



CATHAY PACIFIC

INTERIM REPORT 2022

Cathay Pacific Airways Limited

Stock Code: 00293



## Contents

- 2 Financial and Operational Highlights
- 3 Chairman's Statement
- 6 Review of Operations
- 18 Financial Review
- 21 Review Report
- 22 Condensed Financial Statements
- 42 Information Provided in Accordance  
with the Listing Rules
- 44 Disclaimer

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## Corporate Information

Cathay Pacific Airways Limited is incorporated in Hong Kong with limited liability.

## Investor relations

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## CATHAY PACIFIC AIRWAYS LIMITED

("Cathay Pacific"), with its subsidiaries Hong Kong Express Airways Limited ("HK Express") and AHK Air Hong Kong Limited ("Air Hong Kong"), had 228 aircraft at 30th June 2022, of which 69 were held at parking locations outside of Hong Kong. Immediately prior to the onset of COVID-19, our airlines directly connected Hong Kong to 119 destinations in 35 countries worldwide (255 and 54 respectively with codeshare agreements), including 26 destinations in the Chinese Mainland. The Cathay Pacific Group was the world's eighth-largest carrier of international passengers and the third-largest carrier of international air cargo prior to the COVID-19 pandemic, according to IATA's 2019 World Air Transport Statistics.

Cathay Pacific was founded in Hong Kong in 1946. The Group has been deeply committed to its home base for more than 75 years and remains so, making substantial investments to develop Hong Kong as one of the world's leading international aviation centres. There are 51 new passenger aircraft scheduled to join the fleet in the coming years.

Cathay Pacific itself had 188 passenger and cargo aircraft at 30th June 2022. The Group's other investments include its catering, laundry, ground-handling and cargo terminal companies, and its corporate headquarters at Hong Kong International Airport.

HK Express, a low-cost airline based in Hong Kong offering scheduled services within Asia, is a wholly owned subsidiary of Cathay Pacific and had 26 aircraft at 30th June 2022. Air Hong Kong, an express all-cargo carrier offering scheduled and charter services in Asia, is a wholly owned subsidiary of Cathay Pacific operating 14 aircraft at 30th June 2022.

Cathay Pacific owns 18.13% of Air China Limited ("Air China"), the national flag carrier and a leading provider of passenger, cargo and other airline-related services in the Chinese Mainland.

At 30th June 2022, Cathay Pacific and its subsidiaries employed more than 20,800 people worldwide, of whom around 17,000 are employed in Hong Kong. Shares of Cathay Pacific are listed on the Stock Exchange of Hong Kong Limited, as are the shares of its substantial shareholders Swire Pacific Limited ("Swire Pacific") and Air China.

Cathay Pacific is a founding member of the **oneworld** global alliance, whose combined network serves more than 1,000 destinations worldwide.

# FINANCIAL AND OPERATIONAL HIGHLIGHTS

## Group Financial Statistics

		2022	2021	Change
		Six months ended 30th June		
<b>Results</b>				
Revenue	HK\$ million	<b>18,551</b>	15,854	<b>+17.0%</b>
Loss attributable to the shareholders of Cathay Pacific	HK\$ million	<b>(4,999)</b>	(7,565)	<b>-33.9%</b>
Loss per ordinary share	HK cents	<b>(82.3)</b>	(122.1)	<b>-32.6%</b>
Dividend per ordinary share	HK\$	–	–	–
Loss margin	%	<b>(26.9)</b>	(47.7)	<b>+20.8%pt</b>
<b>Financial position</b>				
Funds attributable to the shareholders of Cathay Pacific	HK\$ million	<b>68,437</b>	72,244	<b>-5.3%</b>
Net borrowings <sup>(a)</sup>	HK\$ million	<b>65,928</b>	70,570	<b>-6.6%</b>
Available unrestricted liquidity	HK\$ million	<b>26,701</b>	30,250	<b>-11.7%</b>
Ordinary shareholders' funds per ordinary share <sup>(b)</sup>	HK\$	<b>7.4</b>	8.1	<b>-8.6%</b>
Net debt/equity ratio <sup>(a)</sup>	Times	<b>0.96</b>	0.98	<b>-0.02 times</b>

## Operating Statistics – Cathay Pacific

		2022	2021	Change
		Six months ended 30th June		
Available tonne kilometres ("ATK")	Million	<b>3,094</b>	4,454	<b>-30.5%</b>
Available seat kilometres ("ASK")	Million	<b>3,059</b>	4,167	<b>-26.6%</b>
Available cargo tonne kilometres ("AFTK")	Million	<b>2,801</b>	4,058	<b>-31.0%</b>
Revenue tonne kilometres ("RTK")	Million	<b>2,297</b>	3,377	<b>-32.0%</b>
Passenger revenue per ASK	HK cents	<b>67.6</b>	17.9	<b>+277.7%</b>
Revenue passenger kilometres ("RPK")	Million	<b>1,810</b>	788	<b>+129.7%</b>
Revenue passengers carried	'000	<b>335</b>	157	<b>+113.4%</b>
Passenger load factor	%	<b>59.2</b>	18.9	<b>+40.3%pt</b>
Passenger yield	HK cents	<b>114.3</b>	94.5	<b>+21.0%</b>
Cargo revenue per AFTK	HK\$	<b>4.34</b>	2.74	<b>+58.4%</b>
Cargo revenue tonne kilometres ("RFTK")	Million	<b>2,123</b>	3,301	<b>-35.7%</b>
Cargo carried	'000 tonnes	<b>526</b>	549	<b>-4.2%</b>
Cargo load factor	%	<b>75.8</b>	81.4	<b>-5.6%pt</b>
Cargo yield	HK\$	<b>5.72</b>	3.37	<b>+69.7%</b>
Cost per ATK (with fuel) <sup>(c)</sup>	HK\$	<b>5.88</b>	4.44	<b>+32.4%</b>
Fuel consumption per million RTK	Barrels	<b>1,772</b>	1,463	<b>+21.1%</b>
Fuel consumption per million ATK	Barrels	<b>1,316</b>	1,109	<b>+18.7%</b>
Cost per ATK (without fuel) <sup>(c)</sup>	HK\$	<b>5.19</b>	3.98	<b>+30.4%</b>
Underlying <sup>(d)</sup> cost per ATK (without fuel)	HK\$	<b>5.19</b>	3.79	<b>+36.9%</b>
ATK per HK\$'000 staff cost	Unit	<b>735</b>	919	<b>-20.0%</b>
ATK per employee	'000	<b>191</b>	249	<b>-23.3%</b>
Aircraft utilisation (including parked aircraft)	Hours per day	<b>2.2</b>	2.3	<b>-4.3%</b>
On-time performance	%	<b>82.9</b>	89.7	<b>-6.8%pt</b>
Average age of fleet	Years	<b>11.3</b>	10.6	<b>+0.7 year</b>

(a) Net borrowings and the net debt/equity ratio excluding leases without asset transfer components are HK\$50,908 million and 0.74 respectively. Further details can be found in note 12 to the financial statements.

(b) Ordinary shareholders' funds are arrived at after deducting preference share capital of HK\$19,500 million and unpaid cumulative dividends attributable to the preference shareholder of HK\$1,124 million and HK\$824 million as at 30th June 2022 and 31st December 2021 respectively.

(c) Cost per ATK represents total operating costs, including impairment and restructuring costs, over ATK for the period.

(d) Underlying costs exclude impairment and related charges, and restructuring costs.

# CHAIRMAN'S STATEMENT

The Cathay Pacific Group had an extremely difficult start to 2022. For more than two years, COVID-19 has had an unprecedented impact on global aviation with the situation often fluctuating between periods of relative improvement and significant setbacks as new variants of the virus have emerged. The first half of 2022 bore similarities to the first half of 2021. The spread of a new COVID-19 variant, Omicron, led to increasingly stringent travel and operational restrictions, most notably in Hong Kong and the Chinese Mainland, which severely constrained our ability to operate flights and greatly affected the demand for travel.

Early in January, Hong Kong saw the introduction of a number of measures intended to combat the virus, including a ban on flights to Hong Kong from nine countries, among them key markets such as the UK and the US, and a ban on transit and transfer services via Hong Kong International Airport. Quarantine rules for Hong Kong-based aircrew as well as the route-specific flight-suspension mechanism were also further tightened.

These restrictions resulted in a particularly unfavourable first few months of 2022 and we significantly reduced our passenger and cargo flight capacities. As our home city endured an especially difficult phase of the pandemic, we supported the safe movement of people and essential goods between Hong Kong and the rest of the world and preserved the fundamental integrity of our passenger and cargo networks.

The challenges posed by COVID-19, and the restrictions in place to combat it, placed a considerable burden on many of our employees, most notably our aircrew, thousands of whom spent countless nights in quarantine hotels. I wish to extend our sincere appreciation to all our people for the selfless endeavour and extraordinary professionalism they displayed throughout this very difficult time.

The progressive adjustments to these restrictions from 1st May were positive developments. Adjustments to the testing and quarantine requirements for Hong Kong-based aircrew enabled us to progressively resume flights to more destinations in May and June. This included the resumption of daily London passenger flights, and a full freighter schedule.

The loss attributable to the Cathay Pacific Group, which includes Cathay Pacific, its subsidiaries and its associates, was HK\$4,999 million in the first half of 2022 (2021 first half: loss of HK\$7,565 million). Cathay Pacific's loss after tax was HK\$1,501 million in the first half of 2022 (2021 first half: loss of HK\$5,031 million). The share of losses from subsidiaries was HK\$1,015 million (2021 first half: loss of HK\$1,224 million), and the share of losses from associates was HK\$2,483 million (2021 first half: loss of HK\$1,310 million).

