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.

CATHAY PACIFIC AIRWAYS LIMITED
國泰航空有限公司

(Incorporated in Hong Kong with limited liability)
(Stock Code: 293)

March 2022 Traffic Figures

The appended press release contains traffic figures for March 2022 for Cathay Pacific Airways Limited ("**Cathay Pacific**"). The information in the press release may be price sensitive. This announcement containing the press release is accordingly being issued pursuant to Part XIVA of the Securities and Futures Ordinance. The information in the press release has been prepared on the basis of internal management records. It has not been audited or reviewed by external auditors.

This announcement is issued by Cathay Pacific pursuant to Part XIVA of the Securities and Futures Ordinance.

The information in this announcement has been prepared on the basis of internal management records. It has not been audited or reviewed by external auditors.

Investors are advised to exercise caution in dealing in shares of Cathay Pacific.

As at the date of this announcement, the Directors of Cathay Pacific are:

Executive Directors: Patrick Healy (Chairman), Gregory Hughes, Ronald Lam, Rebecca Sharpe, Augustus Tang;
Non-Executive Directors: Guy Bradley, Ma Chongxian, Song Zhiyong, Merlin Swire, Samuel Swire, Xiao Feng, Zhang Zhuo Ping, Zhao Xiaohang;
Independent Non-Executive Directors: Bernard Chan, John Harrison, Robert Milton and Andrew Tung.

By Order of the Board
Cathay Pacific Airways Limited
Joanna Lai
Company Secretary

Hong Kong, 14 April 2022

14 April 2022

CATHAY PACIFIC RELEASES TRAFFIC FIGURES FOR MARCH 2022

Cathay Pacific today released its traffic figures for March 2022 that continued to reflect the airline's substantial capacity reductions in response to significantly reduced demand as well as travel restrictions and quarantine requirements in place in Hong Kong and other markets amid the ongoing global COVID-19 pandemic.

Cathay Pacific carried a total of 30,628 passengers last month, an increase of 65.2% compared to March 2021, but a 99% decrease compared to the pre-pandemic level in March 2019. The month's revenue passenger kilometres (RPKs) increased 44.9% year-on-year, but were down 99% versus March 2019. Passenger load factor increased by 24.3 percentage points to 45.6%, while capacity, measured in available seat kilometres (ASKs), decreased by 32.5% year-on-year, and decreased by 98.2% compared with March 2019 levels. In the first three months of 2022, the number of passengers carried increased by 23.5% against a 66.1% decrease in capacity and a 1.2% increase in RPKs, as compared to the same period for 2021.

The airline carried 97,166 tonnes of cargo last month, an increase of 16.6% compared to March 2021, but a 47.5% decrease compared with the same period in 2019. The month's cargo revenue tonne kilometres (RFTKs) decreased 28.4% year-on-year, and were down 65.6% compared to March 2019. The cargo load factor decreased by 4.9 percentage points to 81.5%, while capacity, measured in available cargo tonne kilometres (AFTKs), was down by 24.1% year-on-year, and was down by 71.1% versus March 2019. In the first three months of 2022, the tonnage decreased by 13.8% against a 49.2% drop in capacity and a 50.3% decrease in RFTKs, as compared to the same period for 2021.

Travel

Chief Customer and Commercial Officer Ronald Lam said: "March was yet another very difficult month for our travel business. Passenger flight capacity remained extremely low at just under 2% of pre-COVID-19 levels.

"We relied heavily on ex-Hong Kong traffic throughout March as the bans on transit traffic at Hong Kong International Airport and on flights from nine countries remained in place during the month. We are very pleased that both restrictions were lifted on 1 April. Our first flight after the ban was lifted departed London on 31 March bringing 264 passengers home to Hong Kong the next day.

"In March, we also had to trim down our passenger flight capacity to the Chinese Mainland, and Shanghai in particular, in response to the city's tightened anti-pandemic measures.

Cargo

“For cargo, our capacity on long-haul routes remained constrained by ongoing aircrew quarantine requirements; however, we were very pleased to have brought Atlanta, Houston and Miami back on line. With reduced long-haul operations, we have used the available aircraft and crew to add capacity to our regional lanes, in particular Northeast Asia and South Asia, where demand has been relatively robust. Overall, our cargo flight capacity has recovered over 40% compared to the lowest point in January, although it remains just 29% of pre-COVID-19 levels.

“On the demand side, tonnage contribution from Hong Kong reduced in March, as cross-border trucking capacity remained constrained, and production in the southern part of the Chinese Mainland was affected due to ongoing anti-pandemic measures.

“Nevertheless, strong transhipment from other markets filled some of this gap, resulting in 49% tonnage growth compared to the previous month. The regional movement of Rapid Antigen Test (RAT) shipments and other medical supplies continued to be active throughout the month.

