slowdown in exports to the Americas, Europe and East Asia regions. CLF in the Europe and Americas regions experienced a decline of 9.2 percentage points and 7.1 percentage points respectively because the increased capacity in the route regions were more than matched by the cargo carried. In South West Pacific region, CLF grew by 1.9 percentage points as a result of stronger demand into East Asia.

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