

*Hong Kong Exchanges and Clearing Limited and The Stock Exchange of Hong Kong Limited take no responsibility for the contents of this announcement, make no representation as to its accuracy or completeness and expressly disclaim any liability whatsoever for any loss howsoever arising from or in reliance upon the whole or any part of the contents of this announcement.*



**中國東方航空股份有限公司**  
**CHINA EASTERN AIRLINES CORPORATION LIMITED**

*(A joint stock limited company incorporated in the People's Republic of China with limited liability)*

**(Stock code: 00670)**

## **INSIDE INFORMATION**

# **OVERSEAS REGULATORY ANNOUNCEMENT ANNOUNCEMENT ON OPERATING DATA FOR SEPTEMBER 2021**

This overseas regulatory announcement is made pursuant to Rule 13.09 and Rule 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 under the Listing Rules) under Part XIVA of the Securities and Futures Ordinance (Chapter 571 of the Laws of Hong Kong).

China Eastern Airlines Corporation Limited (the “**Company**”) and all members of the board of directors confirm that the information contained in this announcement is true, accurate and complete, and no misrepresentations, misleading statements or material omissions are contained herein.

## **I. OPERATIONS**

In September 2021, the Company’s passenger transportation capacity (measured by available seat-kilometres) decreased by 18.28% year-on-year, among which, the passenger transportation capacity of its domestic and international routes decreased by 18.19% and 29.33% year-on-year, respectively, while the passenger transportation capacity of its regional routes increased by 80.07% year-on-year; passenger traffic volume (measured by revenue passenger-kilometres) decreased by 31.14% year-on-year, among which, the passenger traffic volume of its domestic and international routes decreased by 31.63% and 12.88% year-on-year, respectively, while the passenger traffic volume of its regional routes increased by 212.63% year-on-year; and passenger load factor decreased by 12.10 percentage points year-on-year to 64.79%, among which, the passenger load factor of its domestic routes decreased by 12.77 percentage points year-on-year, while the passenger load factor of its international and regional routes increased by 11.19 and 22.17 percentage points year-on-year, respectively.

In relation to freight transportation, the freight transportation business of the Company includes passenger aircraft cargo business under conventional circumstances (mainly passenger aircraft bellyhold space business) and passenger aircraft cargo business under unconventional circumstances (mainly “Passenger-to-Cargo Conversion” business), and such business is under exclusive operation by China Cargo Airlines Co., Ltd. In September 2021, freight traffic volume increased by 3.78% year-on-year.

In September 2021, the Company launched new domestic passenger transportation routes, which are Qionghai — Shenyang, Qionghai — Harbin, Shanghai — Urumchi — Tumushuke, and Shanghai — Huangguoshu.

## II. FLEET STRUCTURE

In September 2021, the Company introduced two A320NEO aircraft and one ARJ21 aircraft and did not retire any aircraft. As of the end of September 2021, the Company operated a total of 746 aircraft, including 278 self-owned aircraft, 268 aircraft under finance lease and 200 aircraft under operating lease.

Details of the fleet structure were as follows:

|     |                                       |            |                           |                             | <i>(Units)</i> |
|-----|---------------------------------------|------------|---------------------------|-----------------------------|----------------|
| No. | Model                                 | Self-owned | Under<br>finance<br>lease | Under<br>operating<br>lease | Sub-total      |
|     | <b>Wide-body passenger aircraft</b>   | <b>44</b>  | <b>47</b>                 | <b>5</b>                    | <b>96</b>      |
| 1   | B777 series                           | 10         | 10                        | 0                           | 20             |
| 2   | B787 series                           | 3          | 7                         | 0                           | 10             |
| 3   | A350 series                           | 1          | 9                         | 0                           | 10             |
| 4   | A330 series                           | 30         | 21                        | 5                           | 56             |
|     | <b>Narrow-body passenger aircraft</b> | <b>232</b> | <b>216</b>                | <b>195</b>                  | <b>643</b>     |
| 5   | A320 series                           | 130        | 143                       | 80                          | 353            |
| 6   | B737 series                           | 102        | 73                        | 115                         | 290            |
|     | <b>Regional aircraft</b>              | <b>2</b>   | <b>5</b>                  | <b>0</b>                    | <b>7</b>       |
| 7   | ARJ series                            | 2          | 5                         | 0                           | 7              |
|     | <b>Total</b>                          | <b>278</b> | <b>268</b>                | <b>200</b>                  | <b>746</b>     |

*Note:* The eight business aircraft of the Company were not included in the above fleet structure.

