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中國國際航空股份有限公司  
AIR CHINA LIMITED

*(a joint stock limited company incorporated in the People's Republic of China with limited liability)*  
**(Stock Code: 00753)**

**ANNOUNCEMENT ON KEY OPERATING DATA OF SEPTEMBER 2022**

The enclosed announcement (the “**SSE Announcement**”) was published by Air China Limited (the “**Air China**”) on the Shanghai Stock Exchange on 24 October 2022, which contains combined operating data for September 2022 for Air China and its subsidiaries (collectively, the “**Group**”). This announcement enclosing the SSE Announcement is made by Air China pursuant to Rules 13.09 and 13.10B of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the “**Listing Rules**”) and the Inside Information Provisions (as defined in the Listing Rules) under Part XIVA of the Securities and Futures Ordinance (Chapter 571 of the Laws of Hong Kong).

The data in the enclosed SSE Announcement was calculated based on the internal statistics of the Group, which may differ from the data disclosed in the relative periodic reports. Investors are hereby reminded of the risks which may result from inappropriate reliance upon or utilization of the information given above.

By Order of the Board  
**Air China Limited**  
**Huang Bin Huen Ho Yin**  
*Joint Company Secretaries*

Beijing, the PRC, 24 October 2022

*As at the date of this announcement, the directors of the Company are Mr. Ma Chongxian, Mr. Feng Gang, Mr. Patrick Healy, Mr. Li Fushen\*, Mr. He Yun\*, Mr. Xu Junxin\* and Ms. Winnie Tam Wan-chi\*.*

\* *Independent non-executive director of the Company*

## SSE ANNOUNCEMENT

The SSE Announcement is written in Chinese, with no official English translation. The English translation is provided solely for reference only. In case of any discrepancy between the two versions, the Chinese version shall prevail. The full version of the SSE Announcement is as follows:

### AIR CHINA LIMITED ANNOUNCEMENT ON KEY OPERATING DATA OF SEPTEMBER 2022

In September 2022, Air China Limited (the “**Company**”) and its subsidiaries (the “**Group**”) recorded a year-on-year increase and a month-on-month decrease in combined passenger traffic (measured by revenue passenger kilometers (the “**RPK**”). Passenger capacity (measured by available seat kilometers (the “**ASK**”) recorded a year-on-year decrease of 43.5% and a month-on-month decrease of 38.1%. Passenger traffic recorded a year-on-year decrease of 45.2% and a month-on-month decrease of 40.3%. Among which, for domestic routes, passenger capacity decreased by 46.7% year on year and decreased by 41.6% month on month, and passenger traffic decreased by 47.8% year on year and decreased by 43.2% month on month. For international routes, passenger capacity increased by 79.6% and increased by 43.0% as compared to the same period last year and the previous month, respectively, and passenger traffic increased by 69.0% and increased by 50.1% as compared to the same period last year and the previous month, respectively. For regional routes, passenger capacity decreased by 18.0% and increased by 121.9% as compared to the same period last year and the previous month, respectively, and passenger traffic recorded a decrease of 22.8% year on year and an increase of 134.3% month on month. The overall passenger load factor was 64.5%, representing a decrease of 2.1 percentage points as compared to the same period last year and a decrease of 2.3 percentage points as compared to the previous month. Among which, the passenger load factor for domestic routes decreased by 1.4 percentage points year on year and decreased by 1.8 percentage points month on month, the passenger load factor for international routes decreased by 3.5 percentage points and increased by 2.6 percentage points as compared to the same period last year and the previous month, respectively, and the passenger load factor for regional routes decreased by 2.8 percentage points year on year and increased by 2.4 percentage points month on month.

In terms of cargo operations, cargo capacity (measured by available freight tonne kilometers (the “**AFTK**”) decreased by 24.2% year on year and increased by 12.0% month on month. Cargo and mail traffic (measured by revenue freight tonne kilometers (the “**RFTK**”) decreased by 31.5% year on year and increased by 19.8% month on month. The cargo load factor was 41.9%, representing a year-on-year decrease of 4.5 percentage points and a month-on-month increase of 2.7 percentage points.

In September 2022, the Group introduced two ARJ21-700 aircraft. As at the end of September 2022, the Group operated a fleet of 752 aircraft, including 303 self-owned aircraft, 245 aircraft under finance lease and 204 aircraft under operating lease.

