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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)

2024 ANNUAL RESULTS ANNOUNCEMENT

The board (the “**Board**”) of directors (the “**Directors**”) of China Eastern Airlines Corporation Limited (the “**Company**” or “**CEA**”) announces the audited consolidated results of the Company and its subsidiaries (collectively, the “**Group**”) prepared in accordance with the IFRS Accounting Standards (“**IFRSs**”) for the year ended 31 December 2024 (the “**Year**”) with comparative figures for the year 2023.

FINANCIAL INFORMATION

A. PREPARED IN ACCORDANCE WITH IFRSs

CONSOLIDATED STATEMENT OF PROFIT OR LOSS

Year ended 31 December 2024

		Year ended 31 December	
		2024	2023
	Notes	RMB million	RMB million
			(Restated Note 2.2)
Revenue	5	132,120	113,788
Other operating income and gains	6	6,503	5,429
Operating expenses			
Aircraft fuel		(45,499)	(41,102)
Depreciation and amortisation		(26,644)	(25,041)
Wages, salaries and benefits		(26,552)	(23,672)
Take-off and landing charges		(17,535)	(14,558)
Aircraft maintenance		(6,171)	(4,542)
Food and beverages		(4,227)	(2,993)
Selling and marketing expenses		(3,949)	(2,931)
Civil aviation development fund		(1,122)	(1,056)
Ground services and other expenses		(445)	(564)
Impairment charges		(44)	(17)
Impairment losses on financial assets, net		(38)	(49)
Low value and short-term lease rentals		(26)	(400)
Fair value changes of financial asset at fair value through profit or loss		36	(7)
Other operating expenses		(4,789)	(4,222)
Total operating expenses		(137,005)	(121,154)

CONSOLIDATED STATEMENT OF PROFIT OR LOSS (CONTINUED)

Year ended 31 December 2024

		Year ended 31 December	
		2024	2023
	Notes	RMB million	RMB million
			(Restated Note 2.2)
Operating income/(loss)		1,618	(1,937)
Share of result of associates		225	131
Share of result of joint ventures		49	(8)
Finance income	7	115	496
Finance costs	8	(5,911)	(6,982)
Loss before income tax		(3,904)	(8,300)
Income tax expense	9	(894)	(336)
Loss for the year		(4,798)	(8,636)
Loss is attributable to:			
Equity holders of the Company		(4,226)	(8,190)
Non-controlling interests		(572)	(446)
		(4,798)	(8,636)
Loss per share attributable to the equity holders of the Company:			
–Basic (expressed in RMB per share)	10	(0.19)	(0.37)

CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

Year ended 31 December 2024

	Year ended 31 December	
	2024	2023
Notes	RMB million	RMB million
		(Restated Note 2.2)
Loss for the year	<u>(4,798)</u>	<u>(8,636)</u>
Other comprehensive (expense):		
<i>Items that may be subsequently reclassified to profit or loss</i>		
– Effective portion of changes in fair value of hedging instruments arising during the period, net of tax	<u>5</u>	<u>(35)</u>
<i>Items that may not be subsequently reclassified to profit or loss</i>		
– Fair value changes of equity investments designated at fair value through other comprehensive (loss)/income, net of tax	(81)	6
– Share of other comprehensive income of an associate, net of tax	2	5
– Actuarial loss on the post-retirement benefit obligations, net of tax	<u>(152)</u>	<u>(79)</u>
Other comprehensive expense for the year, net of tax	<u>(226)</u>	<u>(103)</u>
Total comprehensive expense for the year	<u>(5,024)</u>	<u>(8,739)</u>
Total comprehensive loss attributable to:		
Equity holders of the Company	(4,441)	(8,300)
Non-controlling interests	<u>(583)</u>	<u>(439)</u>
	<u>(5,024)</u>	<u>(8,739)</u>

The above consolidated statement of profit or loss and other comprehensive income should be read in conjunction with the accompanying notes.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 31 December 2024

	Notes	2024 RMB million	2023 <i>RMB million</i> (Restated Note 2.2)
Non-current assets			
Property, plant and equipment		103,330	95,991
Investment properties		96	277
Right-of-use assets		112,433	118,331
Intangible assets		11,603	11,607
Advanced payments on acquisition of aircraft		14,986	15,183
Investments in associates		2,218	2,049
Investments in joint ventures		512	464
Equity investments designated at fair value through other comprehensive income		1,417	1,057
Derivative financial instruments		–	33
Deferred tax assets		9,160	9,851
Other non-current assets		3,984	4,157
		<u>259,739</u>	<u>259,000</u>
Current assets			
Flight equipment spare parts		1,680	1,640
Trade and bills receivables	11	1,949	2,191
Prepayments and other receivables		11,184	9,727
Financial asset at fair value through profit or loss		101	65
Derivative financial instruments		56	16
Restricted bank deposits		61	319
Cash and cash equivalents		4,072	11,858
		<u>19,103</u>	<u>25,816</u>

CONSOLIDATED STATEMENT OF FINANCIAL POSITION (CONTINUED)

As at 31 December 2024

	Notes	2024 RMB million	2023 RMB million (Restated Note 2.2)
Current liabilities			
Trade and bills payables	12	14,515	4,601
Other payables and accruals		20,227	20,584
Contract liabilities		10,678	7,422
Current portion of borrowings		49,576	53,006
Current portion of lease liabilities		16,997	19,428
Income tax payable		71	50
Current portion of provision for lease return costs for aircraft and engines		1,939	1,191
		<u>114,003</u>	<u>106,282</u>
Net current liabilities		<u>(94,900)</u>	<u>(80,466)</u>
Total assets less current liabilities		<u>164,839</u>	<u>178,534</u>
Non-current liabilities			
Borrowings		53,598	58,022
Lease liabilities		55,852	64,747
Provision for lease return costs for aircraft and engines		7,619	7,897
Contract liabilities		632	586
Post-retirement benefit obligations		2,240	2,206
Other long-term liabilities		1,246	1,510
Deferred tax liabilities		1	1
		<u>121,188</u>	<u>134,969</u>
Net assets		<u>43,651</u>	<u>43,565</u>
Equity			
Equity attributable to the equity holders of the Company			
– Share capital		22,291	22,291
– Perpetual bond		25,067	20,057
– Reserves		(4,564)	606
– Treasury Shares		(20)	–
		<u>42,774</u>	<u>42,954</u>
Non-controlling interests		<u>877</u>	<u>611</u>
Total equity		<u>43,651</u>	<u>43,565</u>

1. CORPORATE AND GROUP INFORMATION

China Eastern Airlines Corporation Limited (the “**Company**”), a joint stock company limited by shares, was established in the People’s Republic of China (the “**PRC**”) on 14 April 1995. The address of the Company’s registered office is 66 Airport Street, Pudong International Airport, Shanghai, the PRC. The Company and its subsidiaries (together, the “**Group**”) are principally engaged in the operation of civil aviation, including the provision of passenger, cargo, mail delivery and other extended transportation services.

The immediate holding company and ultimate holding company of the Company is China Eastern Air Holding Company Limited (“**CEA Holding**”), a state-owned enterprise established in the PRC.

The A shares and H shares of the Company are listed on the Shanghai Stock Exchange and The Stock Exchange of Hong Kong Limited, respectively.

These financial statements were approved and authorised for issue by the Company’s Board of Directors (the “**Board**”) on 28 March 2025.

2. BASIS OF PREPARATION AND CHANGES IN ACCOUNTING POLICIES

2.1 Basis of preparation

The consolidated financial statements have been prepared in accordance with IFRSs issued by the IASB. For the purpose of preparation of the consolidated financial statements, information is considered material if such information is reasonably expected to influence decisions made by primary users. In addition, the consolidated financial statements include applicable disclosures required by the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the “**Listing Rules**”) and by the Hong Kong Companies Ordinance.

They have been prepared under the historical cost convention, except for equity investments designated at fair value through other comprehensive income, financial assets at fair value through profit or loss and derivative financial instruments which have been measured at fair value.

These financial statements are presented in Renminbi (“**RMB**”) and all values are rounded to the nearest million except when otherwise indicated.

(i) *Going concern*

In 2024, the Group incurred net loss of RMB4.798 billion. As at 31 December 2024, the Group’s current liabilities exceeded its current assets by approximately RMB94.900 billion. In preparing these financial statements, the Board has conducted a detailed review over the Group’s going concern ability based on its unutilized banking facilities, financial condition and operating results. The Board has also considered the following factors:

- Sufficient unutilised banking facilities as at 31 December 2024;
- The Group’s sound credit standing and history of cooperation with banks and other financial institutions; and
- The Group’s expected net cash inflows from operating activities for not less than 12 months starting from the year end date of these financial statements, considering the Group’s major operating costs including fuel prices during such period.

The Board believes that the Group has sufficient source of financing to enable it to operate, as well as to meet its liabilities as and when they become due, and to support its capital expenditures in the foreseeable future of not less than twelve months starting from the year end date of these financial statements. Accordingly, the Board continued to prepare the Group’s financial statements as of and for the year ended 31 December 2024 on a going concern basis.

2.2 Restatement

Formerly the Group held 45% interest of China Eastern Media Co., Ltd. (“**China Eastern Media**”) and it was accounted for as an associate using the equity method of accounting. In February 2024, the Group acquired the remaining 55% equity interest in China Eastern Media from CEA Holding, with the purchase consideration of RMB126 million, and China Eastern Media has become a wholly owned subsidiary of the Group upon the acquisition.

The acquisition is considered as a business combination involving entities under common control and has been accounted for by using merger accounting method. Accordingly, the comparative figures for 2023 as set out in these consolidated financial statements have been restated to include the historical financial information of China Eastern Media since the date when China Eastern Media first came under the control of CEA Holding.

The adoption of merger accounting has resulted in a decrease in the Group’s loss for the year ended 31 December 2023 by approximately RMB19 million.

3 APPLICATION OF AMENDMENTS TO IFRSs

(i) New and amended standards adopted by the Group

In the current year, the Group has applied the following amendments to IFRSs issued by the IASB for the first time, which are mandatorily effective for the Group’s annual period beginning on 1 January 2024 for the preparation of the Group’s consolidated financial statements:

Amendments to IFRS 16	Lease Liability in a Sale and Leaseback
Amendments to IAS 1	Classification of Liabilities as Current or Non-current
Amendments to IAS 1	Non-current Liabilities with Covenants
Amendments to IAS 7 and IFRS 7	Supplier Finance Arrangement

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The application of the amendments to IFRSs in the current year has had no material impact on the Group’s financial positions and performance for the current and prior years and/or on the disclosures set out in these consolidated financial statements.

(ii) New standards and interpretations not yet adopted

The following new and amendments to accounting standards have been published that are not mandatory for 31 December 2024 reporting periods and have not been early adopted by the Group:

Amendments to IFRS 9 and IFRS 7	Amendments to the Classification and Measurement of Financial Instruments ³
Amendments to IFRS 9 and IAS 7	Contracts Referencing Nature-dependent Electricity ³
Amendments to IFRS 10 and IAS 28	Sale or Contribution of Assets between an Investor and its Associate or Joint Venture ¹
Amendments to IFRS Accounting Standards	Annual Improvements to IFRS Accounting Standards – Volume 11 ³
Amendments to IAS 21	Lack of Exchangeability ²
IFRS 18	Presentation and Disclosure in Financial Statements ⁴

¹ Effective for annual periods beginning on or after a date to be determined

² Effective for annual periods beginning on or after 1 January 2025

³ Effective for annual periods beginning on or after 1 January 2026

⁴ Effective for annual periods beginning on or after 1 January 2027

Except for the new IFRS Accounting Standard mentioned below, the Directors anticipate that the application of all other amendments to IFRS Accounting Standards will have no material impact on the consolidated financial statements in the foreseeable future.