### III. MAJOR OPERATING DATA

|                                       | Amount<br>completed in<br>September<br>2021 | Amount<br>completed in<br>September<br>2020 | Year-on-<br>year<br>increase | Total<br>amount<br>completed<br>from<br>January to<br>September<br>in 2021 | Total<br>amount<br>completed<br>from<br>January to<br>September<br>in 2020 | Year-on-<br>year<br>increase |
|---------------------------------------|---|---|------------------------------|--|--|------------------------------|
| <b>Passenger Transportation Data</b>  |   |   |                              |  |  |                              |
| <b>ASK (available seat-</b>           |   |   |                              |  |  |                              |
| <b>kilometres) (millions)</b>         | 12,977.83                                   | 15,880.51                                   | -18.28%                      | 124,244.88   | 106,529.39   | 16.63%                       |
| — Domestic routes                     | 12,636.37                                   | 15,446.60                                   | -18.19%                      | 120,648.82   | 90,487.16  | 33.33%                       |
| — International routes                | 284.18                                      | 402.10                                      | -29.33%                      | 3,051.72   | 15,290.79  | -80.04%                      |
| — Regional routes                     | 57.28                                       | 31.81                                       | 80.07%                       | 544.34   | 751.44   | -27.56%                      |
| <b>RPK (revenue passenger-</b>        |   |   |                              |  |  |                              |
| <b>kilometres) (millions)</b>         | 8,408.14                                    | 12,211.03                                   | -31.14%                      | 86,493.30  | 74,529.61  | 16.05%                       |
| — Domestic routes                     | 8,209.76                                    | 12,008.13                                   | -31.63%                      | 84,865.70  | 64,005.57  | 32.59%                       |
| — International routes                | 168.42                                      | 193.32                                      | -12.88%                      | 1,322.93   | 10,125.92  | -86.94%                      |
| — Regional routes                     | 29.95                                       | 9.58  | 212.63%                      | 304.67   | 398.13   | -23.47%                      |
| <b>Number of passengers carried</b>   |   |   |                              |  |  |                              |
| <b>(thousands)</b>                    | 6,130.21                                    | 9,001.32                                    | -31.90%                      | 62,807.07  | 50,600.59  | 24.12%                       |
| — Domestic routes                     | 6,088.03                                    | 8,963.99                                    | -32.08%                      | 62,402.48  | 48,127.80  | 29.66%                       |
| — International routes                | 21.47                                       | 29.06                                       | -26.12%                      | 201.56   | 2,164.94   | -90.69%                      |
| — Regional routes                     | 20.71                                       | 8.28  | 150.12%                      | 203.03   | 307.86   | -34.05%                      |
| <b>Passenger load factor (%)</b>      |   |   |                              |  |  |                              |
|                                       | 64.79                                       | 76.89                                       | -12.10pts                    | 69.62  | 69.96  | -0.34pts                     |
| — Domestic routes                     | 64.97                                       | 77.74                                       | -12.77pts                    | 70.34  | 70.73  | -0.39pts                     |
| — International routes                | 59.27                                       | 48.08                                       | 11.19pts                     | 43.35  | 66.22  | -22.87pts                    |
| — Regional routes                     | 52.29                                       | 30.12                                       | 22.17pts                     | 55.97  | 52.98  | 2.99pts                      |
| <b>Freight Transportation Data</b>    |   |   |                              |  |  |                              |
| <b>AFTK (available freight tonne-</b> |   |   |                              |  |  |                              |
| <b>kilometres) (millions)</b>         | 577.12                                      | 574.33                                      | 0.49%                        | 6,782.10   | 4,709.12   | 44.02%                       |
| — Domestic routes                     | 217.78                                      | 330.54                                      | -34.11%                      | 2,401.31   | 1,686.35   | 42.40%                       |
| — International routes                | 355.46                                      | 241.66                                      | 47.09%                       | 4,344.34   | 2,988.38   | 45.37%                       |
| — Regional routes                     | 3.88  | 2.13  | 82.16%                       | 36.44  | 34.39  | 5.96%                        |

