


## SEPTEMBER 2007 OPERATING RESULTS

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

<b>How Singapore Airlines performed in</b>		<b>September 2007</b>		
	<b>2007</b>	<b>2006</b>	<b>Change</b>	
<b>SINGAPORE AIRLINES (PASSENGER)</b>				
Capacity (M seat-km)	9,234.7	9,284.9	-0.5 %	
Passenger-km (M)	7,480.0	7,186.0	4.1 %	
Passengers carried ('000)	1,539	1,453	5.9 %	
Passenger load factor (%)	81.0	77.4	3.6 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	74.5	72.1	2.4 pts	
Americas	77.6	76.1	1.5 pts	
Europe	91.0	86.9	4.1 pts	
South West Pacific	88.3	78.8	9.5 pts	
West Asia and Africa	72.8	70.0	2.8 pts	
<b>SIA CARGO</b>				
Capacity (M tonne-km)	1,124.7	1,058.3	6.3 %	
Freight tonne-km (M)	710.4	687.7	3.3 %	
Freight carried (M kg)	114.6	111.4	2.8 %	
Cargo load factor (%)	63.2	65.0	-1.8 pts	
<u>Load Factor by Route Region (%)</u>				
East Asia	61.4	62.6	-1.2 pts	
Americas	61.1	62.8	-1.7 pts	
Europe	67.7	70.9	-3.2 pts	
South West Pacific	62.0	65.1	-3.1 pts	
West Asia and Africa	63.5	63.7	-0.2 pt	
<b>OVERALL (PASSENGER &amp; CARGO)</b>				
Capacity (M tonne-km)	2,037.4	1,975.7	3.1 %	
Load carried (M tonne-km)	1,425.6	1,375.5	3.6 %	
Overall load factor (%)	70.0	69.6	0.4 pt	

In September 2007, Singapore Airlines achieved a healthy 4.1% year-on-year growth in systemwide passenger carriage (measured in revenue passenger kilometres) while capacity (measured in available seat kilometres) reduced marginally by 0.5%. This led to an overall improvement in the passenger load factor (PLF) of 3.6 percentage points to 81.0%. The number of passengers carried rose by 5.9% over the same month last year to 1.54 million.

The marginal decline in the year-on-year capacity change arose from a reduction in the number of B747-400 aircraft in the operating fleet. In addition, the introduction of the more spacious, premium seating on the B777-300ER aircraft on a number of long haul routes in place of the B747-400 aircraft resulted in a reduction in the number of seats available. Going forward, the month-on-month capacity is expected to return to growth when the Airbus A380 is introduced into commercial service towards the end of October.

All route regions registered growth in PLFs compared to the same month last year. In particular, the South West Pacific region registered a very high 9.5 percentage points increase. Demand for travel to and from Europe remains robust with a PLF in excess of 90%.

Overall cargo traffic (measured in freight tonne kilometres) continued to register growth at 3.3%. The improvement in cargo traffic was mainly contributed by higher tonnage carried in all regions except the Americas. However, this growth in traffic did not keep pace with the increase in systemwide capacity of 6.3%, resulting in the dip in cargo load factor (CLF) by 1.8 percentage points. In particular, bellyhold capacity for the Europe route region increased with additional passenger services introduced and this increase was not matched by growth in the cargo carried, resulting in a 3.2 percentage points drop in CLF.

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