IFRS 18 Presentation and Disclosure in Financial Statements

IFRS 18 Presentation and Disclosure in Financial Statements, which sets out requirements on presentation and disclosures in financial statements, will replace IAS 1 Presentation of Financial Statements. This new IFRS Accounting Standard, while carrying forward many of the requirements in IAS 1, introduces new requirements to present specified categories and defined subtotals in the statement of profit or loss; provide disclosures on management-defined performance measures in the notes to the financial statements and improve aggregation and disaggregation of information to be disclosed in the financial statements. In addition, some IAS 1 paragraphs have been moved to IAS 8 and IFRS 7. Minor amendments to IAS 7 Statement of Cash Flows and IAS 33 Earnings per Share are also made.

IFRS 18, and amendments to other standards, will be effective for annual periods beginning on or after 1 January 2027, with early application permitted. The application of the new standard is expected to affect the presentation of the statement of profit or loss and disclosures in the future financial statements. The Group is in the process of assessing the detailed impact of IFRS 18 on the Group's consolidated financial statements.

4. OPERATING SEGMENT INFORMATION

- (a) Chief operating decision maker (“**CODM**”) has been identified as the office of the General Manager, who reviews the Group's internal reporting in order to assess performance and allocate resources.

The Group has two reportable segments. “Airline transportation operations”, mainly comprises the provision of passenger, cargo, mail delivery and ground service.

Other operations segment primarily includes tour operations, air catering and other miscellaneous services which are not included within the airline transportation operations segment, as their internal reports are separately provided to the CODM. The results of these operations are included in the “other segments” column.

Inter-segment sales and transfers are transacted with reference to the selling prices used for sales made to third parties at the then prevailing market prices.

In accordance with IFRS 8, segment disclosure has been presented in a manner that is consistent with the information used by the Group's CODM. The Group's CODM monitors the results, assets and liabilities attributable to each reportable segment based on financial results prepared under the PRC Accounting Standards for Business Enterprises (the “**PRC Accounting Standards**”), which differ from IFRSs in certain aspects. Segment revenue and loss before income tax are the same as the consolidated figures as reported in the consolidated financial statement for the year ended 31 December 2024 and 2023. The difference between reportable segment assets and consolidated figures as reported in the consolidated financial statements, arising from different accounting policies is set out in Note (a) (ii) below.

The segment results for the year ended 31 December 2024 were as follows:

	Airline transportation operations RMB million	Other segments RMB million	Eliminations RMB million	Unallocated* RMB million	Total RMB million
Segment revenue					
Reportable segment revenue from external customers	131,802	318	–	–	132,120
Intersegment sales	–	1,444	(1,444)	–	–
Reportable segment revenue	131,802	1,762	(1,444)	–	132,120
Reportable segment loss before income tax	(4,771)	522	–	345	(3,904)
Other segment information					
Depreciation and amortisation	26,393	251	–	–	26,644
Impairment losses, net	39	(1)	–	–	38
Interest income	141	14	(40)	–	115
Interest expenses	5,155	33	(40)	–	5,148
Capital expenditure	34,669	274	(10)	–	34,933

The segment results for the year ended 31 December 2023 were as follows:

	Airline transportation operations <i>RMB million</i>	Other segments <i>RMB million</i>	Eliminations <i>RMB million</i>	Unallocated* <i>RMB million</i>	Total <i>RMB million</i>
Segment revenue					
Reportable segment revenue from external customers	113,348	440	–	–	113,788
Intersegment sales	–	826	(826)	–	–
Reportable segment revenue	<u>113,348</u>	<u>1,266</u>	<u>(826)</u>	<u>–</u>	<u>113,788</u>
Reportable segment loss before income tax	<u>(8,835)</u>	<u>422</u>	<u>–</u>	<u>113</u>	<u>(8,300)</u>
Other segment information					
Depreciation and amortisation	24,767	274	–	–	25,041
Impairment losses, net	50	(1)	–	–	49
Interest income	1,068	13	(585)	–	496
Interest expenses	6,660	6	(585)	–	6,081
Capital expenditure	<u>27,243</u>	<u>109</u>	<u>–</u>	<u>–</u>	<u>27,352</u>

The segment assets and liabilities as at 31 December 2024 and 31 December 2023 were as follows:

	Airline transportation operations <i>RMB million</i>	Other segments <i>RMB million</i>	Eliminations <i>RMB million</i>	Unallocated ⁽ⁱ⁾ <i>RMB million</i>	Total <i>RMB million</i>
At 31 December 2024					
Reportable segment assets ⁽ⁱⁱ⁾	261,705	4,275	(2,844)	13,464	276,600
Reportable segment liabilities	<u>236,235</u>	<u>1,799</u>	<u>(2,844)</u>	<u>1</u>	<u>235,191</u>
At 31 December 2023					
Reportable segment assets ⁽ⁱⁱ⁾	267,430	4,029	(2,420)	13,535	282,574
Reportable segment liabilities	<u>242,039</u>	<u>1,631</u>	<u>(2,420)</u>	<u>1</u>	<u>241,251</u>

- (i) Unallocated results primarily represent the share of results of associates and joint ventures, fair value changes of derivative financial instruments, fair value change of a financial asset at fair value through profit or loss and dividend income relating to equity investments. Unallocated assets and liabilities primarily represent investments in associates and joint ventures, derivative financial instruments, equity investments designated at fair value through other comprehensive income, deferred tax assets and liabilities and financial asset at fair value through profit or loss.
- (ii) The difference between reportable segment assets and consolidated figures as reported in the consolidated financial statements of RMB2,242 million (2023: RMB2,242 million) represents the different measurement of the fair value of acquisition cost of the shares from Shanghai Airlines between the PRC Accounting standards and IFRSs, which results in the different measurement of goodwill.

- (b) The Group's business operates in three main geographical areas, even though they are managed on a worldwide basis.

The Group's revenues by geographical area are analysed based on the following criteria:

- (1) Traffic revenue from services within the PRC (excluding the Hong Kong Special Administrative Region ("**Hong Kong**"), Macau Special Administrative Region ("**Macau**") and Taiwan) is classified as domestic operations. Traffic revenue from inbound or outbound services among Hong Kong, Macau and Taiwan is classified as regional operations while that with other overseas markets is classified as international operations.
- (2) Revenue from ticket handling services, ground services and other miscellaneous services are classified on the basis of where the services are performed.

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Domestic	90,676	90,190
Regional	3,591	2,848
International	37,853	20,750
	<u>132,120</u>	<u>113,788</u>

- (3) The major revenue-earning assets of the Group are its aircraft, all of which are registered in the PRC. Since the Group's aircraft are deployed flexibly across its route network, there is no suitable basis of allocating such assets and the related liabilities by geographic area and hence segment non-current assets and capital expenditure by geographic area are not presented. Except the aircraft, most non-current assets (except financial instruments) are registered and located in the PRC. Except the aircraft, most non-current assets (except financial instruments) are registered and located in the PRC.

5. REVENUE

An analysis of revenue is as follows:

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
<i>Revenue from contracts with customers</i>	131,889	113,552
<i>Revenue from other sources</i>		
Rental income	<u>231</u>	<u>236</u>
	<u>132,120</u>	<u>113,788</u>

- (a) Disaggregated revenue information for revenue from contracts with customers:

For the year ended 31 December 2024

Segments	Airline transportation operations RMB million	Others operations RMB million	Total RMB million
Types of goods or services			
Traffic revenues			
– Passenger	121,483	–	121,483
– Cargo and mail	5,331	–	5,331
Ticket cancellation and commission service	2,445	–	2,445
Ground service income	823	–	823
Others	1,489	318	1,807
Total revenue from contracts with customers	131,571	318	131,899
Geographical markets			
Domestic	90,127	318	90,445
Regional	3,591	–	3,591
International	37,853	–	37,853
Total revenue from contracts with customers	131,571	318	131,899

The timing of revenue recognition of airline transportation operations of the Group is at a point in time.

For the year ended 31 December 2023

Segments	Airline transportation operations RMB million	Others operations RMB million	Total RMB million
Types of goods or services			
Traffic revenues			
– Passenger	104,576	–	104,576
– Cargo and mail	3,634	–	3,634
Ticket cancellation and commission service	2,531	–	2,531
Ground service income	645	–	645
Others	1,726	440	2,166
Total revenue from contracts with customers	113,112	440	113,552
Geographical markets			
Domestic	89,514	440	89,954
Regional	2,848	–	2,848
International	20,750	–	20,750
Total revenue from contracts with customers	113,112	440	113,552

6. OTHER OPERATING INCOME AND GAINS

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Co-operation routes income (note (a))	4,510	3,616
Routes subsidy income (note (b))	323	221
Other subsidy income (note (c))	672	1,165
Gain on disposal of items of property, plant and equipment, right-of-use assets and intangible assets	394	86
Compensation from ticket sales agents	305	174
Others	299	167
	<u>6,503</u>	<u>5,429</u>

Notes:

- (a) Co-operation routes income represents subsidies granted by various local authorities and other parties, with which the Group developed certain routes to support the development of local economy. The amounts granted are calculated based on the agreements entered into by all parties.
- (b) Routes subsidy income represents subsidies granted by various authorities to support certain international and domestic routes operated by the Group.
- (c) Other subsidy income represents subsidies granted by various local authorities based on certain amounts of tax paid and other government grants.
- (d) There are no unfulfilled conditions or other contingencies related to subsidies that were recognized for the years ended 31 December 2024 and 2023.

7. FINANCE INCOME

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Interest income	<u>115</u>	<u>496</u>

8. FINANCE COSTS

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Interest on bank borrowings	2,304	2,340
Interest relating to lease liabilities	2,412	2,980
Interest relating to post-retirement benefit obligations	59	67
Interest relating to provision for lease return costs for aircraft and engines	305	307
Interest on bonds and debentures	536	917
Interest relating to interest rate swap contracts	(46)	(60)
Less: amounts capitalised (note (a))	(422)	(470)
	<u>5,148</u>	<u>6,081</u>
Foreign exchange losses, net (Note (b))	<u>763</u>	<u>901</u>
	<u><u>5,911</u></u>	<u><u>6,982</u></u>

Notes:

- (a) The weighted average interest rate used for interest capitalisation is 2.74% per annum for the year ended 31 December 2024 (for the year ended 31 December 2023: 3.24%).
- (b) The exchange gains and losses primarily related to the translation of the Group's foreign currency denominated borrowings and lease liabilities for the years ended 31 December 2024 and 2023.

9. INCOME TAX

Income tax credited to profit or loss was as follows:

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Current	178	320
Deferred	<u>716</u>	<u>16</u>
	<u><u>894</u></u>	<u><u>336</u></u>

The Group operates international flights to overseas destinations. There was no material overseas taxation for the years ended 31 December 2024 and 2023, as there are tax treaties between the PRC and the corresponding jurisdictions relating to the aviation business.

Most of the Company's branches and subsidiaries in mainland China are subject to income tax rate of 25% (2023: 25%) except some subsidiaries obtained approval from the tax authorities at a preferential rate of 15% (2023:15%), and certain subsidiaries of the Company in Hong Kong are subject to Hong Kong profits tax rate of 16.5% (2023: 16.5%).

10. LOSS PER SHARE

The calculation of basic loss per share for the year ended 31 December 2024 was based on the loss attributable to equity holders of the Company of RMB4,226 million and the weighted average number of shares of 22,291,295,570 in issue during the year.

The calculation of basic loss per share for the year ended 31 December 2023 was based on the loss attributable to equity holders of the Company of RMB8,190 million and the weighted average number of shares of 22,291,295,570 in issue during the year.

The Company had no potentially dilutive options or other financial instruments relating to the ordinary shares in issue during the years ended 31 December 2024 and 2023.

11. TRADE AND BILLS RECEIVABLES

The credit terms given to trade customers are determined on an individual basis.