|  | Amount<br>completed in<br>September<br>2021 | Amount<br>completed in<br>September<br>2020 | Year-on-<br>year<br>increase | Total<br>amount<br>completed<br>from<br>January to<br>September<br>in 2021 | Total<br>amount<br>completed<br>from<br>January to<br>September<br>in 2020 | Year-on-<br>year<br>increase |
|--|---|---|------------------------------|--|--|------------------------------|
| <b>RFTK (revenue freight tonne-<br/>kilometres) (millions)</b> | 237.97                                      | 177.59                                      | 34.00%                       | 2,488.20   | 1,510.33   | 64.75%                       |
| — Domestic routes  | 77.80                                       | 87.94                                       | -11.53%                      | 630.70   | 521.02   | 21.05%                       |
| — International routes   | 159.17                                      | 88.93                                       | 78.98%                       | 1,849.90   | 981.66   | 88.45%                       |
| — Regional routes  | 1.01  | 0.72  | 40.28%                       | 7.60   | 7.64   | -0.52%                       |
| <b>Weight of freight carried<br/>(million kg)</b>              | 74.70                                       | 71.98                                       | 3.78%                        | 665.35   | 483.98   | 37.47%                       |
| — Domestic routes  | 52.97                                       | 60.94                                       | -13.08%                      | 433.28   | 362.93   | 19.38%                       |
| — International routes   | 20.71                                       | 10.33                                       | 100.48%                      | 224.41   | 113.90   | 97.02%                       |
| — Regional routes  | 1.02  | 0.70  | 45.71%                       | 7.66   | 7.15   | 7.13%                        |
| <b>Freight load factor (%)</b>                                 | 41.23                                       | 30.92                                       | 10.31pts                     | 36.69  | 32.07  | 4.62pts                      |
| — Domestic routes  | 35.72                                       | 26.60                                       | 9.12pts                      | 26.26  | 30.90  | -4.64pts                     |
| — International routes   | 44.78                                       | 36.80                                       | 7.98pts                      | 42.58  | 32.85  | 9.73pts                      |
| — Regional routes  | 25.88                                       | 33.97                                       | -8.09pts                     | 20.84  | 22.21  | -1.37pts                     |
| <b>Consolidated Data</b>                                       |   |   |                              |  |  |                              |
| <b>ATK (available tonne-<br/>kilometres) (millions)</b>        | 1,745.13                                    | 2,003.57                                    | -12.90%                      | 17,964.14  | 14,296.76  | 25.65%                       |
| — Domestic routes  | 1,355.06                                    | 1,720.74                                    | -21.25%                      | 13,259.71  | 9,830.20   | 34.89%                       |
| — International routes   | 381.03                                      | 277.85                                      | 37.14%                       | 4,619.00   | 4,364.55   | 5.83%                        |
| — Regional routes  | 9.04  | 4.99  | 81.16%                       | 85.44  | 102.02   | -16.25%                      |
| <b>RTK (revenue tonne-<br/>kilometres) (millions)</b>          | 990.50                                      | 1,270.11                                    | -22.01%                      | 10,148.57  | 8,085.41   | 25.52%                       |
| — Domestic routes  | 812.68                                      | 1,162.45                                    | -30.09%                      | 8,146.90   | 6,178.51   | 31.86%                       |
| — International routes   | 174.15                                      | 106.08                                      | 64.17%                       | 1,967.34   | 1,864.41   | 5.52%                        |
| — Regional routes  | 3.67  | 1.58  | 132.28%                      | 34.33  | 42.49  | -19.20%                      |
| <b>Overall load factor (%)</b>                                 | 56.76                                       | 63.39                                       | -6.63pts                     | 56.49  | 56.55  | -0.06pts                     |
| — Domestic routes  | 59.97                                       | 67.56                                       | -7.59pts                     | 61.44  | 62.85  | -1.41pts                     |
| — International routes   | 45.70                                       | 38.18                                       | 7.52pts                      | 42.59  | 42.72  | -0.13pts                     |
| — Regional routes  | 40.64                                       | 31.61                                       | 9.03pts                      | 40.18  | 41.65  | -1.47pts                     |

*Note:* Freight transportation data only contained data of passenger aircraft bellyhold space and Passenger-to-Cargo Conversion. The table does not contain data of the fleet of all-cargo aircraft.

## IV. RISK ALERT

The board of directors of the Company hereby reminds investors that the operating data set forth above was compiled in accordance with the Company's internal information which has not been audited and may be subject to adjustment. The operating data set forth above may differ from the data disclosed in any regular report for the relevant period. The Company reserves its rights to adjust the operating data based on audit findings and the actual situation. The monthly operating data disclosed by the Company only serves as preliminary and periodical data for investors' reference. Investors are hereby reminded of the investment risks which may result from inappropriate reliance upon or utilisation of the information above.

The COVID-19 pandemic still has a significant impact on the air transportation business of the Company, while the time span and severity of which has great uncertainty. Investors are reminded of the risks thereof.

The data set forth above is published on the website of the Shanghai Stock Exchange ([www.sse.com.cn](http://www.sse.com.cn)), the website of The Stock Exchange of Hong Kong ([www.hkex.com.hk](http://www.hkex.com.hk)) and the column "Investor Relations" on the website of the Company ([www.ceair.com](http://www.ceair.com)).

By order of the Board

**CHINA EASTERN AIRLINES CORPORATION LIMITED**

**Wang Jian**

*Company Secretary*

Shanghai, the People's Republic of China

15 October 2021

*As at the date of this announcement, the directors of the Company include Liu Shaoyong (Chairman), Li Yangmin (Vice Chairman, President), Tang Bing (Director), Lin Wanli (Director), Cai Hongping (Independent non-executive Director), Dong Xuebo (Independent non-executive Director), Sun Zheng (Independent non-executive Director), Lu Xiongwen (Independent non-executive Director) and Jiang Jiang (Employee Representative Director).*