## Business performance of Cathay Pacific

Ongoing COVID-19-related travel restrictions and quarantine requirements severely constrained our passenger operations. Passenger flight capacity decreased by 26.6%. Notwithstanding this, passenger revenue increased by 177.6% to HK\$2,068 million in the first half of 2022 compared with the first half of 2021. Revenue passenger kilometres (RPK) increased by 129.7%. We carried 335 thousand passengers in the first half of the year, an average of 1,853 passengers per day, which was 113.4%

more than in the same period last year. The load factor was 59.2%, compared with 18.9% in the first half of 2021.

Our cargo performance was similarly affected by restrictions and quarantine requirements for Hong Kong-based aircrew. Available cargo tonne kilometres (AFTK) decreased by 31.0%. Total tonnage decreased by 4.2% to 526 thousand tonnes. Cargo revenue was HK\$12,148 million, an increase of 9.3% compared to the first half of 2021. Load factor was high at 75.8% (2021 first half: 81.4%), and yield increased 69.7% to HK\$5.72.



## CHAIRMAN'S STATEMENT

As has remained the case throughout the pandemic, we are focused on prudent cost management. Non-fuel costs decreased by 4.9% to HK\$16,056 million compared with the first half of 2021. Total fuel costs for Cathay Pacific (before the effect of fuel hedging) in the first half of 2022 increased by HK\$1,458 million (or 54.8%) compared with the first half of 2021.

### Business performance of subsidiaries and associates

HK Express reported a loss of HK\$824 million for the first half of 2022 (2021 first half: loss of HK\$976 million). The quarantine requirements for Hong Kong-based aircrew and stringent travel restrictions adversely affected the airline's results.

Air Hong Kong reported a profit of HK\$383 million for the first half of 2022 (2021 first half: HK\$374 million). Quarantine requirements for locally based aircrew affected its ability to mount further cargo flight capacity.

Our airline services subsidiaries' financial performance was generally better than in the first half of 2021, but nevertheless continued to reflect the substantial reduction in passenger numbers and cargo volumes.

Air China (accounted for three months in arrears) was adversely affected by COVID-19. Its results were worse than those included in the first half of 2021.

### Financial position

Our monthly operating cash performance was negatively impacted by the difficult start to the year. However, the Hong Kong SAR Government's adjustments in travel restrictions and quarantine requirements, which came into effect on 1st May, resulted in a better-than-expected monthly cash performance, such that we were operating cash generative towards the end of the first half of the year. As the pandemic situation remains uncertain, we continue to maintain our focus on prudent cash management and are targeting to be operating cash generative going forward.

As of 30th June 2022, our available unrestricted liquidity stood at HK\$26.7 billion. We are grateful to the Hong Kong SAR Government for agreeing to extend the drawdown period of the HK\$7.8 billion bridge loan facility for a further 12 months to 8th June 2023. This gives us greater flexibility to manage our liquidity position.

### Prospects

Looking ahead, the most recent adjustments to quarantine arrangements for arriving passengers are expected to improve travel sentiment. We are targeting to progressively increase passenger flight capacity up to a quarter and cargo flight capacity to 65% of the pre-pandemic level by the end of 2022. This gives us confidence that our airlines and subsidiaries will see a stronger second-half than first-half performance. However, the results from associates (the majority of which are reported three months in arrears) will remain very challenging.

As the home carrier of Hong Kong, we are entirely focused on resuming connectivity between Hong Kong and the world. While we are fully committed to supporting our home city, our ability to operate more flight capacity continues to be severely constrained by a bottleneck on crewing resources under the existing quarantine requirements. We will only be able to operate more flight capacity when the existing stringent travel restrictions and quarantine requirements applicable to Hong Kong-based aircrew are lifted.

The National 14th Five-Year Plan sets out the role that Hong Kong will play in the overall development of the country and reinforces the importance of strengthening Hong Kong as a leading international aviation hub. The recent commencement of flight operations on the Third Runway at Hong Kong International Airport gives us confidence, and we are determined to play our part in the revival of a thriving Hong Kong aviation hub, critical to Hong Kong's continued economic success.

On the expectation that borders will reopen, our teams have been actively preparing to meet the rising global demand for travel. In this context, we are bringing aircraft parked overseas back to Hong Kong and have already commenced a comprehensive recruitment plan with the aim of hiring more than 4,000 front-line employees to meet the airline's operational needs over the next 18-24 months.

Finally, I would like to thank all our employees for their dedication and professionalism as they work tirelessly to keep the airline operating under incredibly challenging conditions. They remain the backbone of our organisation, and the heart of the industry-leading service that Cathay Pacific is known for.

**Patrick Healy**

*Chairman*

Hong Kong, 10th August 2022

## REVIEW OF OPERATIONS

The Cathay Pacific Group had an extremely difficult start to 2022. The spread of a new COVID-19 variant, Omicron, led to increasingly stringent travel and operational restrictions, most notably in Hong Kong and the Chinese Mainland, which severely constrained our ability to operate flights and greatly affected the demand for travel.

Early in January, Hong Kong saw the introduction of a number of measures intended to combat the virus, including a ban on flights to Hong Kong from nine countries, among them key markets such as the UK and the US, and a ban on transit and transfer services via Hong Kong International Airport. Quarantine rules for Hong Kong-based aircrew as well as the route-specific flight-suspension mechanism were also further tightened.

These restrictions resulted in a particularly unfavourable first few months of 2022 and we significantly reduced our passenger and cargo flight capacities. As our home city endured an especially difficult phase of the pandemic, we supported the safe movement of people and essential goods between Hong Kong and the rest of the world and preserved the fundamental integrity of our passenger and cargo networks.

As the COVID-19 situation in Hong Kong improved, many of these restrictions were progressively lifted. Importantly, adjustments to the testing and quarantine requirements for Hong Kong-based aircrew from 1st May enabled us to progressively resume flights to more destinations in May and June.

### Cathay Pacific Passenger Services

Ongoing COVID-19-related travel restrictions and quarantine requirements severely constrained our passenger revenue. Passenger flight capacity decreased by 26.6%. However, revenue increased by 177.6% to HK\$2,068 million in the first half of 2022, compared with HK\$745 million in the same period in 2021. Revenue passenger kilometres ("RPK") increased by 129.7%. We carried 335 thousand passengers in the first half of the year, an average of 1,853 passengers per day – 113.4% greater than in the same period in 2021. Load factor was 59.2% compared with 18.9% in the first half of 2021.

Early in the year, the Hong Kong SAR Government banned flights from nine "high-risk" places, including some of our key markets such as the UK and the US, and the Airport Authority Hong Kong banned transit and transfer services via Hong Kong International Airport for passengers from 153 "high-risk" places. The further tightening of quarantine rules for Hong Kong-based aircrew significantly affected our ability to operate flights. As a result, we substantially reduced our passenger flight capacity, measured in available seat kilometres (ASK), to about 2% of pre-COVID-19 levels in January. As the COVID-19 situation in Hong Kong improved, many of these restrictions were progressively lifted, and this enabled us to begin to reactivate additional passenger flights and destinations. Overall, passenger flight capacity in the first half of 2022 was only 4% of pre-pandemic 2019 levels.

Available seat kilometres ("ASK"), load factor and yield change by region for Cathay Pacific passenger services for the first half of 2022 were as follows:

	ASK (million)			Load factor (%)			Yield
	2022	2021	Change	2022	2021	Change	Change
Americas	936	1,712	-45.3%	72.7	21.0	+51.7%pt	+21.7%
Europe	774	563	+37.5%	76.6	31.9	+44.7%pt	+39.4%
North Asia	594	488	+21.7%	27.7	17.7	+10.0%pt	+37.9%
Southwest Pacific	480	935	-48.7%	50.9	7.3	+43.6%pt	-11.8%
Southeast Asia	207	449	-53.9%	49.4	20.5	+28.9%pt	+33.6%
South Asia, Middle East and Africa	68	20	+240.0%	38.8	15.1	+23.7%pt	+23.2%
Overall	3,059	4,167	-26.6%	59.2	18.9	+40.3%pt	+21.0%



## Innovation

- We expanded our innovative tool Fly Ready, which we launched last year, to cover all Cathay Pacific routes to Hong Kong. With Fly Ready, customers flying to Hong Kong can upload their COVID-19 test results and other important health documents for verification before they arrive at the airport, providing them with greater assurance and peace of mind ahead of their trip, making check-in simpler and more seamless. We have supplemented this by also launching initiatives providing guidance to customers on COVID-19 travel requirements in their origin and destination, as well as testing recommendations.

## Home market – Hong Kong and Greater Bay Area

- The Hong Kong SAR Government banned flights from nine “high-risk” places from January and February until 1st April under the place-specific suspension mechanism, due to the COVID-19 situation in those countries.
- Airport Authority Hong Kong banned transit and transfer services via Hong Kong International Airport for passengers from 153 “high-risk” countries from 16th January to 1st April. We launched additional frequencies after the ban was lifted, providing more and better connections for our transit passengers.
- The mandatory quarantine period for Hong Kong arrivals from “high-risk” places was reduced from 21 days to 14 days on 5th February, and was further reduced to seven days on 1st April for fully vaccinated Hong Kong residents.
- We reopened The Pier, Business, our largest lounge at Hong Kong International Airport, in April for eligible passengers transiting through Hong Kong, and those starting their journey from Hong Kong and travelling to any destination other than the Chinese Mainland.

- The Hong Kong SAR Government’s route-specific flight-suspension mechanism, which temporarily bans airlines from operating flights from a specific destination if several passengers test positive for COVID-19, was adjusted from 14 days to seven days on 1st April. This was further adjusted from seven days to five days on 1st May, and the number of positive cases required to trigger the mechanism was increased from three passengers to five passengers. As of 1st June, in situations where three or more passengers on a particular flight route test positive and at least one or more fails to show all the required documentation, airlines will receive a warning and a HK\$20,000 fine for the first instance within a 10-day period, and a five-day ban if a flight on the same route triggers the mechanism again within 10 days. The route-specific flight suspension mechanism was suspended from 7th July until further notice.
- The Hong Kong SAR Government lifted its ban on non-Hong Kong resident arrivals from overseas places on 1st May.
- The testing and quarantine arrangements for aircrew arriving in Hong Kong were revised effective 1st May, with locally based passenger aircrew required to self-isolate in a hotel for three days and cargo aircrew no longer required to self-isolate upon their return to Hong Kong. All aircrew are subject to a stringent closed-loop arrangement when they layover in outports.