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Trade receivables	2,047	2,285
Less: impairment	(98)	(94)
	<u>1,949</u>	<u>2,191</u>

An ageing analysis of the trade receivables as at the end of the reporting period, based on the invoice/billing date and net of loss allowance, is as follows:

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Within 90 days	1,970	2,156
91 to 180 days	5	17
181 to 365 days	3	39
Over 365 days	69	73
	<u>2,047</u>	<u>2,285</u>

12. TRADE AND BILLS PAYABLES

An ageing analysis of the trade and bills payables as at the end of the reporting period was as follows:

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Within 90 days	3,398	4,096
91 to 180 days	10,838	193
181 to 365 days	33	76
1 to 2 years	46	62
Over 2 years	200	174
	<u>14,515</u>	<u>4,601</u>

13. DIVIDEND

The directors did not propose the payment of a dividend for the years ended 31 December 2024 and 2023.

SIGNIFICANT DIFFERENCES BETWEEN IFRSs AND PRC ACCOUNTING STANDARDS

	2024 <i>RMB million</i>	2023 <i>RMB million</i>
Consolidated net assets attributable to equity holders of the Company		
As stated in accordance with the PRC Accounting Standards	40,532	40,712
Impact of IFRSs and other adjustments:		
– Intangible assets (goodwill)	<u>2,242</u>	<u>2,242</u>
As stated in accordance with IFRSs	<u>42,774</u>	<u>42,954</u>

Consolidated loss attributable to equity holders of the company as stated in accordance with the PRC Accounting Standards are the same as the consolidated loss attributable to equity holders of the company as stated in accordance with IFRSs for 2024 and 2023.

SUMMARY OF OPERATING DATA

	For the twelve months ended 31 December		
	2024	2023	Change
Passenger transportation data			
ASK (available seat-kilometres)			
(millions)	296,890.04	244,960.45	21.20%
– Domestic routes	202,432.66	199,818.68	1.31%
– International routes	87,796.28	40,338.30	117.65%
– Regional ¹ routes	6,661.10	4,803.46	38.67%
RPK (revenue passenger-kilometres)			
(millions)	245,892.77	182,299.38	34.88%
– Domestic routes	170,123.47	149,930.96	13.47%
– International routes	70,539.59	28,846.07	144.54%
– Regional routes	5,229.72	3,522.35	48.47%
Number of passengers carried			
(thousands)	140,565.95	115,617.54	21.58%
– Domestic routes	119,674.34	106,286.04	12.60%
– International routes	17,164.65	6,820.46	151.66%
– Regional routes	3,726.96	2,511.04	48.42%
Passenger load factor (%)	82.82	74.42	8.40pts
– Domestic routes	84.04	75.03	9.01pts
– International routes	80.34	71.51	8.83pts
– Regional routes	78.51	73.33	5.18pts
Passenger-kilometres yield (RMB) ^{Note}	0.512	0.593	-13.66%
– Domestic routes	0.517	0.582	-11.17%
– International routes	0.490	0.629	-22.10%
– Regional routes	0.678	0.792	-14.39%

¹ In order to facilitate data statistics and analysis, the business is divided into “domestic routes”, “international routes” and “regional routes” in conjunction with industry practices. Among them, the term “regional” refers to Hong Kong, China; Macau, China; and Taiwan, China.

For the twelve months ended 31 December

	2024	2023	Change
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Freight transportation data

AFTK (available freight

tonne-kilometres) (millions)	9,514.39	7,479.14	27.21%
– Domestic routes	3,676.49	4,107.63	-10.50%
– International routes	5,653.89	3,183.17	77.62%
– Regional routes	184.01	188.34	-2.30%

RFTK (revenue freight

tonne-kilometres) (millions)	3,682.54	2,504.35	47.05%
– Domestic routes	952.31	886.40	7.44%
– International routes	2,700.33	1,600.16	68.75%
– Regional routes	29.90	17.80	67.98%

Weight of freight carried (million kg)

– Domestic routes	1,051.17	842.15	24.82%
– International routes	624.07	585.48	6.59%
– Regional routes	402.43	241.32	66.76%
– Regional routes	24.66	15.35	60.65%

Freight load factor (%)

– Domestic routes	38.70	33.48	5.22pts
– International routes	25.90	21.58	4.32pts
– International routes	47.76	50.27	-2.51pts
– Regional routes	16.25	9.45	6.80pts

Freight tonne-kilometres yield (RMB) *Note*

– Domestic routes	1.448	1.451	-0.21%
– Domestic routes	0.705	0.705	0.00%
– International routes	1.678	1.829	-8.26%
– Regional routes	4.281	4.663	-8.19%

For the twelve months ended 31 December

	2024	2023	Change
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Consolidated data

ATK (available tonne-kilometres)

(millions)	36,234.50	29,525.58	22.72%
– Domestic routes	21,895.43	22,091.31	-0.89%
– International routes	13,555.55	6,813.62	98.95%
– Regional routes	783.51	620.65	26.24%

RTK (revenue tonne-kilometres)

(millions)	25,249.89	18,522.83	36.32%
– Domestic routes	15,864.30	14,063.03	12.81%
– International routes	8,897.96	4,133.89	115.24%
– Regional routes	487.64	325.91	49.62%

Overall load factor (%)

	69.68	62.73	6.95pts
– Domestic routes	72.45	63.66	8.79pts
– International routes	65.64	60.67	4.97pts
– Regional routes	62.24	52.51	9.73pts

Revenue tonne-kilometres yield

(RMB) <i>Note</i>	5.201	6.037	-13.85%
– Domestic routes	5.584	6.249	-10.64%
– International routes	4.391	5.098	-13.87%
– Regional routes	7.530	8.815	-14.58%

Hours of flights (thousand)

2,612.29	2,281.67	14.49%
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Number of flight take-offs and

landings (thousand)	1,029.32	953.46	7.96%
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Daily utilization rate (hour/day)	9.16	8.16	12.25%
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Note: In calculating unit revenue index, the relevant revenue includes incomes generated from co-operation routes and fuel surcharge.

FLEET STRUCTURE

The Company implements its green development philosophy while continuing to optimise its fleet structure. In 2024, the Company centred around the new major models, introduced a total of 35 aircraft and retired 13 aircraft. As at 31 December 2024, the Company operated a total of 804 aircraft.

Fleet structure as at 31 December 2024

<i>(Units)</i>								
No.	Model	Manufacturer	Net increase in 2024	Sub- total	Self- owned	Under finance lease	Under operating lease	Average fleet age (years)
1	B777-300ER	Boeing	0	20	12	8	0	8.9
2	B787 Series	Boeing	2	12	3	9	0	4.9
3	A350-900	Airbus	0	20	7	13	0	3.6
4	A330 Series	Airbus	0	56	36	15	5	11.1
Total number of wide-body aircraft			<u>2</u>	<u>108</u>	<u>58</u>	<u>45</u>	<u>5</u>	<u>8.6</u>
5	A320 Series	Airbus	4	383	162	113	108	9.2
6	B737 Series	Boeing	3	279	111	67	101	9.9
7	C919	COMAC	6	10	4	6	0	0.8
Total number of narrow-body aircraft			<u>13</u>	<u>672</u>	<u>277</u>	<u>186</u>	<u>209</u>	<u>9.5</u>
8	C909	COMAC	7	24	15	9	0	2.2
Total number of regional passenger aircraft			<u>7</u>	<u>24</u>	<u>15</u>	<u>9</u>	<u>0</u>	<u>2.2</u>
Total number of aircraft			<u><u>22</u></u>	<u><u>804</u></u>	<u><u>350</u></u>	<u><u>240</u></u>	<u><u>214</u></u>	<u><u>9.2</u></u>

Notes:

1. A330 Series include A330-200, A330-300 and other aircraft models;
2. A320 Series include A319, A320, A320NEO, A321, A321NEO and other aircraft models;
3. B787 Series include B787-9 and other aircraft models;
4. B737 Series include B737-700, B737-800, B737-8 and other aircraft models;
5. COMAC added the commercial name of C909 to ARJ21 aircraft model.

REPORT OF THE DIRECTORS

In 2024, the global economy experienced stable and slow growth, under which major central banks started their interest rate cut cycles and fiscal policies remained relatively loose. At the same time, residents' relatively strong spending power in major economies and passengers' increasing willingness and ability to travel led to a continuous growth in the global demand for air passenger transportation.

The steady growth in China's economy, coupled with various national policies implemented to boost domestic demand and consumption and expand high-level opening-up, vigorously promoted the full recovery of China's civil aviation industry and contributed to a record high in China's air passengers transported, which exceeded 700 million for the first time in 2024. At the same time, affected by factors such as structural changes in supply and demand, and fluctuations in oil prices and exchange rate, the operating pressure on airlines in China remained huge.

Facing the complex external environment, the Group worked in concerted efforts to overcome difficulties and forge ahead against pressure, and focused on stabilizing safety, improving operation and service, promoting reform and enhancing governance, thereby achieving new progress and results in various tasks. In 2024, the Group completed a total traffic volume of 25,250 million tonne-kilometres and served 141 million passengers, representing a year-on-year increase of 36.32% and 21.58% respectively. The operating income amounted to RMB132,120 million, representing a year-on-year increase of 16.11%, and the net loss attributable to the shareholders of the listed company amounted to RMB4,226 million, representing a significant year-on-year decrease in loss of RMB3,964 million.

Safe Operation

The Group resolutely implemented the spirits of the important instructions from Xi Jinping, general secretary of the CPC, to ensure "Two Absolute Safeties", always adhered to the concept of safe development and insisted on zero tolerance for potential safety hazards. As flights reached a record high, the Group ensured overall stability in safety conditions. Throughout the year, the Group completed a total of 2,612.3 thousand hours of safe flights and 1,029.3 thousand take-offs and landings, representing a year-on-year increase of 14.49% and 7.96% respectively.

Strengthening the construction of safety system. Adhering to the principle of consolidating the foundation, the Group continued to strengthen the construction of four major systems, namely safety management system, production and operation system, training system and aircraft maintenance system. It strengthened system construction by formulating and improving the safety management manual, working rules of the safety committee, etc. It thoroughly implemented its three-year action plan for fundamental improvement of safety production, carried out special actions to improve production safety throughout the Company, and solidly promoted the classification and control of safety risks and the investigation and rectification of potential safety hazards.

Strengthening production and operation organization. It enhanced its management and control over the whole process of production organization, continuously optimized the dynamic matching of transportation capacity, aircraft and crew, and improved the dynamic matching of factors such as safety assurance capabilities, route network layout, and aircraft maintenance capabilities.

Strengthening the accountability for work safety. It improved the responsibility system for work safety, compiled a list of safety responsibilities, formulated the detailed implementation rules for incentives and punishments, and strengthened publicity, training and accountability to strengthen the safety awareness of all employees.

Improving safety culture. The Group carried out activities on “Safety Education Day” to firmly establish the concept of safety. All employees were required to treat work safety seriously with the “three things that cannot be overestimated”, reflect deeply on safety issues under the “seven questions” and “20 yes or no”, and resolutely resist bad work style. It raised all employees’ awareness of employee handbook, internal rules and regulations through strictly implementation of procedures, work cards, and checklists, and cracked down on misconduct, striving to build a team of aircrew with “strong political competence, business proficiency, excellent work style and strict discipline” and make it a benchmark for other professional teams in improvement of team building.

Market Operation

Taking hub construction as the core and international air network recovery as the priority, the Group made every effort to improve its quality, innovated its product system, and strengthened marketing, thereby achieving significant year-on-year growth in total traffic volume and number of passengers carried.

Strengthening hub construction and enhancing hub transit function. The Group continued to increase transportation capacity in hub markets, and its market share in Shanghai and Yangtze River Delta Region reached 42.2% and 32%, representing a year-on-year increase of 0.9 percentage point and 1.4 percentage points respectively. It also launched products such as “Overnight Transit” and “Transit VIP Lounge” to improve the transit process, further enhancing the hub transit function.

