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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 NOVEMBER 2022

The enclosed announcement (the “**SSE Announcement**”) was published by Air China Limited (the “**Air China**”) on the Shanghai Stock Exchange on 15 December 2022, which contains combined operating data for November 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, 15 December 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 NOVEMBER 2022

In November 2022, Air China Limited (the “**Company**”) and its subsidiaries (the “**Group**”) recorded a year-on-year decrease 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 26.2% and a month-on-month decrease of 11.3%. Passenger traffic recorded a year-on-year decrease of 22.7% and a month-on-month decrease of 14.2%. Among which, for domestic routes, passenger capacity decreased by 32.1% year on year and decreased by 14.1% month on month, and passenger traffic decreased by 27.3% year on year and decreased by 16.2% month on month. For international routes, passenger capacity increased by 79.8% and increased by 16.8% as compared to the same period last year and the previous month, respectively, and passenger traffic increased by 95.4% and increased by 12.5% as compared to the same period last year and the previous month, respectively. For regional routes, passenger capacity increased by 36.0% and decreased by 2.6% as compared to the same period last year and the previous month, respectively, and passenger traffic recorded an increase of 81.2% year on year and an increase of 6.5% month on month. The overall passenger load factor was 62.1%, representing an increase of 2.8 percentage points as compared to the same period last year and a decrease of 2.1 percentage points as compared to the previous month. Among which, the passenger load factor for domestic routes increased by 4.3 percentage points year on year and decreased by 1.6 percentage points month on month, the passenger load factor for international routes increased by 3.4 percentage points and decreased by 1.6 percentage points as compared to the same period last year and the previous month, respectively, and the passenger load factor for regional routes increased by 12.2 percentage points year on year and increased by 4.2 percentage points month on month.

In terms of cargo operations, cargo capacity (measured by available freight tonne kilometers (the “**AFTK**”) decreased by 57.5% year on year and decreased by 29.7% month on month. Cargo and mail traffic (measured by revenue freight tonne kilometers (the “**RFTK**”) decreased by 56.9% year on year and decreased by 28.4% month on month. The cargo load factor was 44.1%, representing a year-on-year increase of 0.6 percentage point and a month-on-month increase of 0.8 percentage point.

In November 2022, the Group introduced three A321NEO aircraft and one ARJ21-700 aircraft. As at the end of November 2022, the Group operated a fleet of 757 aircraft, including 306 self-owned aircraft, 247 aircraft under finance lease and 204 aircraft under operating lease.

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

	November 2022	Year-on-Year Change (%) ¹	Month-on-Month Change (%) ¹	Cumulative 2022	Year-on-Year Cumulative Change (%) ¹
I. Capacity					
1. ATK (in million) ²	904.8	-43.8	-20.2	15,896.1	-29.6
Domestic	584.3	-33.4	-13.6	9,582.6	-39.7
International	296.8	-58.4	-31.0	6,067.6	-4.8
Regional	23.7	22.5	-12.6	245.8	-19.6
2. ASK (in million) ³	5,765.6	-26.2	-11.3	88,235.6	-38.0
Domestic	4,996.0	-32.1	-14.1	82,930.3	-39.1
International	612.6	79.8	16.8	3,908.9	1.3
Regional	157.0	36.0	-2.6	1,396.4	-34.4
3. AFTK (in million) ⁴	384.7	-57.5	-29.7	7,951.2	-18.6
Domestic	134.8	-37.4	-11.8	2,126.2	-41.8
International	241.6	-64.6	-36.9	5,715.8	-5.1
Regional	8.3	2.2	-26.5	109.2	13.1
II. Traffic					
1. RTK (in million) ⁵	490.7	-39.4	-19.5	8,159.9	-35.4
Domestic	342.0	-30.7	-15.5	5,467.0	-43.2
International	139.0	-54.8	-28.7	2,594.5	-9.2
Regional	9.7	26.5	-2.1	98.4	-34.3
2. RPK (in million) ⁶	3,578.3	-22.7	-14.2	55,429.6	-43.5
Domestic	3,241.8	-27.3	-16.2	53,075.8	-44.3
International	259.9	95.4	12.5	1,705.9	-2.7
Regional	76.6	81.2	6.5	647.9	-43.5
3. RFTK (in million) ⁷	169.6	-56.9	-28.4	3,259.8	-16.8
Domestic	51.6	-45.4	-13.6	781.8	-33.9
International	115.9	-60.8	-33.6	2,443.2	-9.5
Regional	2.2	-37.7	-23.3	34.8	-3.5

	November 2022	Year-on-Year Change (%) ¹	Month-on-Month Change (%) ¹	Cumulative 2022	Year-on-Year Cumulative Change (%) ¹
4. Number of Passengers carried (in thousand)	2,194.6	-28.6	-18.2	35,636.8	-45.0
Domestic	2,102.0	-30.6	-19.3	34,964.5	-45.2
International	45.4	123.6	16.0	295.7	5.7
Regional	47.2	77.7	14.0	376.6	-45.3
5. Total Cargo and Mail carried (in tonnes)	48,258.6	-49.1	-21.1	798,195.7	-26.7
Domestic	32,026.6	-44.6	-14.0	474,978.5	-34.8
International	14,803.0	-57.5	-32.9	300,915.1	-11.1
Regional	1,428.9	-31.2	-21.5	22,302.1	0.1
III. Load Factor					
1. Passenger Load Factor (%) ⁸	62.1	2.8	-2.1	62.8	-6.2
Domestic	64.9	4.3	-1.6	64.0	-5.9
International	42.4	3.4	-1.6	43.6	-1.8
Regional	48.8	12.2	4.2	46.4	-7.5
2. Cargo and Mail Load Factor (%) ⁹	44.1	0.6	0.8	41.0	0.9
Domestic	38.3	-5.6	-0.8	36.8	4.4
International	48.0	4.6	2.4	42.7	-2.1
Regional	25.9	-16.6	1.1	31.8	-5.5
3. Overall Load Factor (%) ¹⁰	54.2	4.0	0.4	51.3	-4.6
Domestic	58.5	2.3	-1.4	57.1	-3.5
International	46.8	3.7	1.5	42.8	-2.1
Regional	40.8	1.3	4.4	40.0	-9.0

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, 15 December 2022