## Americas

- Flights to Hong Kong from Canada and the United States were banned from 8th January to 1st April under the Hong Kong Government’s place-specific flight suspension mechanism.
- In June, we increased passenger flights serving Canada and the US.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in the Americas: Los Angeles, New York, San Francisco, Toronto and Vancouver.

### Europe

- Flights to Hong Kong from France and the UK were banned from 8th January to 1st April under the Hong Kong Government's place-specific flight suspension mechanism. We saw increased demand from residents returning home to Hong Kong from the UK in particular following the lifting of the ban.
- We reopened our Cathay Pacific Lounge at London Heathrow Airport in January 2022.
- In June, we began operating daily flights to and from London Heathrow, and increased passenger flights serving Amsterdam, Frankfurt, Manchester and Paris.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in Europe: Amsterdam, Frankfurt, London, Manchester and Paris.

### North Asia

- Flights from the Chinese Mainland to long-haul destinations such as Australia, the US and the UK via the Hong Kong hub accounted for a sizeable portion of passenger traffic in the first few months of the year, along with pre- and post-Chinese New Year traffic between Hong Kong and the Chinese Mainland.
- In March and April, with anti-pandemic measures on the Chinese Mainland tightened due to the worsening COVID-19 situation there, we reduced our passenger flight capacity to the Chinese Mainland, and Shanghai in particular.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in North Asia: Beijing, Chengdu, Chongqing, Hangzhou, Kaohsiung, Osaka, Shanghai, Taipei, Tokyo, Seoul (to and from Hong Kong); Fuzhou, Guangzhou, Nanjing, Qingdao, Wuhan, Xiamen, Zhengzhou (to Hong Kong only).

### Southwest Pacific

- Flights to Hong Kong from Australia were banned from 8th January to 1st April under the Hong Kong Government's place-specific flight suspension mechanism.
- We resumed passenger flights to New Zealand and increased passenger flights serving Australia in June.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in Southwest Pacific: Auckland, Brisbane, Melbourne, Perth and Sydney.

### Southeast Asia

- Flights to Hong Kong from the Philippines were banned from 8th January to 1st April under the Hong Kong Government's place-specific flight suspension mechanism.
- We increased the number of flights to Bangkok, Ho Chi Minh City, Jakarta and Manila in June.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in Southeast Asia: Bangkok, Cebu, Hanoi, Ho Chi Minh City, Jakarta, Kuala Lumpur, Manila, Phnom Penh and Singapore.

### South Asia, Middle East and Africa

- Flights to Hong Kong from India and Pakistan were banned from 8th January to 1st April, and flights to Hong Kong from Nepal were banned from 12th February to 1st April under the Hong Kong Government's place-specific flight suspension mechanism.
- In May, we resumed passenger flights to and from Delhi and Mumbai, and increased the frequency of these flights in June.
- As of 30th June 2022, Cathay Pacific was operating passenger flights to the following destinations in South Asia, Middle East and Africa: Delhi, Mumbai and Tel Aviv.

## Cathay – A Premium Travel Lifestyle Brand

Cathay is our new master brand, which represents much more than airline travel. It represents our evolution into a premium travel lifestyle brand, consisting of a host of complementary categories – flights, holidays, shopping, dining, wellness and payment. Cathay Pacific remains the brand of our airline and proudly so.

Our purpose is to move people forward in life by connecting them to meaningful people, places and experiences, and we have an ambition to be one of the world's greatest service brands. As such, in order to be of better service to our customers, we need to provide a seamless brand experience wherever they are in the world and whatever channel they are on.

- We expanded into the wellness space with the launch of Cathay's wellness journey, our new virtual health companion in the Cathay lifestyle app. Our wellness journey rewards Hong Kong-based Cathay members with miles every day when they complete daily wellness goals.
- We launched a strategic wellness and insurance collaboration with Cigna Hong Kong to offer the exclusive Cigna Cathay Premier Health Plan – the only insurance product where members can directly earn and use miles when purchasing through Cathay. We also now enable members to purchase two more Cigna products through the Cathay website, allowing them to earn and spend miles on their health protection purchases.
- We collaborated with Hong Kong label Native Union to create a collection of tech accessories such as wireless chargers, charging cables and stow organisers that are inspired by our home city and created with the Cathay customer in mind. The pilot collection – the first under our travel lifestyle Cathay brand and our first move into the tech space – is available on our online shopping platform, the Cathay shop.

## Loyalty and Reward Programmes

### Marco Polo Club

- The Marco Polo Club loyalty programme provides benefits and services to the frequent flyers of Cathay Pacific.
- Club points are earned by reference to airline, cabin fare class and distance travelled.
- Silver members (and above) have unlimited access to lounges when flying on Cathay Pacific. All members are entitled to priority boarding and check-in.

### Asia Miles

- Asia Miles is a leading travel and lifestyle rewards programme in Asia. It has more than 12 million members and over 800 partners worldwide, including 26 airlines, more than 150 hotel brands and over 1,400 dining partners and shops.
- There was a 14% decrease in redemptions by Asia Miles members on Cathay Pacific flights in the first half of 2022 compared with the same period last year, while redemptions for non-flight-related channels increased by 61%.
- Marco Polo Club members are also members of Asia Miles.

A refreshed customer relationship programme bringing together the best of Marco Polo Club and Asia Miles under a single membership will be launched in the second half of 2022.

## Cathay Pacific Cargo Services

Our cargo performance in the first half of 2022 was limited by capacity constraints resulting from quarantine requirements for Hong Kong-based aircrew, which were tightened on 29th December amid the spread of Omicron. Available cargo tonne kilometres (AFTK) decreased by 31.0% compared with the first half of 2021. Total tonnage decreased by 4.2% to 526 thousand tonnes. Revenue was HK\$12,148 million, an increase of 9.3% compared to the same period in 2021. Cargo yield increased by 69.7% to HK\$5.72 while load factor averaged 75.8% (2021 first half: 81.4%).

Following the introduction of tightened aircrew quarantine requirements, we substantially reduced our cargo flight capacity. This included cancelling all long-haul freighter and cargo-only passenger flights for the first week of 2022 while we reviewed our crew rostering arrangements. We continued to operate a reduced long-haul cargo schedule with limited long-haul freighter flights for much of the first half of the year, instead focusing on re-deploying freighter capacity on regional routes.

Following adjustments to the quarantine requirements for locally based aircrew on 1st May, we progressively increased our cargo flight capacity. Notably from June, we resumed operating a full freighter schedule. Our cargo capacity also benefited from the belly capacity provided by our increased passenger flights and regional cargo-only passenger services. While anti-pandemic measures have constrained cross-border trucking services between Hong Kong and other cities in the Greater Bay Area, the cargo community was able to adapt by using a greater number of sea-feeder services to help offset the impact of these constraints.

Available cargo tonne kilometres (“AFTK”), load factor and yield change for the first half of 2022 were as follows:

	AFTK (million)			Load factor (%)			Yield
	2022	2021	Change	2022	2021	Change	Change
Cathay Pacific	<b>2,801</b>	4,058	<b>-31.0%</b>	<b>75.8</b>	81.4	<b>-5.6%pt</b>	<b>+69.7%</b>

- Cathay Pacific Cargo launched its own fully featured chatbot to provide a quicker and more intuitive response to customers’ cargo queries. Customers in Hong Kong can access the chatbot, which is available to provide help and advice 24 hours a day, directly from the [cathaypacificcargo.com](http://cathaypacificcargo.com) website.
- We launched our new Priority service that provides cargo customers with a suite of different options for time-sensitive shipments across our various cargo solutions, including the new top tier, First (PR1), which guarantees the highest commitment on speed and priority. The Priority solution enables customers to choose the tier best suited to their needs, and can be easily accessed through our online booking portal, Click & Ship, which was launched last year.
- We developed solutions to ship seasonal fruits and vegetables from Australia and Northeast Asia to Hong Kong. Customers of the Cathay shop in Hong Kong are able to order various fresh produce, which is delivered directly to their door with the aid of our cargo services.
- The joint business agreement between Cathay Pacific and Lufthansa Cargo on routes between Hong Kong and Europe was expanded with the entry of Swiss WorldCargo into the arrangement. The three airlines are now working closely together on network planning, sales, IT and ground handling initially on traffic from Hong Kong to Zurich and Frankfurt, providing greater choice and more attractive offers for our cargo customers.

## Vaccine Shipments

- To date, our airlines have shipped more than 200 million COVID-19 vaccines around the world.
- We shipped more than 20 million Rapid Antigen Tests (RATs) to Hong Kong during the most critical period of the pandemic in February, as well as essential food and medical supplies to support the pandemic response.

## Awards

- Cathay Pacific was named Cargo Airline of the Year at the 2021 Incheon Airport Awards on 1st April 2022. The awards recognise carriers for their efforts to improve operations and services at Incheon International Airport.

## Fleet Development

- At 30th June 2022, Cathay Pacific had 188 aircraft (including 13 that are either pending to be reassigned from Cathay Dragon to Cathay Pacific and HK Express, or to be lease returned or retired on behalf of Cathay Dragon). HK Express had 26 aircraft and Air Hong Kong had 14 aircraft (a total of 228 aircraft).

- Given current conditions, 69 of our passenger aircraft are parked in locations outside of Hong Kong in keeping with prudent operational and asset-management considerations. On the expectation that borders will reopen we are bringing aircraft parked overseas back to Hong Kong.
- Cathay Pacific took delivery of two new aircraft in the first half of 2022. These aircraft were firm commitments made earlier that will help to modernise our fleets and improve efficiency.
- To date, six of our Boeing 777-300ER passenger aircraft have been partially converted into “freighters” by removing some of the seats in the cabins to provide additional cargo-carrying capacity.