Optimizing the air network layout and accelerating the recovery of international routes. Facing challenge of “eight vertical and eight horizontal” railway network, the Group accelerated the construction of the air corridor with Shanghai as its core hub. Under the guidelines of “more long-range flights, more international flights and more flights in emerging markets”, it added 11 international routes such as Shanghai – Riyadh, Shanghai – Marseille and Shanghai – Kazan, developed seven international express such as Shanghai – Singapore and Shanghai – Bangkok, and significantly increased the number of flights from Shanghai to Europe and Australia, making the number of international flights recover to 102% of 2019, outperforming the industry. By optimizing the route network and extending the flight distance, the average flight distance in the summer season and the winter season increased by 1.9% and 5.4% year on year respectively. It deepened and expanded external cooperation, promoted joint ventures with AFK, Etihad Airways and other airlines, and added or expanded code sharing and SPA cooperation with airlines such as Virgin Atlantic, Air Europa, Saudia and other airlines.

Strengthening proactive marketing and implementing multi-pronged measures to increase profits. The Group innovated its product system and formed three major product systems, namely basic products, touchpoint products and integrated products. It launched featured products named “Easy Refund (易享退)” and “Regional Access (區域通)”, upgraded air-rail combined transportation, expanded air-bus combined transportation and explored air-ship combined transportation. It also launched integrated products such as the “Eastern Air Travel (行享東方)” pay-per-use card for economy class and “Museum Priority (博物館優享)”. Besides, it introduced the ancillary products such as “Front Row Seats (前排就座)” standby upgrade e-vouchers, and expanded the sales of priority products and ancillary products. It promoted the transformation of the customer manager team and vigorously developed key group customers. It improved the revenue management and control system, dynamically formulated market strategies, strengthened flight pre-sale and management of unprofitable flight, and continued to increase sales revenue.

Improving bellyhold revenue to increase passenger aircraft bellyhold revenue. It captured the opportunity of strong cargo demand, and coordinated with Eastern Logistics to explore the cargo market, strengthening the integration of passenger and cargo services. The freight traffic volume of bellyhold of passenger aircraft increased by 47.05% year on year. The cargo revenue amounted to RMB5,331 million, representing a significant year-on-year increase of 46.70%.

Cost Management and Control

The Group took budget management as the source and business and finance integration as the focus to continuously strengthen cost management and control.

Deepening comprehensive budget management. Focusing on business objectives, the Group strengthened the management and control of budget preparation, tracking and execution, and promoted the connection between the budget control platform and key systems to improve budget management. Through the continuous project-based cost reduction and efficiency improvement, the Group completed a total of 313 quality and efficiency improvement projects in 2024, resulting in a cumulative efficiency increase of RMB1,555 million.

Continuing to promote business and finance integration. By establishing a team of business and finance management personnel and strengthening the training and publicity of business and finance integration, the business and finance integration work mechanism was continuously improved. It strengthened the construction of digital platform, enhanced data analysis and application, and continued to optimize business processes to improve refined management. Focusing on key items, it increased the control of major costs such as fuel, take-off and landing fees, agency fees, further refined the meals and on-board supplies, and continuously improved maintenance efficiency.

Strengthening capital management. The Group continued to expand financing channels by raising RMB5 billion in perpetual bonds from China Eastern Air Holding Company Limited (“CEA Holding”), which further optimized the Company’s asset-liability structure. It issued 7 tranches of ultra-short-term financing bonds and raised a total of RMB18 billion, effectively reducing its capital cost.

Brand Services

Guided by the “Four Fines” service philosophy, the Group continuously enhanced service level starting with the management and control of service process, supported by innovative service products and relying on service brand building to optimize passenger experience so as to showcasing the characteristics of China Eastern Airlines brand.

Enriching the connotation of “Four Fines” services. The Group implemented the “Four Fines” service, being “meticulous, precise, exquisite and refined” services, and deepened the reform of the service system. It strengthened assessment of ten key service touchpoints to improve service quality, thereby offering upgraded service experience to passengers. It carried out the themed activity of “Quality and Efficiency Improvement Year for Civil Aviation Services”, leading to the continuous enhancement of passengers’ satisfaction in key indicators such as in-flight services, check-in and boarding services and baggage services.

Launching new service control measures. The Group strengthened the construction of service management and control platform and the management and control of service process with the support of the building of service support manager team, realizing the pre-risk control and improving the efficiency to handle emergencies. It strengthened the operation and management of key bases, and continuously improved the flight on-time rate on a quarter-on-quarter basis by keeping an eye on the flights, strengthening assessment and focusing on tackling difficulties.

Providing featured services with new highlights. It launched services to enhance service experience, such as “Eastern E-Services (東方E境)” for entry, exit and transit, “Baggage Worry-free (行李無憂)” for baggage check-in, and “Eastern Courtesy (禮遇東方)” for high-end passengers. It launched a rail-air transit service center at the Shanghai Hongqiao Railway Station and introduced “PVG-SHA Transfer” service after the Airport Link Line started operation to make trips more convenient for travelers.

Showcasing the characteristics of China Eastern Airlines brand. Bearing in mind “the country’s most fundamental interests”, it supported the domestically manufactured large aircraft business. As the world’s first operator of the C919 passenger aircraft, the Group expanded its C919 fleet to 10 aircrafts, with more than 6,500 flights arranged, leading to growing brand awareness. China Eastern Airlines served the comprehensive revitalisation of Northeast China in the new era by acting as an official airline service partner of the Harbin Asian Winter Games, which expanded its brand communication power. In 2024, the Company was ranked among the top 50 “BrandZ Most Valuable Chinese Brands”, and our flight attendant team “Eastern Airlines Lingyan (東航凌燕)” was selected as one of the first batch of outstanding achievements in the brand leadership campaign initiated by the State-owned Assets Supervision and Administration Commission for central enterprises, making its brand influence continue to expand.

Reform and Innovation

Centering on the requirements of high-quality development, the Group solidly advanced actions to deepen and enhance the state-owned enterprise reform and concentrated its efforts to promote innovation in key areas.

Continuing to strengthen strategic guidance and enhancing top-level design. It studied and formulated implementation opinions on further deepening reform comprehensively, formulated the strategic plan for the integrated development of the Yangtze River Delta Region and the construction plan for serving Shanghai as a world-class aviation hub, completed the mid-term adjustment to the 14th Five-Year Plan and started the preparation of the 15th Five-Year Plan.

Continuing to promote reforms in key areas to stimulate internal reform vitality. It deepened the reform of the marketing service system by establishing the marketing department and the service management department, which effectively improved the quality and efficiency of marketing service. With the goal of “streamlining the organization, clarifying responsibilities, and efficient collaboration”, the reform of the functional departments of the headquarters was completed efficiently. It formulated a plan for the reform of the management and control model to advance the tiered management and control model of “overall management by headquarters, line empowerment and coordination between bases”.

Continuing to strengthen digital transformation to empower business development. It formulated digital transformation plan to form a top-level design for digital transformation. It strengthened the construction of the digital transformation system. The decision-making and consulting functions in the digital field was added for the Planning, Development and Digitalization Committee of the Board. The Group established a digital transformation work leading group, seven project teams and Shanghai Eastern Air Digital Technology Co., Ltd. It steadily promoted key projects such as smart marketing, smart aircraft maintenance and digital aprons, and built intelligent revenue algorithm models such as cabin space prediction, seat allocation and cabin price linkage. It also held the first digital transformation innovation competition to create a sound atmosphere for innovation and transformation.

Corporate Governance

The Company continued to improve the modern enterprise system with Chinese characteristics, and made concerted efforts in the areas of Board building, market value management, and risk prevention and control to continuously enhance the effectiveness of governance.

Consolidating Board building. The Company implemented the requirements of the reform of the independent director system, systematically revised the Articles of Association and other systems, and established a more complete mechanism for the independent director system. Taking the election of the new session of the Board as an opportunity, the Company optimized the composition of the Board and the special committees. The Company improved the operation mechanism of the Board, and proactively performed the functions of the Board in determining strategies, making decisions, and preventing risks. In 2024, the Company was awarded the 2024 “Best Practice of the Board of Directors of Listed Companies” by China Association for Public Companies.

Enhancing market value management. The Company studied and formulated a working plan to implement the new “National Nine Articles” to accelerate the improvement of the quality of listed companies, and detailed specific measures for value management. The Company issued the action plan of “Enhancing Quality, Increasing Efficiency and Focusing on Returns” to improve the quality and efficiency of the Company’s operations and consolidate the foundation for rewarding investors. The controlling shareholder, CEA Holding, completed the increase in its shareholding of RMB978 million and initiated the share repurchase program. This has strengthened the market’s confidence in the Company’s future development prospects and established a good image in the capital market.

Strengthening risk prevention and control. The Company identified and mitigated risks and latent risks in key business areas, and carried out special audits that focus on businesses with large funds or high-risk and other key areas. The Company improved internal control systems and mechanisms, and implemented risk control throughout the whole process. The Company promoted development towards a world-class law-based company, and evaluated the effectiveness of its compliance management system. The Company efficiently completed the decision-making process for the pro rata capital contributions in its subsidiaries, including Shanghai Airlines, Eastern Air Jiangsu and Eastern Air Wuhan, to increase their risk-resistant capability.

Social Responsibilities

With a high sense of social responsibility, the Group continued to make efforts in practicing “energy saving, carbon reduction and low carbon flight”, actively promoting all-around rural revitalisation and efficiently completing special support tasks, and promoted “high-quality development” through “high-quality performance of responsibilities”.

Adhering to the concept of energy saving and carbon reduction. In line with the “dual carbon” objective, the Group continued to explore green operations and promoted the use of sustainable aviation fuel (SAF) on a number of routes, in a variety of aircraft types, and in multiple aspects. The Group also took part in the third “Aviation Challenge” organised by SkyTeam Airline Alliance, advocating “sustainable flights” through the whole process of electronic check-in, green and low-carbon meals, and the whole chain of air flights.

Promoting all-around rural revitalisation. As a potential recipient of reply letter from Chinese President Xi Jinping and an examinee sitting the tests posed by this era, the Group persistently provided targeted assistance to our paired assistance areas Cangyuan and Shuangjiang, two counties of Yunnan, by providing assistance to local industries, consumption and education, and received “good” rating in the assessment of targeted assistance for central units for six consecutive years.

Escorting special flight missions. Together with other parties, the Group performed special flight support missions such as the first emergency flight to landslide disaster area in Zhaotong, Yunnan Province, and the “relay run” for the transportation of donated human organs for several times, making every effort to open up the air rescue channel and demonstrating the responsibility and commitment as a central enterprise.

Operating Revenue

In 2024, the Group's passenger revenue amounted to RMB121,483 million, representing an increase of 16.17% from last year, and accounted for 95.80% of the Group's air traffic revenue. The passenger traffic volume was 245,892.77 million passenger-kilometres, representing an increase of 34.88% from last year.

In particular, the passenger revenue of domestic routes amounted to RMB84,699 million, representing an increase of 0.85% from last year, and accounted for 69.72% of the passenger revenue. The passenger traffic volume of domestic routes was 170,123.47 million passenger-kilometres, representing an increase of 13.47% from last year.

The passenger revenue of international routes amounted to RMB33,321 million, representing an increase of 86.93% from last year, and accounted for 27.43% of the passenger revenue. The passenger traffic volume of international routes was 70,539.59 million passenger-kilometres, representing an increase of 144.54% from last year.

The passenger revenue of regional routes amounted to RMB3,463 million, representing an increase of 25.24% from last year, and accounted for 2.85% of the passenger revenue. The passenger traffic volume of regional routes was 5,229.72 million passenger-kilometres, representing an increase of 48.47% from last year.

In 2024, the Group's cargo revenue amounted to RMB5,331 million, representing an increase of 46.70% from last year, and accounted for 4.20% of the Group's air traffic revenue. The cargo and mail traffic volume was 3,682.54 million tonne-kilometres, representing an increase of 47.05% from last year.