Outlook

”We welcome the lifting of the transit ban and the place-specific suspension mechanism, the rationalisation of the flight-specific suspension mechanism, as well as the reduction of the mandatory quarantine period for both travellers and aircrew alike in April. However, travel and operational restrictions remain stringent, and we have only been able to achieve a modest increase to our passenger flight capacity.

“We are seeing improved demand for passenger flights and have been trying our best to operate additional services. As always, we will remain agile in order to identify and capitalise on any opportunities should they arise.

“Regarding cargo, we will be operating a similar level of capacity in April as in March due to ongoing operational constraints. Having said that, we are continually looking to increase our long-haul cargo flight capacity where possible and we will resume limited freighter flights to Europe with Frankfurt coming back on line from mid-April.

“Regionally, we expect exports from Shanghai to be significantly reduced in light of the COVID-19 situation there. On the positive side, demand from Hong Kong should slowly recover as cross-border trucking bottlenecks ease, while the feed from other parts of our network remains healthy.

“As Hong Kong’s home carrier, we remain resolutely committed to keeping the flow of people and cargo between Hong Kong and the rest of the world safely moving, despite the difficult circumstances presented by COVID-19. Although Cathay Pacific and Hong Kong continue to face many short-term challenges, the opportunities presented by the Greater Bay Area and the growth potential afforded by the opening of the third runway at Hong Kong International Airport will ensure that both our airline and our home hub will be highly competitive when the pandemic-related restrictions are lifted. Our confidence in the long-term future of both Cathay Pacific and the Hong Kong international aviation hub remains as steadfast as ever."

The full March figures and glossary are on the following pages.

CATHAY PACIFIC TRAFFIC	MAR 2022	% Change VS MAR 2021	Cumulative MAR 2022	% Change YTD
RPK (000)				
- Chinese Mainland	21,044	118.1%	60,375	144.3%
- North East Asia	1,939	-44.1%	5,493	-60.9%
- South East Asia	9,996	-13.1%	24,945	-46.5%
- South Asia, Middle East & Africa	-	-	219	-
- South West Pacific	17,281	493.1%	51,596	46.3%
- North America	24,363	-28.7%	95,178	-41.1%
- Europe	36,825	141.6%	89,072	117.9%
RPK Total (000)	111,448	44.9%	326,878	1.2%
Passengers carried	30,628	65.2%	86,580	23.5%
Cargo revenue tonne km (000)	360,413	-28.4%	839,132	-50.3%
Cargo carried (000kg)	97,166	16.6%	236,533	-13.8%
Number of flights	1,259	31.1%	3,592	13.1%

CATHAY PACIFIC CAPACITY	MAR 2022	% Change VS MAR 2021	Cumulative MAR 2022	% Change YTD
ASK (000)				
- Chinese Mainland	87,413	138.3%	264,047	120.3%
- North East Asia	12,256	-58.7%	32,071	-72.8%
- South East Asia	22,694	-58.9%	65,711	-73.9%
- South Asia, Middle East & Africa	-	-	2,826	-
- South West Pacific	26,440	33.8%	80,828	-84.1%
- North America	42,133	-77.3%	165,326	-82.4%
- Europe	53,591	51.0%	130,125	-47.4%
ASK Total (000)	244,527	-32.5%	740,934	-66.1%
Passenger load factor	45.6%	24.3pt	44.1%	29.3pt
Available cargo tonne km (000)	442,161	-24.1%	1,051,924	-49.2%
Cargo load factor	81.5%	-4.9pt	79.8%	-1.6pt
ATK (000)	465,548	-24.5%	1,122,738	-50.8%

Glossary

Terms:

Available seat kilometres ("ASK")
Passenger seat capacity, measured in seats available for the carriage of passengers on each sector multiplied by the sector distance.

Available tonne kilometres ("ATK")
Overall capacity measured in tonnes available for the carriage of passengers, excess baggage, cargo on each sector multiplied by the sector distance.

Available cargo tonne kilometres ("AFTK")
Cargo capacity measured in tonnes available for the carriage of freight on each sector multiplied by the sector distance.

Revenue passenger kilometres ("RPK")
Number of passengers carried on each sector multiplied by the sector distance.

Cargo revenue tonne kilometres ("RFTK")
Amount of cargo, measured in tonnes, carried on each sector multiplied by the sector distance.

Ratio:

$$\textbf{Passenger/Cargo load factor} = \frac{\text{Revenue passenger kilometres/ Cargo revenue tonne kilometres}}{\text{Available seat kilometres/ Available cargo tonne kilometres}}$$

Media Enquiries
+852 2747 5393
press@cathaypacific.com
www.cathaypacific.com