## Fleet profile\*

Aircraft type	Number at 30th June 2022				Average age	Orders				Expiry of operating leases**					
	Owned	Leased**		Total		'22	'23	'24 and beyond	Total	'22	'23	'24	'25	'26	'27 and beyond
<b>Cathay Pacific:</b>															
A320-200	5			5	19.8										
A321-200	2		2	4	17.9					1	1				
A321-200neo		2	5	7	0.9	5	4		9						5
A330-300	38	9	4	51	15.7							2	2		
A350-900	19	7	2	28	4.6		2		2						2
A350-1000	10	5		15	3.1	3			3						
747-400ERF	6			6	13.5										
747-8F	3	11		14	9.4										
777-300	17			17	20.7										
777-300ER	28	2	11	41	9.7						2	3	2	4	
777-9								21	21						
<b>Total</b>	<b>128</b>	<b>36</b>	<b>24</b>	<b>188</b>	<b>11.3</b>	<b>8</b>	<b>6</b>	<b>21</b>	<b>35</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>7</b>
<b>HK Express:</b>															
A320-200			5	5	10.0						1	4			
A320-200neo			10	10	3.3										10
A321-200			11	11	4.7								1	2	8
A321-200neo						1	6	9	16						
<b>Total</b>			<b>26</b>	<b>26</b>	<b>5.2</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>16</b>		<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>18</b>
<b>Air Hong Kong***:</b>															
A300-600F			9	9	18.2						7	2			
A330-243F			2	2	10.5									2	
A330-300P2F			3	3	14.6									3	
<b>Total</b>			<b>14</b>	<b>14</b>	<b>16.3</b>						<b>7</b>	<b>2</b>		<b>5</b>	
<b>Grand total</b>	<b>128</b>	<b>36</b>	<b>64</b>	<b>228</b>	<b>10.9</b>	<b>9</b>	<b>12</b>	<b>30</b>	<b>51</b>	<b>1</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>13</b>	<b>25</b>

\* The table does not reflect aircraft movements after 30th June 2022.

\*\* Leases previously classified as operating leases are accounted for in a similar manner to finance leases under accounting standards. The majority of operating leases in the above table are within the scope of HKFRS 16.

\*\*\* The nine Airbus A300-600F, two Airbus A330-243F and three Airbus A330-300P2F freighters are considered to be operated by Air Hong Kong, even though the arrangement does not constitute a lease in accordance with HKFRS 16.

### Digital Leadership

Our vision is for Cathay Pacific to become one of the world's greatest service brands, by transforming into a digital leader famous for its strong digital culture and capabilities. These are considered a core competitive edge, alongside our traditional strengths on brand, customer experience and people.

To achieve this goal, we developed a comprehensive Digital Leadership Vision comprising three layers:

- IT Enablement – delivering agile, cost-efficient, scalable, secured and reliable solutions.
- Digital Enablement – pioneering and enabling consistent and scalable data analytics, technology and change-management capabilities.
- Business Transformation – applying our IT and Digital capabilities to deliver customer and business outcomes.

Critical to the success of our vision is for the entire organisation to exhibit a strong digital innovation culture. This includes understanding evolving digital trends, embracing digital data and technologies in major business innovation initiatives, adopting an agile approach of “experiment often and fail fast” in applicable business areas and “think big but start small”, and ensuring data integrity, quality and compliance.

The success of our Digital Leadership Vision will be characterised by our ability and maturity in advanced data analytics, innovative technologies, and transformational business changes. Through these, Cathay Pacific will improve customer service, productivity, employee performance and sustain future growth.

### Review of Subsidiaries and Associates

#### Hong Kong Express Airways Limited (“HK Express”)

- HK Express is Hong Kong's only low-cost carrier, focusing on serving leisure travel destinations.

- HK Express typically operates flights to 25 destinations including Bangkok, Da Nang, Fukuoka, Nagoya, Ningbo, Osaka, Phuket, Saipan, Seoul, Taichung and Tokyo.
- At 30th June 2022, HK Express had an all-Airbus narrow-body fleet of 26 aircraft, including five Airbus A320-200 aircraft, 11 Airbus A321-200 aircraft and 10 Airbus A320-200neo aircraft. The young fleet had an average age of 5.2 years.
- From 2022, HK Express will receive delivery of an order previously allocated to Cathay Dragon for 16 Airbus A321-200neo aircraft, which is the most fuel efficient of its type. Such a modern fleet enables HK Express to leverage new opportunities within the region and help strengthen Hong Kong's position as Asia's leading international aviation hub.
- At 30th June 2022, HK Express was operating flights to Singapore, Kaohsiung and Taipei.
- In the first half of 2022, flight capacity amounted to 69 million available seat kilometres, reflecting the airline's substantial capacity reductions in response to significantly reduced demand as well as travel restrictions and quarantine requirements in place in Hong Kong and other markets amid the global COVID-19 pandemic. The average flown load factor was 18.5%, an increase of 11.6 percentage points compared with the same period in 2021.
- HK Express recorded an after-tax loss of HK\$824 million in the first half of 2022, compared with a HK\$976 million loss in the first half of 2021.
- Ancillary revenue penetration as a percentage of total revenue was 27.8% in the first half of 2022. This included non-flight scheduled revenue, which arises from the sale of baggage, priority boarding, allocated seats and administration fees, all directly attributable to the low-fare business of HK Express.



	Six months ended 30th June		
	2022 HK\$M	2021 HK\$M	Change
<b>Revenue</b>			
Passenger services*	18	3	+500.0%
Cargo services	2	1	+100.0%
Other services and recoveries*	14	6	+133.3%
Total revenue	34	10	+240.0%
<b>Expenses</b>			
Staff	(185)	(201)	-8.0%
Inflight service and passenger expenses	(1)	(1)	-
Landing, parking and route expenses	(21)	(16)	+31.3%
Fuel	(10)	(3)	+233.3%
Aircraft maintenance	(102)	(125)	-18.4%
Aircraft depreciation and rentals	(355)	(440)	-19.3%
Other depreciation, amortisation and rentals	(13)	(14)	-7.1%
Others	(117)	(115)	+1.7%
<b>Operating expenses</b>	<b>(804)</b>	<b>(915)</b>	<b>-12.1%</b>
Net finance charges	(195)	(153)	+27.5%
<b>Total operating expenses</b>	<b>(999)</b>	<b>(1,068)</b>	<b>-6.5%</b>
<b>Loss before impairment and related charges and taxation</b>	<b>(965)</b>	<b>(1,058)</b>	<b>-8.8%</b>
Impairment and related charges	-	(40)	-100.0%
Taxation	141	122	+15.6%
<b>Loss after taxation</b>	<b>(824)</b>	<b>(976)</b>	<b>-15.6%</b>

\* A portion of ancillary revenue used to calculate ancillary penetration for HK Express is captured under "Passenger services revenue" in alignment with the Group's presentation of revenue in accordance with HKFRS 15.

		Six months ended 30th June		
		2022	2021	Change
<b>Operating Statistics – Hong Kong Express</b>				
Available seat kilometres ("ASK")	Million	69	26	+165.4%
Passenger revenue per ASK	HK cents	25.9	13.2	+96.2%
Revenue passenger kilometres ("RPK")	Million	13	2	+550.0%
Revenue passengers carried	'000	9	2	+350.0%
Passenger load factor	%	18.5	6.9	+11.6%pt
Passenger yield	HK cents	140.1	191.3	-26.8%
Cost per ASK (with fuel)	HK cents	1,163.9	3,663.6	-68.2%
Fuel consumption per million ASK	Barrels	125	145	-13.8%
Fuel consumption per million RPK	Barrels	676	2,100	-67.8%
Cost per ASK (without fuel)	HK cents	1,149.4	3,653.8	-68.5%
ASK per HK\$'000 staff cost	Unit	374	127	+194.5%
ASK per employee	'000	74	24	+208.3%
Aircraft utilisation	Hours per day	0.14	0.05	+180.0%
On-time performance	%	96.9	97.9	-1.0%pt
Average age of fleet	Years	5.2	5.1	+0.1 year

### **AHK Air Hong Kong Limited (“Air Hong Kong”)**

- Air Hong Kong principally operates express cargo services for DHL Express.
- At 30th June 2022, Air Hong Kong operated nine dry-leased Airbus A300-600F freighters, two dry-leased Airbus A330-243F freighters and three dry-leased Airbus A330-300P2F converted freighters.
- Air Hong Kong operates scheduled and charter flights to major cities in Asia, including Bangkok, Beijing, Cebu (via Manila), Chengdu, Ho Chi Minh City, Nagoya, Osaka, Penang, Seoul, Shanghai, Singapore, Taipei and Tokyo.
- In the first half of 2022, flight capacity (in terms of available cargo tonne kilometres) decreased by 9.9% to 428 million.
- On-time performance increased by 0.3 percentage points to 91.9% in the first half of 2022.
- Air Hong Kong recorded an increase in profit in the first half of 2022 compared with the same period in 2021.

### **Principal Airline Services Subsidiaries**

#### **Cathay Pacific Catering Services (H.K.) Limited (“CPCS”) and kitchens outside Hong Kong**

- CPCS, a wholly owned subsidiary, operates the principal flight kitchen in Hong Kong.
- CPCS provides flight-catering services to 58 international airlines in Hong Kong. It produced 689,000 airline meals and handled 6,241 flights in the first half of 2022, representing a daily average of 3,806 meals and 34 flights, an increase of 52% and 36%, respectively, from the same period in 2021.
- While responding to the gradual resumption in demand for flight-catering services, the Company has also continued to develop its non-aviation catering services, while minimising operating costs and capital expenditure.
- CPCS has been supporting the Hong Kong SAR Government’s pandemic response by providing meal services at various Community Isolation Facilities in Hong Kong.

- The financial results of CPCS in the first half of 2022 improved compared to the same period in 2021.
- The financial results of flight kitchens outside Hong Kong in the first half of 2022 improved compared with the same period in 2021.