In 2024, the Group's other revenue amounted to RMB5,306 million, representing a decrease of 4.88% from last year.

Operating Expenses

In 2024, the Group's total operating expenses was RMB137,005 million, representing an increase of 13.08% from last year. Due to the recovery of the market demand, which has led to a substantial increase in the number of flights, and accordingly, the operating costs have also increased. The details are set out as follows:

Aircraft fuel costs accounted for one of the most substantial parts of the Group's operating expenses. In 2024, the Group's aircraft fuel cost was RMB45,499 million, representing an increase of 10.70% from last year, and was mainly due to increase in the production volume of the Group. The volume of refuelling increased by 18.28% from last year, leading to an increase in aircraft fuel costs by RMB7,513 million. As crude oil prices decreased, the average price of aircraft fuel decreased by 6.41% from last year, leading to a decrease in aircraft fuel costs by RMB3,116 million.

In 2024, the Group's wages, salaries and benefits amounted to RMB26,552 million, representing an increase of 12.17% from last year, and was primarily due to the increase in the traffic volume, leading to increase in the flight hour fees of aircrew members.

In 2024, the Group's depreciation and amortisation amounted to RMB26,644 million, representing an increase of 6.40% from last year, and was primarily due to the increases in the size of its fleet and the traffic volume, leading to the increase in the depreciation of components.

In 2024, the Group's take-off and landing charges amounted to RMB17,535 million, representing an increase of 20.45% from last year, and was primarily due to the year-on-year increase in the number of international flight take-offs and landings and the number of passengers.

In 2024, the Group's aircraft maintenance expenses amounted to RMB6,171 million, representing an increase of 35.87% from last year, and was primarily due to the increase in the traffic volume, and the increase in the aircraft and daily engine maintenance expenses.

In 2024, the Group's catering supply expenses amounted to RMB4,227 million, representing an increase of 41.23% from last year, and was primarily due to the increase in the number of passengers, in particular, a year-on-year increase of 151.66% in the number of international passengers.

In 2024, the Group's sales and marketing expenses amounted to RMB3,949 million, representing an increase of 34.73% from last year, and was primarily due to the increase in the number of international passengers, leading to an increase in the administration expenses of the agency business, system reservation fees, etc.

In 2024, the Group's contribution to the civil aviation development fund of the Civil Aviation Administration of China (the "CAAC") amounted to RMB1,122 million, representing an increase of 6.25% from last year, and was primarily due to the recovery of the aviation passenger transportation market and the increase in the Group's traffic volume.

Other Operating Income

In 2024, the Group's other operating income and gains amounted to RMB6,503 million, representing an increase of 19.78% from last year, and was primarily due to the increase in the number of passengers, increased investment in transportation capacity and the increase in income from co-operation routes.

Finance Income/Costs

In 2024, the Group's finance income amounted to RMB115 million, representing a decrease of 76.81% from last year. Finance costs amounted to RMB5,911 million, representing a decrease of 15.34% from last year. The Group continued to optimize its debt structure and reduce the scale of interest-bearing liabilities by reducing daily cash reserves, early repayment and replacement of high-interest debts and other measures.

Net Loss during the Year

In 2024, net loss attributable to equity holders of the Company amounted to RMB4,226 million. In the same period in 2023, net loss attributable to equity holders of the Company amounted to RMB8,190 million. In 2024, the loss per share attributable to equity holders of the Company was RMB0.19. In 2023, the loss per share attributable to equity holders of the Company was RMB0.37.

Liquidity and Capital Structure

As at 31 December 2024, the Group had total assets of RMB278,842 million, representing a decrease of 2.10% from 31 December 2023. Its asset-to-liability ratio was 84.35%, representing a decrease of 0.36 percentage point from 31 December 2023.

In particular, the total current assets amounted to RMB19,103 million, which accounted for 6.85% of the total assets and represented a decrease of 26.00% from 31 December 2023. Non-current assets amounted to RMB259,739 million, which accounted for 93.15% of the total assets and represented an increase of 0.29% from 31 December 2023.

As at 31 December 2024, the Group had total liabilities of RMB235,191 million, comprising current liabilities of RMB114,003 million which accounted for 48.47% of total liabilities, and non-current liabilities of RMB121,188 million which accounted for 51.53% of total liabilities.

Among the current liabilities, interest-bearing liabilities (short-term bank borrowings, super short-term debentures, long-term bank borrowings due within one year, bonds payable due within one year and lease liabilities due within one year) amounted to RMB66,422 million, representing a decrease of 7.87% from 31 December 2023. Among the non-current liabilities, interest-bearing liabilities (long-term bank borrowings, bonds payable and lease liabilities) amounted to RMB109,547 million, representing a decrease of 10.93% from 31 December 2023. The increase in interest-bearing liabilities was mainly due to the Group's adjustment of its funding structure according to the financial market conditions.

In 2024, in order to deal with exchange rate fluctuations, the Group actively optimised the currency structure of the Group's liabilities and reduced exchange rate risks. As at 31 December 2024, the breakdown of the Group's interest-bearing obligations by currencies is as follows:

Unit: RMB million

Currency	RMB equivalent		Movement (%)
	2024	2023	
RMB	148,070	160,214	-7.58
USD	25,166	30,945	-18.68
Others	2,733	3,929	-30.44
Total	175,969	195,088	-9.80

As at 31 December 2024, the Group's interest-bearing liabilities included long-term and short-term bank borrowings and bonds payable equivalent to RMB102,902 million, representing a decrease of 6.91% from RMB110,541 million as at 31 December 2023. The breakdown by currencies is as follows:

Unit: RMB million

Currency	RMB equivalent		Movement (%)
	2024	2023	
RMB	100,247	106,694	-6.04
SGD	2,655	2,681	-0.97
EUR	—	1,166	—
Total	102,902	110,541	-6.91

As at 31 December 2024, the Group's interest-bearing liabilities included lease liabilities equivalent to RMB73,067 million, representing a decrease of 13.58% from RMB84,547 million as at 31 December 2023. The breakdown by currencies is as follows:

Unit: RMB million

Currency	RMB equivalent		Movement (%)
	2024	2023	
RMB	47,823	53,520	-10.64
USD	25,166	30,945	-18.68
HKD	4	19	-78.95
JPY	24	31	-22.58
SGD	3	4	-25.00
Others	47	28	67.86
Total	73,067	84,547	-13.58

Interest Rate Fluctuation

The Group's total interest-bearing liabilities as at 31 December 2024 and 31 December 2023 were equivalent to RMB175,969 million and RMB195,088 million (including long-term and short-term bank borrowings, lease liabilities, bonds payable and super short-term debentures), of which short-term liabilities accounted for 37.75% and 36.96%, respectively. Most of the long-term interest-bearing liabilities are floating-rates liabilities, both of which are subject to fluctuations in prevailing market interest rates.

The Group's interest-bearing liabilities were primarily denominated in USD and RMB. As at 31 December 2024, the Group's liabilities denominated in USD and RMB accounted for 14.30% and 84.15%, respectively. Fluctuations in the USD and RMB interest rates have a relatively significant impact on the Group's finance costs at present and in the future. Through interest rate swap contracts, the Group may reduce the exposure to floating rate of the USD-denominated debts. As at 31 December 2024, the outstanding interest rate swap contracts held by the Company amounted to a notional amount of approximately USD53 million, which will expire in 2025. As at 31 December 2023, such amount was approximately USD189 million.

Exchange Rate Fluctuation

As at 31 December 2024, the Group's total interest-bearing liabilities denominated in foreign currencies amounted to RMB27,899 million, of which interest-bearing liabilities denominated in USD accounted for 90.20%. Therefore, in the case of significant fluctuations in the USD exchange rate, the exchange gains and losses resulting from the translation of foreign currency liabilities will be larger, which will affect the Group's profitability and development. The Group uses foreign exchange forward contracts to mitigate the exchange rate risk arising from capital expenditures paid in foreign currencies.

As at 31 December 2024, the outstanding foreign exchange forward transactions held by the Company amounted to a notional amount of approximately USD216 million, which will expire in August 2025.

Fluctuation of Jet Fuel Prices

In 2024, the Group dealt with the cash flow risk arising from the fluctuation of jet fuel prices through fuel forward contracts. The fuel forward contracts entered into by the Group were mainly for the purchase of jet fuel at a fixed transaction price, which were classified as cash flow hedges. As at 31 December 2024, the Group had no outstanding fuel forward contracts.

Pledges on Assets and Contingent Liabilities

As at 31 December 2024, the value of the Group's assets used to secure certain bank loans was RMB34,243 million, and as at 31 December 2023, the value of the Group's assets used to secure certain bank loans was RMB31,669 million, representing a year-on-year increase of 8.13%.

As at 31 December 2024, the Group had no significant contingent liabilities.

Capital Expenditure

According to the agreements that have been entered into in relation to aircraft and engines, as at 31 December 2024, the Group expected its capital expenditures for the coming three years on aircraft and engines to be approximately RMB64,445 million in total, including the expected capital expenditure of approximately RMB27,736 million, RMB21,518 million and RMB15,191 million for each year from 2025 to 2027, respectively.

The above capital expenditure plan of the Group may vary due to factors such as entering into new purchase contracts for aircraft, engines and other flight equipment based on development strategy and market demand, variations to the original contracts and changes in price index.

Human Resources

As at 31 December 2024, the Group had 85,168 employees, the majority of whom were located in China. The wages of the Group's employees primarily consisted of basic salaries and performance bonuses.

COMPLIANCE WITH THE RELEVANT LAWS AND REGULATIONS WHICH MAY HAVE A SIGNIFICANT IMPACT ON THE GROUP

As at 31 December 2024, the Board was not aware of any significant matters which may cause impact on the Group or any non-compliance with the laws and regulations which may have a significant impact on the Group.

RISK ANALYSIS

1. Risk Related to Economic and Trade Environment, Geopolitical Situation and Public Health Affairs

The aviation industry is closely connected to the economic and trade environment. The civil aviation industry is more sensitive to macro-economic climate, which directly affects the development of economic activities, disposable income of residents and changes in the amount of import and export activities. These factors will in turn affect the demand for air transportation. Meanwhile, international economic and trade relations, geopolitical conflicts or wars will have a relatively significant impact on the demand of aviation market in such location and its surrounding areas and on the bilateral air traffic rights and time slot resources allocation. In addition, above-mentioned risks may drive large fluctuations in the prices of energy and other large commodities, thereby affecting the global economic activities and causing greater impacts on the Group's operating results and financial condition. Public health emergencies may have a great impact on the demand for air travel and normal operation of the Group.

The Group pays close attention to the impacts caused by changes in the domestic and overseas macro-economic situation, international economic and trade relations, the geopolitical situation, public health emergencies and related policies, maintains effective communication with civil aviation regulatory bodies both domestically and internationally and flexibly adjusts its transportation capacity deployment and market sales, so as to actively respond to such impacts.

2. Policy and Regulation Risk

Airlines have business operations around the world. Hence, the aviation industry is largely affected by domestic and overseas economic policies and laws and regulations. The adjustments of and changes in relevant domestic and foreign laws and regulations, industrial policies, and regulatory policies may bring certain uncertainties to the future business development and operating results of the Group. At the same time, as the Company is a public company listed in Shanghai and Hong Kong, the changes in the securities regulatory laws and regulations of the places of listing may have impact on and bring uncertainties to the shareholder structure as well as liquidity, price and continuity of the shares of the Company.

With respect to industrial policies and regulations, the Group has played an active role in various discussions concerning their formulation and revision, and promptly analysed and considered their latest changes and impact on the Group, so as to seize the development opportunities arising from such updates and prudently respond to the risks, challenges and uncertainties arising from the changes in policies and regulations.

