

# Operating Data

Major Items	Year ended 2001	Year ended 2000	Year ended 1999	Year ended 1998	Year ended 1997
	After adjustments*				
<b>Capacity</b>					
ATK (available tonne-kilometres) (millions)	<b>4,188.20</b>	3,646.30	3,352.52	3,019.38	2,493.50
ASK (available seat-kilometres) (millions)	<b>25,813.50</b>	22,596.20	22,479.39	20,531.80	17,047.49
ACTK (available cargo tonne-kilometres) (millions)	<b>1,865.00</b>	1,612.60	1,329.37	1,171.52	959.23
<b>Traffic</b>					
Total tonne-kilometres (millions)	<b>2,373.20</b>	2,165.30	1,873.91	1,575.11	1,386.50
Passenger tonne-kilometres (millions)	<b>1,423.40</b>	1,261.00	1,184.60	1,075.43	978.79
Cargo tonne-kilometres (millions)	<b>949.8</b>	904.3	689.29	499.67	407.70
Passenger-kilometres (millions)	<b>15,911.40</b>	14,101.60	13,257.41	12,022.52	10,933.57
Kilometres flown (millions)	<b>147.2</b>	121.2	116.41	108.03	89.93
Hours flown (thousands)	<b>220.4</b>	180.83	174.3	166.26	140.40
Number of passengers carried (thousands)	<b>10,371.40</b>	9,113.31	8,745.31	8,559.82	7,842.40
Weight of cargo carried (kg) (millions)	<b>302</b>	286.41	248.49	181.4	150.44
<b>Load factor</b>					
Overall load factor (%)	<b>56.66</b>	59.38	55.9	52.17	55.6
Passenger load factor (%)	<b>61.6</b>	62.43	58.98	58.56	64.14
Break-even load factor (based on ATK) (%)	<b>54.7</b>	57.7	52.4	57.17	51.35
<b>Yield and costs</b>					
Passenger yield (passenger revenues/passenger kilometres)	<b>0.6</b>	0.61	0.61	0.54	0.63
Cargo yield (cargo revenues/cargo tonne-kilometres)	<b>2.2</b>	2.35	2.51	2.5	3.26
Average yield (passenger and cargo revenues/ tonne-kilometres)	<b>4.92</b>	4.97	5.21	4.95	5.92
Unit cost (operating expenses/ASK)	<b>0.44</b>	0.46	0.41	0.39	0.42
Unit cost (operating expenses/ATK)	<b>2.69</b>	2.87	2.73	2.64	2.86
	Before adjustment				
<b>Capacity</b>					
ATK (available tonne-kilometres) (millions)	<b>4,186.30</b>	3,644.50	3,351.40	2,821.40	2,349.40
ASK (available seat-kilometres) (millions)	<b>25,813.50</b>	22,596.20	22,479.40	18,550.30	15,650.10
ACTK (available cargo tonne-kilometres) (millions)	<b>1,865.00</b>	1,612.60	1,329.37	1,171.52	940.89
<b>Traffic</b>					
Total tonne-kilometres (millions)	<b>2,332.00</b>	2,136.60	1,846.30	1,448.30	1,290.30
Passenger tonne-kilometres (millions)	<b>1,382.20</b>	1,232.30	1,157.00	957.10	888.40
Cargo tonne-kilometres (millions)	<b>949.8</b>	904.3	689.3	491.2	401.9
Passenger-kilometres (millions)	<b>15,911.40</b>	14,101.60	13,257.30	10,891.00	10,051.30
Kilometres flown (millions)	<b>147.2</b>	121.2	116.4	92.4	78.2
Hours flown (thousands)	<b>220.4</b>	180.8	174.3	139.1	118.8
Number of passengers carried (thousands)	<b>10,263.50</b>	8,970.70	8,609.50	7,514.40	6,995.20
Weight of cargo carried (kg) (millions)	<b>283</b>	266.5	236	167.1	144.4
<b>Load factor</b>					
Overall load factor (%)	<b>55.71</b>	58.6	55.1	51.3	54.9
Passenger load factor (%)	<b>61.6</b>	62.4	59	58.7	64.2
Break-even load factor (based on ATK) (%)	<b>53.8</b>	56.8	51.6	52.7	47.6
<b>Yield and costs</b>					
Passenger yield (passenger revenues/passenger kilometres)	<b>0.6</b>	0.61	0.61	0.6	0.69
Cargo yield (cargo revenues/cargo tonne-kilometres)	<b>2.2</b>	2.35	2.51	2.54	3.31
Average yield (passenger and cargo revenues/ tonne-kilometres)	<b>5.01</b>	5.04	5.29	5.38	6.37
Unit cost (operating expenses/ASK)	<b>0.44</b>	0.46	0.41	0.43	0.46
Unit cost (operating expenses/ATK)	<b>2.69</b>	2.87	2.73	2.83	3.04

\* In accordance with Order No. 88 of the Civil Aviation Administration of China (“CAAC”), titled *Measures for the Administration of China’s Civil Aviation Statistics*, new statistical standards were implemented with effect from 1 January, 2001. The Group has adjusted the operating data for the corresponding period from 1997 to 2000 according to the new standards. The main differences between the two sets of standards are set forth below:

1. The standard passenger weight has been changed from 75 kg per person to 90 kg per person (luggage weight included). Luggage weight will not be separately calculated;
2. Number of scheduled flights has been changed to number of takeoffs;
3. Any passenger carried on flights which fly international routes will be counted as one domestic passenger and one international passenger; however, any passenger carried on an irregular flight will only be counted once; any cargo carried on flights which fly international routes will be counted as one domestic and one international cargo; however, cargo carried on an irregular flight will only be counted once.