### **Cathay Pacific Services Limited (“CPSL”)**

- CPSL, a wholly owned subsidiary, owns and operates the Group’s cargo terminal at Hong Kong International Airport. At 30th June 2022, CPSL provided cargo-handling services for the Cathay Pacific Group and 17 other airlines.
- CPSL handled 0.56 million tonnes of cargo in the first half of 2022, a decrease of 6% compared with the same period in 2021.
- The financial results in the first half of 2022 declined compared with the same period in 2021 and remained lower than pre-COVID-19 levels due to the reduced cargo capacity at Cathay Pacific caused by restrictions placed on locally based aircrew between January and May 2022.

### **Hong Kong Airport Services Limited (“HAS”)**

- HAS, a wholly owned subsidiary, provides ramp and passenger-handling services at Hong Kong International Airport. At 30th June 2022, it provided ground-handling services to 29 airlines, including Cathay Pacific.
- In the first half of 2022, HAS had 33% and 7% market shares in ramp- and passenger-handling businesses, respectively, at Hong Kong International Airport. The number of flights handled under both ramp- and passenger-handling businesses increased by 10.9% and 27.4% against the same period last year.
- The financial results for the first half of 2022 improved compared with the same period in 2021.
- In the first half of 2022, HAS continued to meet and exceed the Critical Key Performance Indicators set by the Airport Authority Hong Kong.

## Vogue Laundry Service Limited (“VLS”)

- VLS, a wholly owned subsidiary, provides a comprehensive range of professional services in laundry and dry cleaning of commercial linen, uniform and guest garments.
- It operates a commercial laundry plant in Yuen Long Industrial Park and runs eight valet shops in Hong Kong serving retail customers.
- VLS processed 12 million items of laundry in the first half of 2022 compared with 13 million items in the first half of 2021. The financial results of the first half of 2022 declined compared with the same period in 2021.

## Principal Associates

### Air China Limited (“Air China”)

- Air China, in which the Cathay Pacific Group had an 18.13% interest at 30th June 2022, is the national flag carrier and leading provider of passenger, cargo and other airline-related services in the Chinese Mainland. We are represented on the Board of Directors of Air China and equity account for our share of Air China’s results.
- Our share of Air China’s results is based on its financial statements drawn up three months in arrears. Consequently, our 2022 interim results include Air China’s results for the six months ended 31st March 2022.
- For the six months ended 31st March 2022, Air China’s financial results declined compared to those for the six months ended 31st March 2021.
- On 2nd August 2022, the Board of Air China approved the Non-public Issuance of A shares (the “Issuance”). The Issuance remains subject to certain conditions being satisfied. On the assumption that additional shares are issued, Cathay Pacific’s shareholdings in Air China could be diluted. This has no impact to the results of the Group for the six months ended 30th June 2022.

### Air China Cargo Co., Ltd. (“Air China Cargo”)

- Air China Cargo, in which the Cathay Pacific Group owns an equity and economic interest totalling 24%, is the leading provider of air cargo services in the Chinese Mainland. It has its headquarters in Beijing. Its main operating base is in Shanghai Pudong.
- Following the dilution of economic interest in Air China Cargo during the year ended 31st December 2021, our share of Air China Cargo’s results is based on its financial statements drawn up three months in arrears since September 2021. Our 2022 interim results include Air China Cargo’s results for the six months ended 31st March 2022. The Group’s interim results for the comparative period included Air China Cargo’s results for the six months ended 30th June 2021.

## Antitrust Proceedings

Cathay Pacific remains the subject of antitrust proceedings in various jurisdictions. The outcomes are subject to uncertainties. Cathay Pacific is not in a position to assess the full potential liabilities, but makes provisions based on relevant facts and circumstances in line with accounting policy 22 set out on page 129 of the 2021 Annual Report.

## Environment

- Reaffirming our commitment to achieving net-zero carbon emissions by 2050 as well as 10% Sustainable Aviation Fuel (SAF) for our total fuel use by 2030, we launched our Corporate Sustainable Aviation Fuel Programme in April. The programme is part of our ongoing commitment to combat climate change, and the first major programme of its kind in Asia. With financial support from eight launch customers in the pilot phase, we have helped to scale up the use of SAF in Hong Kong, supplying SAF for flights departing from our home base at Hong Kong International Airport for the first time in April this year.

## REVIEW OF OPERATIONS

- Cathay Pacific has concluded its first sustainability-linked aircraft financing in June this year for the delivery of a brand new Airbus A321neo aircraft. This arrangement supports the sustainable leadership ambitions of the Group. The terms of the financing are linked to the performance of certain sustainability targets related to the proportion of new-generation aircraft and SAF use in the coming years.
- Cathay Pacific participates in the International Civil Aviation Organization (ICAO) Working Group 4 task force that leads the aviation industry's work in developing proposals for a fair, equitable and effective global agreement on emissions. We also take part in the ICAO Fuel Task Group, which specialises in the adoption of sustainable fuel for aviation use.
- Cathay Pacific engages with regulators and groups (the IATA Sustainability and Environment Advisory Committee, the Sustainable Aviation Fuel Users Group, the Roundtable on Sustainable Biomaterials and the Association of Asia Pacific Airlines) involved in shaping aviation policy with respect to climate change. The aim is to increase awareness of climate change and to develop appropriate solutions for the aviation industry.
- In compliance with the European Union's Emissions Trading Scheme (EU ETS), our 2021 emissions data from intra-EU flights were reported on by an external auditor and submitted to the authority in March 2022. We also reported our 2021 emissions data under the United Kingdom Emissions Trading Scheme (UK ETS) for the first time. Cathay Pacific also surrendered its 2021 emissions offsetting obligation allowances under the two schemes in April 2022. In response to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), our 2021 Emissions Report was verified by an external auditor and submitted to the Hong Kong Civil Aviation Department in April 2022.
- We continued to operate our Fly Greener voluntary carbon-offset programme. Our two carbon-offset projects are certified under the Gold Standard to ensure that they are verifiable, credible and make a difference to

local communities and the environment. Since the Fly Greener programme was launched in 2007, over 300,000 tonnes of CO<sub>2</sub> has been offset.

- An energy audit was conducted as part of our efforts to meet our target of reducing ground emissions by 32% by 2030 and 55% by 2035 from the 2018 baseline.
- We continued to work towards our three-year target to reduce our single-use plastic footprint by half by the end of 2022.
- We partnered with the Hong Kong University of Science and Technology on the generation of inflight catering waste-reduction solutions.
- In March 2022, we participated in WWF's annual Earth Hour activity. We switched off all nonessential lighting in our buildings and on billboards outside Cathay City.

## Contribution to the Community

- Following the introduction of Rapid Antigen Tests (RATs) as part of the Hong Kong SAR Government's COVID-19 testing protocols, we operated freighters to deliver RATs from the Chinese Mainland to Hong Kong under harsh weather conditions in early 2022. We shipped more than 20 million RATs to Hong Kong during the most critical period of the pandemic in February.
- We have been working with local non-profit organisations Feeding Hong Kong and Food Angel, which provide surplus food to Hong Kong charities for distribution to people in need. The Company donated over 21,000kg of food and beverage items to the Hong Kong community in the first half of 2022.
- We have been helping different local non-profit organisations to package and distribute anti-epidemic goods and food parcels to underprivileged families. We also helped to build a cohesive community by promoting a healthy lifestyle with exercise and sustainable living, while offering face-to-face storytelling sessions for underprivileged children.

- We donated various necessities, including blankets and masks, to the most in-need groups in the community, including the elderly and the homeless, in almost all districts in Hong Kong via our charity network. We also donated refurbished smart devices for underprivileged children to assist their online learning during the suspension of in-person school lessons. In the first half of 2022, over 626,000 items had been donated.
- In early 2022, we also worked hand-in-hand with our long-term charity partner UNICEF, the world's leading humanitarian organisation for children, to arrange employee fundraising activities to support humanitarian relief efforts that are delivering aid to hundreds and thousands of children and families in Ukraine whose lives and futures have been affected by the conflict there.
- We supported the Hong Kong SAR Government's "Life Buddies Mentoring Scheme" by connecting our employee volunteers with secondary-school student mentees to promote youth upward mobility. Employee volunteers arranged various career-focused activities for students throughout the academic year.
- We relaunched our Cadet Pilot training programme in March in a new collaboration with the Hong Kong Polytechnic University (PolyU). Together with PolyU, we developed a new 55-60 week integrated pilot training course that sees candidates undergo their ground theory lectures under the auspices of PolyU in Hong Kong, before commencing flight training in either Adelaide, Australia or Phoenix, United States and then returning to Cathay City for multi-crew simulator training. Our original Cadet Pilot programme was suspended in March 2020 due to the emergence of COVID-19. We aim to welcome about 280 candidates in 2022, and to recruit and train more than 1,000 local cadet pilots by 2025.
- As of 30th April, all our aircrew are fully vaccinated. Since 1st June, it has been a requirement for all other Hong Kong-based employees to have received a third dose of COVID-19 vaccine in order to enter Cathay premises.
- As part of our efforts to rebuild our business, we are committed to continuing to build an inclusive and supportive work environment for all of our people, regardless of gender, gender identity, religion, race, nationality or ethnic origin, cultural background, social or economic group, sexual orientation, marital or family status, or physical or cognitive ability. We are very proud of our diverse workforce at Cathay Pacific and believe it is this diversity that makes us so unique in our ability to deliver great service to our customers.
- We are committed to increasing female representation at senior positions by 25% by 2025 from the 2021 baseline.
- We regularly review our human resources and remuneration policies in light of legislation, industry practice, market conditions, and the performance of individuals and the Group.

## Our People

- At 30th June 2022, the Cathay Pacific Group employed more than 20,800 people worldwide. Around 17,000 of these people are based in Hong Kong. Cathay Pacific itself employed around 16,200 permanent employees worldwide, with around 12,400 of these people based in Hong Kong.
- We continually review our people resource requirements for the 18-24 month period ahead and are planning for the anticipated recovery in Hong Kong and global aviation in this period. We will be hiring pilots, cabin crew, ground employees, engineers and other front-line teams to meet our operational needs. These include former Cathay Pacific Group pilots and cabin crew.