3. Operational Safety Risk

Flight safety is the pre-condition and foundation for aviation companies to maintain normal operations and good reputation. Bad weather, mechanical failure, human errors, aircraft defects, national and international terrorism and other force majeure events may have an adverse impact on the flight safety, aviation security and operational safety of the Group.

The Group solidly promoted the construction of safe work practices, strictly executed rules, regulations and operating standards, implemented the accountability system for safe operation, strengthened the investigation and management of security risks, enhanced its safety and risk prevention and control system, and strengthened safety management and control capabilities, so as to actively respond to operational safety risk.

4. Core Resources Risk

The rapid growth of the industry may place air transportation enterprises under the risk of insufficient reserves in air traffic rights and time slot resources at important domestic and overseas destinations, as well as core resources such as management personnel in key positions and professional technical personnel, which may constrain the efforts of the Group to achieve its projected development goals or have a material adverse impact on the production and operations of the Group.

The Group reserves time slot resources in core markets by actively negotiating with regulators regarding domestic and overseas air traffic rights and time slot resources and actively participating in the market-based competition for time slot resources. The Group has proactively developed a core backup workforce through promoting the building of corporate culture of “Love at CEA”, improving its incentive scheme for core technical staff, providing training programs for a pool of multi-tier backup management personnel and launching a core technical staff recruitment scheme.

5. Competition Risk

Along with the opening-up of the domestic aviation market, development of low-cost airlines and increased investment in transportation capacity for the Chinese market by international airlines, future competition in the domestic and overseas aviation industry may intensify, which may bring uncertainties to the Group’s air traffic rights and time slot resources, ticket price level and market share, and therefore have an impact on the Group’s operating results. In addition, there is a certain level of overlap between railway, highway and ship transportation and air transportation in certain markets. Certain routes of the Group may experience higher competitive pressure.

6. Risks Associated with the Fluctuation of Jet Fuel Prices, Exchange Rates, and Interest Rates

Jet fuel cost is one of the major expenses of the airlines. Significant fluctuations of international oil prices will significantly impact jet fuel costs and the revenue from fuel surcharge, and accordingly the Company's results.

The majority of the Company's liabilities are attributable to USD-denominated liabilities and RMB-denominated liabilities generated from introduction of aircraft, engines and aviation equipment, etc. Fluctuations in the exchange rate of USD against RMB will give rise to foreign exchange gains and losses. The adjustment in interest rates of USD and RMB will cause changes in the borrowing costs of the Company's loans that carry floating interest rates, as well as future financing costs, which in turn may affect the Company's finance expenses.

As at 31 December 2024, the impacts of changes in jet fuel prices, exchange rates, and interest rates on the Company are as follows:

Unit: RMB million

Sensitivity analysis on the changes in jet fuel prices, exchange rates, and interest rates

	Effect on total profit		Effect on other comprehensive income	
	Increase	Decrease	Increase	Decrease
Increase or decrease by 5% in average jet fuel prices	-2,275	2,275	–	–
Increase or decrease by 25 basis points in floating interest rates	-237	237	1	-1
Appreciation or depreciation by 1% of USD against RMB	-236	236	–	–

In terms of the risk associated with the fluctuation of jet fuel prices, the Group has optimised its transportation capacity deployment, strengthened marketing and increased passenger load factor and unit yield level, so as to respond to the pressure of rising jet fuel prices. The Group has also proactively analysed the trend of oil prices, and, as authorised by the Board, prudently conducted jet fuel hedging activities. Exposure to jet fuel price fluctuations may be partially offset for the airlines by the implementation of fuel surcharge mechanism in China's civil aviation industry.

In terms of the exchange rate fluctuation risk, the Group pays close attention to the exchange rate market and further optimises the mix of currency denomination of the debts by means of issuing super short-term debentures and corporate bonds and acquiring RMB borrowings, so as to reduce exchange rate volatility risks. Against the backdrop of the Group's promotion of international business, the Group will adopt various measures, such as local income and expenditure currency matching in the overseas market, to minimise the impact arising from exchange rate fluctuations.

In terms of the interest rate fluctuation risk, the Group will launch transactions in derivatives to further optimise the Group's proportion of floating-rate debts to the USD-denominated debts in the future. At the same time, the Group will seize the opportunity to issue super short-term debentures and corporate bonds to strive to minimise RMB financing costs.

7. Digital and Information Security Risk

The development of various businesses during the Group's operation is closely related to the information network system. If there is any design defect, operational failure in the information network system of the Group or inadequate training and education on compliance and lack of security awareness on the part of internal staff, or if the system experiences external network attacks, or if there is a failure in the information network system, the Group's business and operations may be affected, and customer data and information of the Group may be leaked. The occurrence of any of the foregoing may have an adverse impact on the operating results and brand image of the Group.

The Group has continuously promoted the construction of information and network security projects, iteratively modified rules and regulations such as the "Network Security Management Manual", established a sound information and network security-related technical protection and security management mechanism, and strengthened information network security management capabilities. The Group has appointed a "data protection officer" and established a customer data system based on identification information such as ID cards, so as to improve data and information security protection capabilities.

8. Development and Transformation Risk

During the process of expanding into new international markets, conducting external investments, mergers and acquisitions and restructuring existing businesses and assets, the Group may face risks associated with decision-making, management, law, regulation and interference of competitors, which may affect the results of the development strategies of the Group. There remain certain risks associated with the failure of achieving expected goals of transformation projects or business adjustments in the future.

The Group has made continuous improvements to the monitoring and management of the whole process of external investment, and will enhance the research of projects, strictly monitor various investment activities and refine its risk management mechanism through due diligence and asset valuation during its expansion into new international markets, commencement of external investments, mergers and acquisitions and restructuring existing businesses and assets.

9. Supply Chain Risk

Air transportation enterprises require essential facilities and equipment including aircraft, engines and aviation equipment, as well as systems that meet the qualifications for flight, maintenance and operation and core technologies for their normal operations. If there is any abnormality in the operation of the Group's suppliers for essential facilities and equipment and core technologies in the supply chain, or under special circumstances, the suppliers are unable to provide essential facilities and equipment and core technological services support required for the Group's operations normally, the Group's normal operations may be adversely affected.

The Group regularly assesses the contractual performance capacity of suppliers of essential facilities and equipment and core technological services that are closely related to its supply chain of business and operations. The Group has also continuously paid close attention to the changes in the market price and the policies and regulations for the introduction of essential facilities and equipment and core technological services, and proactively responds to the risks related to the suppliers of essential facilities and equipment and core technological services in respect of the supply chain.

10. Securities Market Fluctuations Risks

The share price of a listed company is dependent not only on the Company's current results and projection for future operations, but also on factors including laws and requirements of the place of listing, policy environment, macro-economics, flow of market capital and investor structure and sentiment, etc. The Company's share price may be subject to significant changes due to the aforementioned factors, which may directly or indirectly result in loss to the investors.

The Company has continuously enhanced its corporate governance standards, earnestly fulfilled its obligations of information disclosure, constantly improved its operational management capability and striven for outstanding operating results. In the meantime, the Company has strengthened the communication with capital markets and various investors, paid close attention to the Company's share price performance and media coverage, given timely response to the market and striven to avoid abnormal fluctuations in the Company's share price.

11. Risk Associated with the Changes in Environmental Policy

The increasing importance attached to environmental policies including carbon emissions and noise control globally and changes in consumption behavior caused by passengers' low carbon travel may impose restrictions on airline operations. In order to meet the changes in regulatory requirements of environmental policies, airlines may increase its investment in issues related to saving energy and reducing emissions and noise control, which in turn increases operating costs.

The Group adheres to the basic concept of sustainable development while strictly abiding by relevant policies and regulations on environmental protection. It implements refined management and control of aircraft fuel saving through the introduction of advanced fuel-saving and noise-reducing models, and promotes the use of ground facilities and equipment to replace auxiliary power units and the "diesel-to-electric" transformation plan of ground vehicles, while actively conducting works related to saving energy and reducing emissions as well as noise control through continuously promoting energy-saving and environmental protection technologies. The Group abides by international and domestic carbon emission regulatory requirements by participating in EU carbon emission trading mechanism and Shanghai local pilot carbon trading mechanism, with an aim to fulfill carbon emission obligations through market-oriented mechanisms, and explore ways to improve carbon emission management capabilities. In addition, the Group continues to study the application of sustainable aviation fuel and explores the carbon emission reduction model of the aviation industry, with an aim to continuously improve the level of ecological environment governance and green and low-carbon development.

12. Other Force Majeure and Unforeseeable Risks

The aviation industry is highly sensitive to external factors. Apart from above-mentioned risks, natural disasters and the navigational or personnel restrictions imposed by countries may also affect market demand and the normal operation of airlines. Flight suspension, decrease in passenger volume and income, as well as increase in safety and insurance costs may adversely affect the business and operations of the Group.

The Group has strengthened risk management and control and actively responded to unexpected risks to minimise the relevant losses and protect the interests of the shareholders of the Company.

COMPLIANCE WITH THE RELEVANT LAWS AND REGULATIONS WHICH MAY HAVE A SIGNIFICANT IMPACT ON THE GROUP

As at 31 December 2024, the Board was not aware of any significant matters which may cause impact on the Group or any non-compliance with the laws and regulations which may have a significant impact on the Group.

OUTLOOK FOR 2025

The Group would like to bring to the attention of readers of this announcement that this announcement contains certain forward-looking statements, including forward-looking statements of international and domestic economies and the aviation market, and descriptions of the Group's future operating plans for 2025 and beyond. Such forward-looking statements are subject to many uncertainties and risks. The actual events that occur may be different from forward-looking statements of the Group which, therefore, do not constitute any commitment by the Group to future operating results.

Looking ahead to the aviation industry in 2025, demand for passenger travel will continue to grow globally, with IATA projecting that global aviation passenger numbers are expected to reach 5.2 billion in 2025, an increase of 6.7 per cent year-on-year, and air cargo volumes to reach 72.5 million tons, an increase of 5.8 per cent year-on-year. Total global aviation revenue will reach US\$1 trillion, up 4.4 per cent year-on-year. However, the aviation industry still faces challenges such as geopolitical uncertainty in 2025.

The long-term positive supporting conditions and basic trends of China's economy have not changed, forming a strong support for the aviation market. The high level of opening up is expected to promote the continued prosperity of the international air passenger and cargo market. The integration and joint development with cultural tourism and other related industries will bring new opportunities for the development of civil aviation. The CAAC's policy of supporting large airlines to grow bigger and stronger in their main bases and other important industry policies will also bring benefits to the high-quality development of the aviation transport industry. At the same time, the industry still faces many challenges and pressures. The fierce competition in the domestic market and the diversion to high-speed rail will continue to affect the market operation of airlines. Affected by geopolitics and trade protection policies, international route operations face new uncertainties.

In 2025, the Group will focus on the theme of high-quality development, remain the strategic goal of "building a world-class and happy CEA", and accelerate the promotion of high-quality development in the areas of safety, operation, service, reform and management.

Focusing on improving safe operation level

We have always taken safety as our top priority, further strengthened the construction of the four major systems of safety management, production and operation, flight training, and aircraft maintenance, and taken practical actions to ensure “Two Absolute Safeties”. We will continue to improve the production safety accountability system for all staff, improve the safety responsibility list, launch the “Manual Construction Year” special action, tighten the safety responsibilities at all levels, deepen the construction of safety culture, systematically sort out, comprehensively summarize and accurately refine the safety culture of the Group in the new era, and lead the Group to enhance the level of safety management through the construction of safety culture.

Focusing on improving market management capabilities

We continuously strengthen the construction of core hubs, enhance the transit and traffic diversion capacity of the hubs, and consolidate the leading transit advantage of Pudong Airport; seize market opportunities to enhance the market competitiveness of flight pre-sales, proximity sales, transit business, two-class services, team customers, etc.; enhance the overall level of sales by upgrading the capacity of direct sales, expanding new distribution channels, revamping the overseas official website, and optimizing the marketing of frequent-flyer memberships; expand the multimodal transportation products of Air-rail, Air-bus, Air-track and Air-water, and develop the integrated products of “Air+Cultural tourism” to expand revenue sources. We will establish the concept that all costs are controllable, strictly manage the budget, deepen the integration of industry and finance, and break down and solidify the responsibility of cost control at each level.

