


AUGUST 2007 OPERATING RESULTS

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

How Singapore Airlines performed in August 2007			
	2007	2006	Change
SINGAPORE AIRLINES (PASSENGER)			
Capacity (M seat-km)	9,526.5	9,557.0	-0.3 %
Passenger-km (M)	7,773.8	7,618.6	2.0 %
Passengers carried ('000)	1,623	1,544	5.1 %
Passenger load factor (%)	81.6	79.7	1.9 pts
<u>Load Factor by Route Region (%)</u>			
East Asia	75.2	75.3	-0.1 pt
Americas	86.1	86.4	-0.3 pt
Europe	88.2	86.3	1.9 pts
South West Pacific	83.5	76.6	6.9 pts
West Asia and Africa	74.0	69.8	4.2 pts
SIA CARGO			
Capacity (M tonne-km)	1,092.7	1,049.5	4.1 %
Freight tonne-km (M)	679.2	645.3	5.3 %
Freight carried (M kg)	110.5	104.1	6.1 %
Cargo load factor (%)	62.2	61.5	0.7 pt
<u>Load Factor by Route Region (%)</u>			
East Asia	60.1	57.8	2.3 pts
Americas	61.4	60.5	0.9 pt
Europe	64.5	65.3	-0.8 pt
South West Pacific	63.2	64.2	-1.0 pt
West Asia and Africa	60.6	59.6	1.0 pt
OVERALL (PASSENGER & CARGO)			
Capacity (M tonne-km)	2,039.5	1,993.8	2.3 %
Load carried (M tonne-km)	1,415.0	1,366.4	3.6 %
Overall load factor (%)	69.4	68.5	0.9 pt

In August 2007, Singapore Airlines achieved 2.0% year-on-year growth in systemwide passenger carriage (in revenue passenger kilometres) while capacity (measured in available seat kilometres) reduced marginally by 0.3%. This led to an overall improvement in passenger load factor (PLF) of 1.9 percentage points to 81.6%. The number of passengers carried rose by 5.1% over the same month last year to 1.62 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 Europe (Manchester, Rome, Milan and Barcelona), East Asia (Shanghai, Osaka, Fukuoka, Seoul, Ho Chi Minh City and Hong Kong) and West Asia and Africa (Male, Bangalore, Chennai, Johannesburg, Cape Town, Cairo and Dubai). Going forward, the month-on-month capacity reduction will return to growth with more B777-300ER joining the fleet and the introduction of the A380 aircraft into commercial service from 28 October 2007.

South West Pacific and West Asia and Africa registered strong improvements in PLFs of 6.9% points and 4.2% points respectively, due to strong demand for services in these regions. Americas and East Asia regions recorded marginal decline in PLFs off high bases. The slight decline in Americas' PLF of 0.3 percentage point is an example, as demand for travel from this region remains robust with PLF above 85%.

Overall cargo traffic (measured in freight tonne kilometres) continued to register growth of 5.3%, which outpaced the systemwide capacity growth of 4.1%. This resulted in a modest growth in cargo load factor (CLF) of 0.7 percentage point. The improvement in cargo traffic arose mainly from higher tonnage carried in the East Asia, Europe, South West Pacific and West Asia and Africa regions. However, the increase in tonnage in Europe and South West Pacific regions did not keep pace with capacity injection, resulting in a dip in CLF for both regions. The East Asia region registered the highest CLF growth due to stronger exports from Beijing, Osaka, Seoul and Shanghai.

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