Full details of Cathay Pacific Group's performance and commitment in sustainable development, including the areas of environmental, social and governance is addressed in its 2021 Sustainable Development Report which was published on 24th May and is available on our website.

# FINANCIAL REVIEW

**The Cathay Pacific Group's attributable loss was HK\$4,999 million in the first half of 2022 (2021 first half: loss of HK\$7,565 million). Cathay Pacific reported a loss after tax of HK\$1,501 million in the first half of 2022 (2021 first half: loss of HK\$5,031 million). The share of losses from subsidiaries was HK\$1,015 million (2021 first half: loss of HK\$1,224 million), and the share of losses from associates was HK\$2,483 million (2021 first half: loss of HK\$1,310 million).**

## Revenue

	Group			Cathay Pacific		
	Six months ended 30th June			Six months ended 30th June		
	2022 HK\$M	2021 HK\$M	Change	2022 HK\$M	2021 HK\$M	Change
Passenger services	2,086	748	+178.9%	2,068	745	+177.6%
Cargo services	13,830	12,702	+8.9%	12,148	11,112	+9.3%
Other services and recoveries	2,635	2,404	+9.6%	2,425	2,507	-3.3%
<b>Total revenue</b>	<b>18,551</b>	<b>15,854</b>	<b>+17.0%</b>	<b>16,641</b>	<b>14,364</b>	<b>+15.9%</b>

Cathay Pacific passenger revenue increased by 177.6% compared with a 26.6% decrease in capacity. Cargo revenue increased by 9.3%, compared with a 31.0% decrease in available freight tonne kilometres. Revenue from other services and recoveries decreased by 3.3%.

## Operating Expenses

	Group			Cathay Pacific		
	Six months ended 30th June			Six months ended 30th June		
	2022 HK\$M	2021 HK\$M	Change	2022 HK\$M	2021 HK\$M	Change
Staff	5,057	5,746	-12.0%	4,210	4,853	-13.2%
Inflight service and passenger expenses	166	141	+17.7%	166	140	+18.6%
Landing, parking and route expenses	2,305	2,293	+0.5%	2,091	2,080	+0.5%
Fuel, including hedging gains	2,630	2,312	+13.8%	2,129	2,034	+4.7%
Aircraft maintenance	1,414	1,798	-21.4%	1,093	1,451	-24.7%
Aircraft depreciation and rentals	4,966	5,234	-5.1%	4,613	4,825	-4.4%
Other depreciation, amortisation and rentals	1,221	1,198	+1.9%	877	841	+4.3%
Others	2,045	1,664	+22.9%	2,040	1,738	+17.4%
<b>Operating expenses</b>	<b>19,804</b>	<b>20,386</b>	<b>-2.9%</b>	<b>17,219</b>	<b>17,962</b>	<b>-4.1%</b>
Net finance charges	1,369	1,249	+9.6%	966	947	+2.0%
<b>Total operating expenses</b>	<b>21,173</b>	<b>21,635</b>	<b>-2.1%</b>	<b>18,185</b>	<b>18,909</b>	<b>-3.8%</b>

- The Group's and Cathay Pacific's total operating expenses decreased by 2.1% and 3.8% respectively.
- The cost per ATK (with fuel) of Cathay Pacific increased from HK\$4.44 to HK\$5.88, an increase of 32.4%.
- The cost per ATK (without fuel) of Cathay Pacific increased from HK\$3.98 to HK\$5.19, an increase of 30.4%.
- The underlying cost per ATK (without fuel), which excludes impairment and related charges and restructuring costs, increased from HK\$3.79 to HK\$5.19, an increase of 36.9%.



## Operating Results Analysis

	Six months ended 30th June		
	2022 HK\$M	2021 HK\$M	Change
Cathay Pacific's loss before impairment and related charges, restructuring and taxation	<b>(1,544)</b>	(4,545)	<b>-66.0%</b>
Impairment and related charges (note 1)	-	(460)	<b>-100.0%</b>
Restructuring costs	-	(403)	<b>-100.0%</b>
Taxation	<b>43</b>	377	<b>-88.6%</b>
<b>Cathay Pacific's loss after taxation</b>	<b>(1,501)</b>	(5,031)	<b>-70.2%</b>
Share of losses from subsidiaries (note 2)	<b>(1,015)</b>	(1,224)	<b>-17.1%</b>
Share of losses from associates	<b>(2,483)</b>	(1,310)	<b>+89.5%</b>
<b>Loss attributable to the shareholders of the Cathay Pacific Group</b>	<b>(4,999)</b>	(7,565)	<b>-33.9%</b>
<b>Adjusted loss attributable to the shareholders of Cathay Pacific (note 3)</b>	<b>(4,999)</b>	(6,662)	<b>-25.0%</b>

Notes:

- 1) Impairment and related charges of HK\$460 million under Cathay Pacific in 2021 mainly in connection with eight aircraft that were unlikely to re-enter meaningful economic service again before they retire or are returned to lessors.
- 2) Impairment and related charges of HK\$40 million under HK Express in 2021 in connection with three aircraft that were unlikely to re-enter meaningful economic service again before they are returned to lessors.
- 3) The adjusted loss attributable to the shareholders of Cathay Pacific was arrived at after excluding impairment and related charges and restructuring costs.

The movement in Cathay Pacific's loss before impairment and related charges, restructuring costs and taxation can be analysed as follows:

	HK\$M	
2021 interim Cathay Pacific's loss before taxation	<b>(4,545)</b>	
<b>Increase of revenue:</b>		
- Passenger and cargo revenue	<b>2,359</b>	- Passenger revenue increased by 177.6% primarily due to a 129.7% increase in passenger traffic and a 21.0% increase in yield. - Cargo revenue increased due to a 69.7% increase in yield, slightly offset by a 35.7% decrease in cargo traffic.
- Other services and recoveries	<b>(82)</b>	- Reduction in cargo ancillary income and COVID-19 related government grants, partly offset by increase in loyalty programme revenues.
<b>Decrease of costs:</b>		
- Staff	<b>643</b>	- Decreased due to lower headcount.
- Inflight service and passenger expenses	<b>(26)</b>	- Increased on higher passenger volumes.
- Landing, parking and route expenses	<b>(11)</b>	- Increased crew quarantine expenses offset by lower cargo handling costs.
- Fuel, including hedging gains	<b>(95)</b>	- Increased fuel prices were partially offset by fuel hedging gains and lower fuel consumption.
- Aircraft maintenance	<b>358</b>	- Lower due to reduced aircraft flying hours.
- Owning the assets (includes aircraft and other depreciation, rentals and net finance charges)	<b>157</b>	- Fewer aircraft leased and lower depreciation.
- Other items (including commissions)	<b>(302)</b>	- Higher exchange losses.
<b>2022 interim Cathay Pacific's loss before taxation</b>	<b>(1,544)</b>	

## Fuel Expenditure and Hedging

A breakdown of the Group's fuel cost is shown below:

	Six months ended 30th June	
	2022 HK\$M	2021 HK\$M
Gross fuel cost	4,618	2,937
Fuel hedging gains	(1,988)	(625)
Net fuel cost	2,630	2,312

Fuel costs increased due to a 85.1% increase in the average into-plane fuel price, slightly offset by 16.0% decrease in consumption.

## Financial Position

Financial position as at 30th June 2022. The comparative period references 31st December 2021.

- Additions to property, plant and equipment during the six months period to 30th June 2022 were HK\$1,882 million, comprising HK\$1,751 million in respect of aircraft and related equipment, HK\$20 million in respect of land and buildings and HK\$111 million in respect of other equipment.
- Borrowings decreased by 7.4% to HK\$83,217 million. Excluding lease liabilities previously classified as operating leases, borrowings decreased by 6.9% to HK\$68,197 million, which are fully repayable by 2035, with 42% at fixed rates of interest after taking into account derivative transactions.
- Available unrestricted liquidity at 30th June 2022 totalled HK\$26,701 million, comprising liquid funds of HK\$17,289 million and committed undrawn facilities of HK\$9,530 million, less pledged funds of HK\$118 million.
- Net borrowings (after deducting liquid funds) decreased by 6.6% to HK\$65,928 million. Excluding lease liabilities previously classified as operating leases, net borrowings decreased by 5.7% to HK\$50,908 million.
- Funds attributable to the shareholders of Cathay Pacific decreased by 5.3% to HK\$68,437 million. This was due to the Group's losses for the period of HK\$4,999 million, partially offset by an increase in other comprehensive income of HK\$1,192 million.
- Excluding lease liabilities previously classified as operating leases, the net debt/equity ratio decreased from 0.75 times to 0.74 times (against borrowing covenants of 2.0). Taking into account the effect of adopting HKFRS 16 on net borrowings, the net debt/equity ratio was 0.96 and 0.98 times at 30th June 2022 and 31st December 2021 respectively.
- Use of proceeds in relation to the issue of equity securities (including securities convertible into equity securities):
  - HK\$31.1 billion rights issue and preference shares and warrants issue in 2020. HK\$9.6 billion unused proceeds were brought forward on 1st January 2022 and remains unused as at 30th June 2022. The Group intends to apply the HK\$9.6 billion for general corporate purposes in accordance with the intentions previously disclosed by the Company.
- The Group's policies in relation to financial risk management and the management of currency, interest rate and fuel price exposures are set out in the 2021 Annual Report.