Focusing on deepening service brand building

Adhering to the guideline of “serving from the heart, creating value with services, and polishing the brand with services”, we continue to promote the implementation of the “Four Fines” service, and improve the comprehensive service capabilities in air, ground and online, so as to better meet the people’s needs for better air travel; speed up the construction of service management and control platform, improve the service management coordination mechanism, improve the on-time rate of flights and the efficiency of transfer and connection; deepen the innovation and research of “China Eastern Airlines MU Series” products, highlight the characteristics of service brands such as “Lingyan”; rely on important events such as the North Bund Forum and the China International Import Expo to continuously enhance brand influence.

Focusing on improving the effectiveness of reform and innovation

We adhere to the strategic leadership, ensure the successful conclusion of the reform deepening and enhancement action, and solidly promote the Group to further deepen the reform of key tasks; systematically summarize the effectiveness of the “14th Five-Year Plan” reform and development, and prepare the “15th Five-Year Plan” with high quality; focus on the main responsibilities and main businesses, deepen the reform of industrial structure, and promote the implementation of the reform of the management and control model; strengthen the construction of process systems, promote the reform of the three systems with real efforts, accelerate the promotion of management innovation; and make every effort to promote digital transformation to ensure breakthrough progress and landmark results in more key areas and important scenarios.

Focusing on improving corporate governance effectiveness

We implement the latest requirements of the Company Law, advance the revision of the Articles of Association and the reform of the Supervisory Committee in an integrated manner; better grasp the responsibilities of the Board, and actively explore effective ways for the Board to exercise its supervisory function through the audit committee; establish and improve the market value management system and mechanism for listed companies, promote stock repurchases in a compliant and orderly manner, and continuously improve the quality and efficiency of information disclosure and investor communication; improve the compliance management work mechanism, and carry out special actions to improve compliance; focus on key areas such as large amounts of funds, major projects, and overseas business, and effectively prevent major risks.

FLEET PLAN

Introduction and Retirement Plan of Aircraft for 2025 to 2027

(Units)

Model	2025		2026		2027	
	Introduction	Retirement	Introduction	Retirement	Introduction	Retirement
C919	10	0	10	0	10	0
C909	11	0	0	0	0	0
Total number of COMAC aircraft	21	0	10	0	10	0
A350-900	0	0	0	0	0	0
A320 Series	28	20	46	17	21	14
Total number of Airbus aircraft	28	20	46	17	21	14
B787 Series	5	0	4	0	5	0
B737 Series	6	6	15	7	18	12
Total number of Boeing aircraft	11	6	19	7	23	12
Total number of aircraft	60	26	75	24	54	26

Notes:

1. According to confirmed orders, the Group plans to introduce 15 aircraft and retire 20 aircraft in 2028;
2. The Group will optimise and adjust its aircraft introduction and retirement plans in a timely manner in accordance with changes in the external environment, market conditions and the Group's capacity planning.

SHARES

1. As at 31 December 2024, the shareholding structure of the Company is set out as follows:

	Total number of shares	Approximate percentage in shareholding (%)
I A shares	17,114,518,793	76.78
1. Listed shares with trading moratorium	0	0
2. Listed shares without trading moratorium	17,114,518,793	76.78
II H shares	5,176,777,777	23.22
1. Listed shares with trading moratorium	0	0
2. Listed shares without trading moratorium	5,176,777,777	23.22
III Total number of shares	22,291,296,570	100.00

SIGNIFICANT EVENTS

1. Dividends

On 28 March 2025, the Board considered and approved the 2024 profit distribution proposal at the third regular meeting in 2025, and recommended the Company not to distribute profit for 2024.

The independent Directors of the Company are of the view that the 2024 profit distribution proposal of the Company is in line with the objective circumstances of the Company, and the deliberation procedures are lawful and effective, and are in compliance with the Company Law, the Securities Law, relevant laws and regulations of the CSRC, the Shanghai Stock Exchange and relevant provisions of the Company's Articles of Association, and that there is no prejudice to the interests of the investors, in particular, the interests of the small and medium-sized shareholders. The independent non-executive Directors of the Company agree to submit the 2024 profit distribution proposal to the 2024 annual general meeting of the Company for consideration.

The aforesaid profit distribution proposal is subject to consideration at the 2024 annual general meeting of the Company.

2. Purchase, Sale or Redemption of Securities

Pursuant to the resolution on granting the general mandate to the Board to repurchase H shares and A shares of the Company that was considered and approved by the Company at the 2024 first extraordinary general meeting, 2024 first H shareholders class meeting and 2024 first A shareholders class meeting convened on 8 November 2024, the Company repurchased a total of 5,000,000 A shares with a par value of RMB1.00 per share on the Shanghai Stock Exchange in December 2024 at a repurchase price ranging from RMB4.03 to RMB4.10 per A share for a total repurchase price of RMB20,350,000 (excluding transaction fees). All such shares will be cancelled in accordance with laws.

Save as disclosed above, in 2024, neither the Company nor its subsidiaries purchased, sold or redeemed any of its other listed securities (“**securities**”, having the meaning ascribed thereto under section 1 of Appendix D2 to the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the “**Listing Rules**”)).

3. Material Litigation

As at 31 December 2024, the Group was not involved in any material litigation, arbitration or claim.

4. Corporate Governance

The Board has reviewed the relevant provisions and corporate governance practices under the codes of corporate governance adopted by the Group, and is of the view that the Company has complied with the requirements under the code provisions of Part 2 of the Corporate Governance Code (the “**Code**”) in Appendix C1 to the Listing Rules for the year ended 31 December 2024.

In accordance with the latest regulations issued by the CSRC, the Shanghai Stock Exchange and The Stock Exchange of Hong Kong Limited (the “**Hong Kong Stock Exchange**”) and the needs of the Company’s business development, the Company has systematically reviewed the relevant rules and regulations regarding the Board and securities affairs of the Company, and revised the Articles of Association of the Company and the Working Rules of the Planning, Development and Digitalization Committee of the Board, etc., providing a strong institutional guarantee for the standardized operation as a listed company.

To further strengthen the awareness of compliance among the Directors, supervisors and senior management of the Company, and to enhance their understanding and application of the relevant rules, the Company has systematically reviewed the latest development of the relevant laws, rules and regulations promulgated by regulatory bodies including the CSRC, the Shanghai Stock Exchange and the Hong Kong Stock Exchange, regarding the regulatory rules for listed companies and the duties and responsibilities of directors, supervisors and senior management of a listed company by means of written materials, and arranged training and learning sessions.

During the year ended 31 December 2024, the Company has adopted the Model Code for Securities Transactions by Directors of Listed Issuers (the “**Model Code**”) as set out in Appendix C3 to the Listing Rules as the securities transactions code for the Directors and Supervisors of the Company. Having made specific enquiries to all Directors and Supervisors of the Company, it is the Company’s understanding that its Directors and Supervisors have complied with the requirements as set forth in the Model Code regarding directors’ and supervisors’ securities transactions.

5. Audit and Risk Management Committee

The Audit and Risk Management Committee, together with the management of the Company, has reviewed the accounting principles and methods adopted by the Company, and has discussed with the Board the internal controls and financial reporting issues, including a review of the consolidated results for the year ended 31 December 2024 prepared in accordance with IFRSs.

The Audit and Risk Management Committee has no disagreement on the accounting principles and methods adopted by the Company.

6. Changes in Personnel

Name	Position(s) held	Change	Reason for Change	Date of Change
Liu Tiexiang	Director	Election	Elected by general meeting	8 November 2024
	Vice Chairman	Election	Elected by the Board	8 November 2024
	President	Appointment	Appointed by the Board	22 October 2024
	Member and the chairman of the Aviation Safety and Environment Committee	Appointment	Appointed by the Board	8 November 2024
	Member and the chairman of the Planning, Development and Digitalization Committee	Appointment	Appointed by the Board	8 November 2024
Cheng Guowei	Director	Election	Elected by general meeting	12 February 2025
	Vice President	Cessation	Work adjustment	17 January 2025
Lu Xiongwen	Member of the Audit and Risk Management Committee	Appointment	Appointed by the Board	29 April 2024
	Member of the Nomination and Remuneration Committee	Appointment	Appointed by the Board	29 April 2024
	Member of the Planning, Development and Digitalization Committee	Cessation	Expiration of the term of office	29 April 2024
Luo Qun	Independent Director	Election	Elected by general meeting	29 April 2024
	Member of the Nomination and Remuneration Committee, the member of the Audit and Risk Management Committee	Appointment	Appointed by the Board	
	Member of the Aviation Safety and Environment Committee	Appointment	Appointed by the Board	8 November 2024
Fung Wing Yee Sabrina	Independent Director	Election	Elected by general meeting	29 April 2024
	Member of the Planning, Development and Digitalization Committee	Appointment	Appointed by the Board	
Zheng Hongfeng	Independent Director	Election	Elected by general meeting	29 April 2024
	Member of the Planning, Development and Digitalization Committee	Appointment	Appointed by the Board	

Name	Position(s) held	Change	Reason for Change	Date of Change
Guo Junxiu	Supervisor	Election	Elected by general meeting	29 April 2024
	Chairman of the Supervisory Committee	Election	Elected by the Supervisory Committee	29 April 2024
Shao Zumin	Supervisor	Election	Elected by general meeting	29 April 2024
Li Ye	Vice President	Appointment	Appointed by the Board	19 June 2024
He Xiaoqun	Vice President	Appointment	Appointed by the Board	17 January 2025
Li Ganbin	Board Secretary	Appointment	Appointed by the Board	31 December 2024
	Joint Company Secretary, and authorised representative required by the Listing Rules	Appointment	Appointed by the Board	7 January 2025
Ngai Wai Fung	Joint Company Secretary	Appointment	Appointed by the Board	7 January 2025
Li Yangmin	Vice Chairman, Director, President, the chairman and the member of the Aviation Safety and Environment Committee	Cessation	Adjustment of duties	22 October 2024
Tang Bing	Director, the chairman and member of the Planning, Development and Digitalization Committee	Cessation	Work redesignation	18 June 2024
Lin Wanli	Director	Cessation	Expiration of the term of office	29 April 2024
Dong Xuebo	Independent Director, the member of the Audit and Risk Management Committee, the member of the Planning, Development and Digitalization Committee	Cessation	Expiration of the term of office	29 April 2024
Cai Hongping	Independent Director, the member of the Audit and Risk Management Committee, the member of the Nomination and Remuneration Committee	Cessation	Expiration of the term of office	29 April 2024
Jiang Jiang	Employee Representative Director, the member of the Aviation Safety and Environment Committee	Cessation	Retirement	9 July 2024
Guo Lijun	Supervisor, Chairman of the Supervisory Committee	Cessation	Expiration of the term of office	29 April 2024
Fang Zhaoya	Supervisor	Cessation	Expiration of the term of office	29 April 2024
Feng Dehua	Vice President	Cessation	Expiration of the term of office	29 April 2024
Wang Jian	Board Secretary, Company Secretary, and authorised representative required by the Listing Rules	Cessation	Work redesignation	3 September 2024