The following table sets forth key operating data of September 2022:

	September 2022	Year-on- Year Change (%) <sup>1</sup>	Month-on- Month Change (%) <sup>1</sup>	Cumulative 2022	Year-on- Year Cumulative Change (%) <sup>1</sup>
<b>I. Capacity</b>					
1. ATK (in million) <sup>2</sup>	1,260.4	-35.6	-21.2	13,857.6	-25.9
Domestic	767.6	-46.1	-38.5	8,322.1	-38.0
International	466.9	-8.0	38.9	5,340.5	6.6
Regional	25.9	0.4	72.5	195.0	-28.2
2. ASK (in million) <sup>3</sup>	7,312.2	-43.5	-38.1	75,967.8	-36.8
Domestic	6,647.7	-46.7	-41.6	72,117.8	-37.4
International	510.1	79.6	43.0	2,771.8	-11.6
Regional	154.4	-18.0	121.9	1,078.2	-43.9
3. AFTK (in million) <sup>4</sup>	601.4	-24.2	12.0	7,019.2	-10.8
Domestic	169.6	-44.1	-24.4	1,838.5	-39.8
International	421.0	-12.6	38.5	5,091.1	7.7
Regional	10.8	45.0	28.9	89.6	9.0
<b>II. Traffic</b>					
1. RTK (in million) <sup>5</sup>	674.3	-40.8	-24.8	7,059.3	-33.2
Domestic	456.8	-47.2	-37.8	4,720.1	-42.2
International	207.9	-20.5	33.1	2,260.4	-0.1
Regional	9.6	-24.3	77.9	78.9	-41.9
2. RPK (in million) <sup>6</sup>	4,716.6	-45.2	-40.3	47,681.2	-43.1
Domestic	4,362.1	-47.8	-43.2	45,966.9	-43.4
International	284.3	69.0	50.1	1,214.9	-16.7
Regional	70.2	-22.8	134.3	499.4	-53.4
3. RFTK (in million) <sup>7</sup>	251.9	-31.5	19.8	2,853.1	-9.0
Domestic	66.6	-43.3	-2.4	670.5	-31.0
International	182.6	-25.9	30.9	2,152.8	0.9

	September 2022	Year-on- Year Change (%) <sup>1</sup>	Month-on- Month Change (%) <sup>1</sup>	Cumulative 2022	Year-on- Year Cumulative Change (%) <sup>1</sup>
Regional	2.7	-27.0	5.3	29.8	1.3
4. Number of Passengers carried (in thousand)	3,056.8	-45.7	-40.3	30,758.4	-44.3
Domestic	2,969.2	-46.6	-41.4	30,259.3	-44.3
International	49.0	87.9	29.8	211.2	-10.2
Regional	38.6	-24.3	139.1	287.9	-55.2
5. Total Cargo and Mail carried (in tonnes)	65,799.0	-36.1	6.8	688,795.5	-22.6
Domestic	41,178.7	-42.6	-1.3	405,706.7	-32.3
International	22,859.1	-21.2	26.4	264,035.2	-3.0
Regional	1,761.3	-18.4	-0.1	19,053.6	3.5
<b>III. Load Factor</b>					
1. Passenger Load Factor (%) <sup>8</sup>	64.5	-2.1	-2.3	62.8	-6.9
Domestic	65.6	-1.4	-1.8	63.7	-6.8
International	55.7	-3.5	2.6	43.8	-2.7
Regional	45.5	-2.8	2.4	46.3	-9.4
2. Cargo and Mail Load Factor (%) <sup>9</sup>	41.9	-4.5	2.7	40.6	0.8
Domestic	39.3	0.6	8.9	36.5	4.7
International	43.4	-7.8	-2.5	42.3	-2.8
Regional	25.2	-24.8	-5.6	33.3	-2.5
3. Overall Load Factor (%) <sup>10</sup>	53.5	-4.7	-2.6	50.9	-5.6
Domestic	59.5	-1.2	0.6	56.7	-4.2
International	44.5	-7.0	-2.0	42.3	-2.8
Regional	37.0	-12.1	1.1	40.4	-9.6

*Notes:*

1. Change is expressed in percentage in terms of “Capacity” and “Traffic”, and is expressed in percentage points in terms of “Load Factor”
2. “ATK(s)” refers to the number of tonnes of capacity available for transportation multiplied by the kilometers flown
3. “ASK(s)” refers to the number of seats available for sale multiplied by the kilometers flown
4. “AFTK(s)” refers to the number of tonnes of capacity available for the carriage of cargo and mail multiplied by the kilometers flown
5. “RTK(s)” refers to the revenue load (passenger and cargo) in tonnes multiplied by the kilometers flown
6. “RPK(s)” refers to the number of revenue passengers carried multiplied by the kilometers flown
7. “RFTK(s)” refers to the revenue cargo and mail load in tonnes multiplied by the kilometers flown
8. “Passenger Load Factor” refers to revenue passenger kilometers expressed as a percentage of available seat kilometers
9. “Cargo and Mail Load Factor” refers to revenue freight tonne kilometers expressed as a percentage of available freight tonne kilometers
10. “Overall Load Factor” refers to RTKs expressed as a percentage of available tonne kilometers

The key operating data above was calculated based on the internal statistics of the Group, which may differ from the data disclosed in the relative periodic reports. Investors are hereby reminded of the risks which may result from inappropriate reliance upon or utilization of the information given above.

Board of Directors of Air China Limited  
Beijing, the PRC, 24 October 2022