# REVIEW REPORT

## To the Board of Directors of Cathay Pacific Airways Limited

(Incorporated in Hong Kong with limited liability)



### Introduction

We have reviewed the interim financial report set out on pages 22 to 41 which comprises the consolidated statement of financial position of Cathay Pacific Airways Limited (the "Company") and its subsidiaries (together the "Group") as of 30th June 2022 and the related consolidated statement of profit or loss and other comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows for the six month period then ended and explanatory notes. The Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited require the preparation of an interim financial report to be in compliance with the relevant provisions thereof and Hong Kong Accounting Standard 34, *Interim financial reporting*, issued by the Hong Kong Institute of Certified Public Accountants. The directors are responsible for the preparation and presentation of the interim financial report in accordance with Hong Kong Accounting Standard 34.

Our responsibility is to form a conclusion, based on our review, on the interim financial report and to report our conclusion solely to you, as a body, in accordance with our agreed terms of engagement, and for no other purpose. We do not assume responsibility towards or accept liability to any other person for the contents of this report.

### Scope of Review

We conducted our review in accordance with Hong Kong Standard on Review Engagements 2410, *Review of interim financial information performed by the independent auditor of the entity*, issued by the Hong Kong Institute of Certified Public Accountants. A review of the interim financial report consists of making enquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Hong Kong Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly we do not express an audit opinion.

### Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the interim financial report as at 30th June 2022 is not prepared, in all material respects, in accordance with Hong Kong Accounting Standard 34, *Interim financial reporting*.

### KPMG

Certified Public Accountants  
8th Floor, Prince's Building  
10 Chater Road  
Central, Hong Kong  
10th August 2022

# CONDENSED FINANCIAL STATEMENTS

## Consolidated Statement of Profit or Loss and Other Comprehensive Income

for the six months ended 30th June 2022 – Unaudited

	Note	2022 HK\$M	2021 HK\$M	2022 US\$M	2021 US\$M
<b>Revenue</b>					
Passenger services		2,086	748	267	96
Cargo services		13,830	12,702	1,773	1,628
Other services and recoveries		2,635	2,404	338	308
<b>Total revenue</b>		<b>18,551</b>	<b>15,854</b>	<b>2,378</b>	<b>2,032</b>
<b>Expenses</b>					
Staff		(5,057)	(5,746)	(648)	(737)
Inflight service and passenger expenses		(166)	(141)	(21)	(18)
Landing, parking and route expenses		(2,305)	(2,293)	(296)	(294)
Fuel, including hedging gains		(2,630)	(2,312)	(337)	(296)
Aircraft maintenance		(1,414)	(1,798)	(181)	(230)
Aircraft depreciation and rentals		(4,966)	(5,234)	(637)	(671)
Other depreciation, amortisation and rentals		(1,221)	(1,198)	(157)	(154)
Others		(2,045)	(1,664)	(262)	(213)
<b>Operating expenses</b>		<b>(19,804)</b>	<b>(20,386)</b>	<b>(2,539)</b>	<b>(2,613)</b>
<b>Operating loss before non-recurring items</b>		<b>(1,253)</b>	<b>(4,532)</b>	<b>(161)</b>	<b>(581)</b>
Restructuring costs	22	–	(403)	–	(52)
Impairment and related charges	22	–	(500)	–	(64)
<b>Operating loss</b>	4	<b>(1,253)</b>	<b>(5,435)</b>	<b>(161)</b>	<b>(697)</b>
Finance charges		(1,386)	(1,307)	(178)	(167)
Finance income		17	58	2	7
Net finance charges	5	(1,369)	(1,249)	(176)	(160)
Share of losses of associates		(2,726)	(1,509)	(349)	(193)
<b>Loss before taxation</b>		<b>(5,348)</b>	<b>(8,193)</b>	<b>(686)</b>	<b>(1,050)</b>
Taxation	6	349	629	45	80
<b>Loss for the period</b>		<b>(4,999)</b>	<b>(7,564)</b>	<b>(641)</b>	<b>(970)</b>
Attributable to					
Ordinary shareholders of Cathay Pacific		(5,299)	(7,858)	(679)	(1,007)
Preference shareholder of Cathay Pacific		300	293	38	37
Non-controlling interests		–	1	–	–
<b>Loss for the period</b>		<b>(4,999)</b>	<b>(7,564)</b>	<b>(641)</b>	<b>(970)</b>
<b>Loss per ordinary share</b>					
Basic and diluted	7	(82.3)¢	(122.1)¢	(10.6)¢	(15.6)¢
Loss for the period		(4,999)	(7,564)	(641)	(970)
<b>Other comprehensive income</b>					
Items that are or may be reclassified subsequently to profit or loss:					
Cash flow hedges		1,981	3,251	254	417
Share of other comprehensive income of associates		149	162	19	21
Exchange differences on translation of foreign operations		(938)	251	(120)	32
<b>Other comprehensive income for the period, net of taxation</b>	8	<b>1,192</b>	<b>3,664</b>	<b>153</b>	<b>470</b>
<b>Total comprehensive income for the period</b>		<b>(3,807)</b>	<b>(3,900)</b>	<b>(488)</b>	<b>(500)</b>
<b>Total comprehensive income attributable to</b>					
Ordinary shareholders of Cathay Pacific		(4,107)	(4,194)	(526)	(537)
Preference shareholder of Cathay Pacific		300	293	38	37
Non-controlling interests		–	1	–	–
		<b>(3,807)</b>	<b>(3,900)</b>	<b>(488)</b>	<b>(500)</b>

The financial statements are prepared and presented in HK\$, the functional currency of Cathay Pacific. The US\$ figures are shown only as supplementary information and are translated at US\$1:HK\$7.8.

The notes on pages 26 to 41 form part of these financial statements.

## Consolidated Statement of Financial Position

at 30th June 2022 – Unaudited

	Note	30th June 2022 HK\$M	31st December 2021 HK\$M	30th June 2022 US\$M	31st December 2021 US\$M
<b>ASSETS AND LIABILITIES</b>					
<b>Non-current assets and liabilities</b>					
Property, plant and equipment	9	120,024	123,990	15,388	15,896
Intangible assets	10	14,966	15,035	1,919	1,928
Investments in associates	11	20,906	24,532	2,680	3,145
Other long-term receivables and investments		3,491	3,327	447	427
Deferred tax assets		987	846	127	108
		<b>160,374</b>	167,730	<b>20,561</b>	21,504
Interest-bearing liabilities	12	(63,928)	(67,504)	(8,196)	(8,655)
Other long-term payables	13	(2,548)	(3,441)	(327)	(441)
Other long-term contract liabilities		(213)	(478)	(27)	(61)
Deferred tax liabilities		(9,685)	(9,820)	(1,242)	(1,259)
		<b>(76,374)</b>	(81,243)	<b>(9,792)</b>	(10,416)
<b>Net non-current assets</b>		<b>84,000</b>	86,487	<b>10,769</b>	11,088
<b>Current assets and liabilities</b>					
Stock		1,373	1,269	176	163
Trade and other receivables	14	8,148	8,296	1,045	1,064
Assets held for sale		11	48	1	6
Liquid funds	15	17,289	19,284	2,217	2,472
		<b>26,821</b>	28,897	<b>3,439</b>	3,705
Interest-bearing liabilities	12	(19,289)	(22,350)	(2,473)	(2,865)
Trade and other payables	16	(10,092)	(10,095)	(1,294)	(1,294)
Contract liabilities		(10,361)	(7,925)	(1,328)	(1,016)
Taxation		(2,637)	(2,765)	(338)	(355)
		<b>(42,379)</b>	(43,135)	<b>(5,433)</b>	(5,530)
<b>Net current liabilities</b>		<b>(15,558)</b>	(14,238)	<b>(1,994)</b>	(1,825)
<b>Total assets less current liabilities</b>		<b>144,816</b>	153,492	<b>18,567</b>	19,679
<b>Net assets</b>		<b>68,442</b>	72,249	<b>8,775</b>	9,263
<b>CAPITAL AND RESERVES</b>					
Share capital	17	48,322	48,322	6,195	6,195
Reserves		20,115	23,922	2,579	3,067
Funds attributable to the shareholders of Cathay Pacific		68,437	72,244	8,774	9,262
Non-controlling interests		5	5	1	1
<b>Total equity</b>		<b>68,442</b>	72,249	<b>8,775</b>	9,263

The financial statements are prepared and presented in HK\$, the functional currency of Cathay Pacific. The US\$ figures are shown only as supplementary information and are translated at US\$1:HK\$7.8.

The notes on pages 26 to 41 form part of these financial statements.

## Consolidated Statement of Cash Flows

for the six months ended 30th June 2022 – Unaudited

	2022 HK\$M	2021 HK\$M	2022 US\$M	2021 US\$M
<b>Operating activities</b>				
Cash generated from operations	6,993	2,423	897	311
Interest received	16	34	2	4
Interest paid	(1,071)	(807)	(137)	(103)
Tax paid	(302)	(225)	(39)	(29)
<b>Net cash inflow from operating activities</b>	<b>5,636</b>	<b>1,425</b>	<b>723</b>	<b>183</b>
<b>Investing activities</b>				
Net increase in liquid funds other than cash and cash equivalents	(278)	(1,121)	(36)	(144)
Proceeds from sales of property, plant and equipment	27	40	3	5
Net increase in other long-term receivables and investments	(26)	(8)	(3)	(1)
Payments for property, plant and equipment and intangible assets	(1,379)	(1,016)	(177)	(130)
Dividends received from associates	1,006	–	129	–
(Loan to)/net repayments of loans to associates	(16)	93	(2)	12
<b>Net cash outflow from investing activities</b>	<b>(666)</b>	<b>(2,012)</b>	<b>(86)</b>	<b>(258)</b>
<b>Financing activities</b>				
New financing	4,173	13,022	535	1,669
Loan and lease repayments	(11,381)	(9,370)	(1,459)	(1,201)
<b>Net cash (outflow)/inflow from financing activities</b>	<b>(7,208)</b>	<b>3,652</b>	<b>(924)</b>	<b>468</b>
<b>Net (decrease)/increase in cash and cash equivalents</b>	<b>(2,238)</b>	<b>3,065</b>	<b>(287)</b>	<b>393</b>
Cash and cash equivalents at 1st January	8,573	6,166	1,099	790
Effect of exchange differences	(35)	(1)	(4)	–
<b>Cash and cash equivalents at 30th June</b>	<b>6,300</b>	<b>9,230</b>	<b>808</b>	<b>1,183</b>

The financial statements are prepared and presented in HK\$, the functional currency of Cathay Pacific. The US\$ figures are shown only as supplementary information and are translated at US\$1:HK\$7.8.