7. Change of Particulars of Directors or Supervisors under Rule 13.51B(1) of the Listing Rules

Name	Name of other entities	Position(s) held	Date of appointment	Date of cessation
Liu Tiexiang	CEA Holding	Vice party secretary	September 2024	
		President	September 2024	
		Director	October 2024	
Cheng Guowei	CEA Holding	Vice party secretary	December 2024	
		Director	January 2025	
		Vice president	January 2020	December 2024
Sun Zheng	Eastern Airlines Technic Co., Ltd.	Chairman	September 2021	April 2024
	Advanced Micro-Fabrication Equipment (Shanghai) Inc. China	Independent director	January 2025	
	Bank of Shanghai Co., Ltd.	Independent director	August 2017	September 2024
Lu Xiongwen	Morgan Stanley Securities (China) Co., Ltd	Independent director	July 2018	July 2024
Luo Qun	China Aviation Supplies Holding Company	External director	June 2024	
Guo Junxiu	CEA Holding	General manager of the legal department	April 2009	August 2024
	CEA Development Co., Limited	Director	August 2014	July 2024
	China Eastern Import & Export Co., Ltd.	Director	April 2009	September 2024
Zhou Huaxin	CEA Holding	Head of the mass organization department	September 2020	August 2024
		Secretary of party committee of the comprehensive management department, vice president	August 2024	
	China Eastern Airlines Wuhan Limited	Chairman of the supervisory committee	December 2020	December 2024
Shao Zumin	CEA Holding	Employee representative supervisor	December 2020	March 2025
		General manager of audit department	May 2020	December 2024
		General manager of finance department	December 2024	
	Eastern Airline Logistics Co., Limited	Chairman of the supervisory committee	August 2024	
	CEA Development Co., Limited	Supervisor	May 2019	September 2024
	China Eastern Import & Export Co., Ltd.	Chairman of the supervisory committee	May 2019	November 2024

Name	Name of other entities	Position(s) held	Date of appointment	Date of cessation
Zhou Qimin	Sichuan Airlines Co., Ltd.	Vice chairman	September 2020	August 2024
	Eastern Air Group Finance Co., Ltd.	Chairman	November 2020	July 2024
	China National Aviation Corporation (Hong Kong) Limited	Vice chairman	December 2020	March 2025
Wan Qingchao	China Logistics Group Co., Ltd.	Director	September 2024	March 2025
	Juneyao Airlines Co., Ltd	Director	June 2024	
	China Logistics Group Co., Ltd.	Director	March 2025	
Li Ye	CEA Holding	Party member	April 2024	
	CEA Holding	Vice president	May 2024	
He Xiaoqun	CEA Holding	Party member	December 2024	
	CEA Holding	Vice president	December 2024	
Li Ganbin	CEA Holding	Board secretary	January 2025	
Li Yangmin	CEA Holding	Party member	May 2011	September 2024
		Vice party secretary	August 2016	September 2024
		President	February 2019	September 2024
		Director	February 2019	October 2024
Tang Bing	CEA Holding	Party member	May 2011	April 2024
		Vice party secretary	February 2019	April 2024
		Director	February 2019	May 2024
Lin Wanli	CEA Holding	External director	December 2020	March 2024
	China Nonferrous Metal Mining (Group) Co., Ltd	External director	July 2024	January 2025
	China Energy Conservation and Environmental Protection Group Co., Ltd.	External director	January 2025	
Cai Hongping	China Southern Airlines Company Limited	Independent director	December 2022	July 2024
	China Taiping Insurance Holdings Company Limited	Independent non-executive director	December 2024	
Jiang Jiang	CEA Holding	Chairman of the labour union	November 2020	June 2024
		Employee representative director	December 2020	June 2024
	Eastern Airline Logistics Co., Limited	Chairman of the supervisory committee	September 2021	July 2024
Guo Lijun	China United Airlines Co., Ltd.	Chairman	January 2022	June 2024
	CES International Financial Leasing Corporation Limited	Chairman	April 2021	January 2024
	Eastern Airline Logistics Co., Limited	Acting as president	July 2023	April 2024

Name	Name of other entities	Position(s) held	Date of appointment	Date of cessation
Fang Zhaoya	CEA Holding	Head of the strategic development department	April 2019	February 2024
	CES Finance Holding Co., Limited	Director	May 2019	June 2024
	China Eastern Import & Export Co., Ltd.	Director	June 2019	September 2024
	China Eastern Air Catering Investment Co., Ltd.	Director	July 2019	June 2024
	Shanghai Eastern Airlines Investment Co., Ltd.	Director	July 2019	May 2024
	China Eastern Airlines Application Development Center Co., Ltd.	Director	December 2020	June 2024
	Eastern Air Logistics Co., Ltd.	Director	September 2021	September 2024
	Eastern Airlines Technic Co., Ltd.	Chairman	April 2024	
	Shanghai Technologies Aerospace Co., Ltd.	Director	October 2024	
Feng Dehua	CEA Holding	Vice president, Party member	December 2019	April 2024
	China Logistics Group Co., Ltd.	Director	December 2021	September 2024
	Juneyao Airlines Co., Ltd	Director	August 2023	July 2024
Wang Jian	Eastern Airline Logistics Co., Limited	Director	June 2017	September 2024
	Eastern Airlines Industry Investment Co., Ltd.	Chairman	February 2019	January 2024
	Eastern Airlines Industry Investment (Hong Kong) Company Limited	Chairman	April 2019	March 2024

8. 2024 Annual General Meeting

The notice convening the 2024 annual general meeting of the Company, containing details of the date, time and location of the 2024 annual general meeting as well as the period and procedures of the closure of register of members, will be published and dispatched to shareholders of the Company in due course.

9. Miscellaneous

- (1) On 30 August 2024, the 4th regular meeting of the Board of the Company in 2024 considered and approved the Resolution on Repurchase and Cancellation of the Shares of the Company. The Company repurchased the shares of the Company with its own funds of RMB500 million (inclusive) to RMB1 billion (exclusive) during 12 months after the consideration and approval of relevant resolution at the general meetings. In particular, the repurchase amount of the A shares is not less than RMB250 million (inclusive) and not more than RMB500 million (exclusive), and the repurchase amount of H shares is not less than RMB250 million (inclusive) and not more than RMB500 million (exclusive) (subject to translation into Hong Kong dollars based on the exchange rate). The repurchased A shares and H shares will be fully cancelled in accordance with laws upon the completion of the repurchase. On 8 November 2024, the Company convened the 2024 first extraordinary general meeting, the 2024 first A shareholders class meeting and the 2024 first H shareholders class meeting to consider and approve the relevant resolution. For details, please refer to the announcements of the Company published on the website of the Hong Kong Stock Exchange on 30 August 2024 and 8 November 2024, and the circular of the Company published on the website of the Hong Kong Stock Exchange on 27 September 2024.
- (2) CEA Holding, the controlling shareholder of the Company, and CES Finance Holding Co., Limited (“**CES Finance**”), a wholly-owned subsidiary of CEA Holding, intended, via CES Finance’s wholly-owned subsidiary CES Global Holdings (Hong Kong) Limited (“**CES Global**”), to increase the shareholdings of shares of the Company with their own funds within 12 months from the date of the first increase in shareholdings on 12 September 2023 in compliance with certain market conditions, with a proposed cumulative amount of increase in the shareholdings of the A shares and the H shares of not less than RMB500 million (inclusive) but not exceeding RMB1 billion (inclusive). As of 11 September 2024, the term of the plan of increase in shareholdings expired and completed its implementation. CEA Holding has cumulatively increased its shareholding in the A shares of the Company by 152,157,306 shares, representing 0.68% of total issued share capital of the Company. CES Global has cumulatively increased its shareholding in the H shares of the Company by 152,156,000 shares, representing 0.68% of total issued share capital of the Company. The amount of increase in shareholdings was approximately RMB978 million. For details, please refer to the announcements of the Company published on the website of the Hong Kong Stock Exchange on 12 September 2023 and 12 September 2024.

- (3) The estimated transaction caps for the continuing connected transactions, which were considered and approved by the Board and at the general meetings of the Company, and their actual amounts incurred up to 31 December 2024, are set out as follows:

Unit: million Currency: RMB

Approved category	Actual amount incurred up to 31 December 2024	2024 estimated transaction caps
Financial services – maximum balance of deposits per day	13,975	16,000
Financial services – maximum balance of comprehensive credit line per day <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	8,900	16,000
Financial services – total amounts of the service fees of other financial services <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	12	50
Catering-related services and on-board supplies support services – amount paid	3,161	4,400
Businesses related to catering support services – as a lessor – annual rent of properties leasing and the amount of onboard supplies – amount received	106	290
Businesses related to catering support services – as a lessee – annual rent of properties leasing – amount paid	8	8
Businesses related to catering support services – as a lessee – total value of right-of-use assets of properties leasing	33	155
Aviation ancillary services – amount paid	762	1,850
Aviation ancillary services – total value of right-of-use assets ¹	364	1,850
Import and export services – amount paid ⁵		900
Properties leasing and construction and management agency services – as a lessor – annual rent of properties leasing – amount received <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	5	8
Properties leasing and construction and management agency services – as a lessee – annual rent of properties leasing and fees for construction and management agency services – amount paid	184	360
Properties leasing and construction and management agency services – as a lessee – total value of right-of-use assets of properties leasing ²	119	525

Approved category	Actual amount incurred up to 31 December 2024	2024 estimated transaction caps
Advertising agency services – amount paid ⁶		85
Total amount for leasing of aircraft and engines – amount paid ³	6,634	USD3,200 million or equivalent RMB
Total value of right-of-use assets of leasing of aircraft and engines ⁴	6,681	USD2,600 million or equivalent RMB
Freight logistics business support services – amount received	583	720
Cargo terminal business support services – amount paid	577	860
Transportation service fees of exclusive operation service for passenger aircraft cargo business – amount received	5,331	8,600
Aviation Internet services – amount paid	74	90
Aviation information technology services – amount paid <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	773	950
AIR FRANCE-KLM aviation transportation cooperation and support services – amount paid <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	74	380
AIR FRANCE-KLM aviation transportation cooperation and support services – amount received <i>(pursuant to the Rules Governing the Listing of Stocks on the Shanghai Stock Exchange)</i>	63	180

Notes:

1. The total value of right-of-use assets for the involved vehicle equipment leasing at the end of the reporting period;
2. The total value of right-of-use assets for the involved property leasing under properties leasing and construction and management agency services at the end of the reporting period;
3. The total amount includes the total lease amount, interest and arrangement charge for the newly introduced finance lease aircraft, operating lease aircraft and engines;
4. The total value of right-of-use assets for the newly-introduced finance lease aircraft, operating lease aircraft and engines for the reporting period;
5. On 21 December 2023, CEA Technic, a wholly-owned subsidiary of the Company, acquired 55% equity interests of CEA Import & Export held by CEA Holding. CEA Import & Export was consolidated into the scope of financial statements of the Company and ceased to be a connected person of the Company and discontinues any continuing connected transactions regarding import and export services in the future.
6. On 24 January 2024, Eastern E-Commerce, a wholly-owned subsidiary of the Company, acquired 55% equity interests of China Eastern Media held by CEA Holding. China Eastern Media was consolidated into the scope of financial statements of the Company, and ceased to be a connected person of the Company and discontinues any continuing connected transactions regarding the advertising agency services in the future. As of the acquisition date, the transaction amount of the advertising agency services between the Company and China Eastern Media was nil.

10. Publication of 2024 Annual Results Announcement

The 2024 Annual Results Announcement of the Company is published on the website of the Hong Kong Stock Exchange (<http://www.hkexnews.hk>) and the Company's website (<http://www.ceair.com>).

By order of the Board
CHINA EASTERN AIRLINES CORPORATION LIMITED
Li Ganbin
Joint Company Secretary
Shanghai, the People's Republic of China
28 March 2025

As at the date of this announcement, the directors of the Company include Wang Zhiqing (Chairman), Liu Tiexiang (Vice Chairman, President), Cheng Guowei (Director), Sun Zheng (Independent non-executive Director), Lu Xiongwen (Independent non-executive Director), Luo Qun (Independent non-executive Director), Fung Wing Yee Sabrina (Independent non-executive Director) and Zheng Hongfeng (Independent non-executive Director).