The notes on pages 26 to 41 form part of these financial statements.



## Consolidated Statement of Changes in Equity

for the six months ended 30th June 2022 – Unaudited

Attributable to the shareholders of Cathay Pacific

	Share capital HK\$M	Convertible bond reserve HK\$M	Retained profit HK\$M	Investment revaluation reserve (non-recycling) HK\$M	Cash flow hedge reserve HK\$M	Others HK\$M	Total HK\$M	Non-controlling interests HK\$M	Total equity HK\$M
At 1st January 2022	<b>48,322</b>	<b>526</b>	<b>19,724</b>	<b>(153)</b>	<b>2,174</b>	<b>1,651</b>	<b>72,244</b>	<b>5</b>	<b>72,249</b>
Changes in equity for the six months ended 30th June 2022:									
Loss for the period	-	-	<b>(4,999)</b>	-	-	-	<b>(4,999)</b>	-	<b>(4,999)</b>
Other comprehensive income	-	-	-	-	<b>1,981</b>	<b>(789)</b>	<b>1,192</b>	-	<b>1,192</b>
<b>Total comprehensive income for the period</b>	-	-	<b>(4,999)</b>	-	<b>1,981</b>	<b>(789)</b>	<b>(3,807)</b>	-	<b>(3,807)</b>
At 30th June 2022	<b>48,322</b>	<b>526</b>	<b>14,725</b>	<b>(153)</b>	<b>4,155</b>	<b>862</b>	<b>68,437</b>	<b>5</b>	<b>68,442</b>
At 1st January 2021	48,322	-	24,741	(148)	(407)	749	73,257	4	73,261
Changes in equity for the six months ended 30th June 2021:									
Loss for the period	-	-	(7,565)	-	-	-	(7,565)	1	(7,564)
Other comprehensive income	-	-	-	-	3,251	413	3,664	-	3,664
<b>Total comprehensive income for the period</b>	-	-	(7,565)	-	3,251	413	(3,901)	1	(3,900)
Equity component of convertible bonds issued	-	526	-	-	-	-	526	-	526
At 30th June 2021	48,322	526	17,176	(148)	2,844	1,162	69,882	5	69,887

The notes on pages 26 to 41 form part of these financial statements.

## Notes to the Condensed Financial Statements

### 1. Basis of preparation and accounting policies

The interim financial report has been prepared in accordance with the applicable disclosure provisions of the Rules Governing the Listing of Securities (the "Listing Rules") on The Stock Exchange of Hong Kong Limited, including compliance with Hong Kong Accounting Standard ("HKAS") 34 "Interim Financial Reporting" issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA"). It was authorised for issue on 10th August 2022.

The financial information relating to the year ended 31st December 2021 that is included in this document as comparative information does not constitute the Company's statutory annual consolidated financial statements for that year but is derived from those financial statements.

The non-statutory accounts (within the meaning of section 436 of the Companies Ordinance (Cap. 622) (the "Ordinance")) in this document are not specified financial statements (within such meaning). The specified financial statements for the year ended 31st December 2021 have been delivered to the Registrar of Companies in Hong Kong in accordance with section 664 of the Ordinance. An auditor's report has been prepared on those specified financial statements. That report was not qualified or otherwise modified, did not refer to any matter to which the auditor drew attention by way of emphasis without qualifying the report and did not contain a statement under section 406(2) or 407(2) or (3) of the Ordinance.

The accounting policies, methods of computation and presentation used in the preparation of the interim financial statements are consistent with those described in the 2021 annual financial statements except for changes in accounting policies in note 2 below.

### 2. Changes in accounting policies

The HKICPA has issued the following amendments to Hong Kong Financial Reporting Standards ("HKFRSs") for the current accounting period of the Group.

- Amendments to HKAS 37 "Onerous Contracts – Costs of Fulfilling a Contract"

#### **Amendments to HKAS 37 "Onerous Contracts – Costs of Fulfilling a Contract"**

The amendments require that the recognition of expected losses on onerous contracts should include an assessment of both incremental costs and an allocation of direct costs. Previously, the standard only specified incremental costs. The amendments resulted in a change in accounting policy for performing an onerous contract assessment. The Group has assessed contracts existing at 1st January 2022 and determined this change would have no impact on opening equity balances as at 1st January 2022.

### 3. Segment information

#### (a) Segment results

	Six months ended 30th June 2022					
	Cathay Pacific HK\$M	HK Express HK\$M	Air Hong Kong HK\$M	Airline services HK\$M	Associates HK\$M	Total HK\$M
<b>Profit or loss</b>						
Sales to external customers	16,435	34	1,664	418		18,551
Inter-segment sales	206	–	3	637		846
Segment revenue	16,641	34	1,667	1,055		19,397
Segment (loss)/profit	(578)	(770)	458	(363)		(1,253)
Net finance charges	(966)	(195)	–	(208)		(1,369)
	(1,544)	(965)	458	(571)		(2,622)
Share of losses of associates	–	–	–	–	(2,726)	(2,726)
(Loss)/profit before taxation	(1,544)	(965)	458	(571)	(2,726)	(5,348)
Taxation	43	141	(75)	(3)	243	349
(Loss)/profit for the period	(1,501)	(824)	383	(574)	(2,483)	(4,999)
Non-controlling interests	–	–	–	–	–	–
(Loss)/profit attributable to the shareholders of Cathay Pacific	(1,501)	(824)	383	(574)	(2,483)	(4,999)

	Six months ended 30th June 2021					
	Cathay Pacific HK\$M	HK Express HK\$M	Air Hong Kong HK\$M	Airline services HK\$M	Associates HK\$M	Total HK\$M
<b>Profit or loss</b>						
Sales to external customers	14,205	10	1,411	228		15,854
Inter-segment sales	159	–	31	647		837
Segment revenue	14,364	10	1,442	875		16,691
Segment (loss)/profit, before restructuring costs, impairment and related charges	(3,598)	(905)	448	(477)		(4,532)
Restructuring costs	(403)	–	–	–		(403)
Impairment and related charges	(460)	(40)	–	–		(500)
Segment (loss)/profit	(4,461)	(945)	448	(477)		(5,435)
Net finance charges	(947)	(153)	–	(149)		(1,249)
	(5,408)	(1,098)	448	(626)		(6,684)
Share of losses of associates	–	–	–	–	(1,509)	(1,509)
(Loss)/profit before taxation	(5,408)	(1,098)	448	(626)	(1,509)	(8,193)
Taxation	377	122	(74)	5	199	629
(Loss)/profit for the period	(5,031)	(976)	374	(621)	(1,310)	(7,564)
Non-controlling interests	–	–	–	(1)	–	(1)
(Loss)/profit attributable to the shareholders of Cathay Pacific	(5,031)	(976)	374	(622)	(1,310)	(7,565)

CONDENSED FINANCIAL STATEMENTS  
NOTES TO THE CONDENSED FINANCIAL STATEMENTS

3. Segment information (continued)

- (i) Cathay Pacific provides full service international passenger and cargo air transportation. Management considers that there is no suitable basis for allocating operating results between passenger and cargo operations. Accordingly these are not disclosed as separate business segments.
- (ii) HK Express is a low cost passenger carrier offering scheduled services within Asia.
- (iii) Air Hong Kong provides express cargo air transportation offering scheduled services within Asia.
- (iv) Airline services represents our supporting airline operations including catering, cargo terminal operations, ground handling services and commercial laundry operations.

The composition of reportable segments of the Group is determined according to the nature of the business, and is aligned with financial information provided regularly to the Group's executive management.

Inter-segment sales are based on prices set on an arm's length basis.

(b) Geographical information

	Six months ended 30th June	
	2022 HK\$M	2021 (restated) HK\$M
Revenue by origin of sale:		
North Asia		
– Hong Kong, Taiwan and the Chinese Mainland	<b>12,599</b>	10,848
– Japan and Korea	<b>1,283</b>	1,015
Americas	<b>1,203</b>	1,116
Southwest Pacific	<b>261</b>	338
Europe	<b>654</b>	465
Southeast Asia	<b>1,923</b>	1,439
South Asia, Middle East and Africa	<b>628</b>	633
	<b>18,551</b>	15,854

A geographic analysis of segment results is not disclosed for the reasons set out in the 2021 Annual Report.

#### 4. Operating loss

	Six months ended 30th June	
	2022 HK\$M	2021 HK\$M
Operating loss has been arrived at after charging/(crediting):		
Depreciation of property, plant and equipment		
– right-of-use assets	<b>2,428</b>	2,693
– owned	<b>3,387</b>	3,503
Amortisation of intangible assets	<b>298</b>	267
Impairment		
– property, plant and equipment	<b>–</b>	763
Expenses relating to short-term leases and leases of low-value assets	<b>24</b>	12
COVID-19-related rent concessions recognised	<b>(113)</b>	(178)
Gain on disposal of property, plant and equipment, net	<b>(10)</b>	(9)
Loss on disposal of intangible assets	<b>–</b>	5
Cost of stock expensed	<b>268</b>	287
Exchange differences, net	<b>295</b>	(25)
Auditors' remuneration	<b>8</b>	8
Dividend income from unlisted investments	<b>(26)</b>	(26)

#### 5. Net finance charges

	Six months ended 30th June	
	2022 HK\$M	2021 HK\$M
Net interest charges comprise:		
– lease liabilities stated at amortised cost	<b>453</b>	455
– bank loans and overdrafts		
– wholly repayable within five years	<b>162</b>	171
– not wholly repayable within five years	<b>152</b>	196
– other borrowings		
– wholly repayable within five years	<b>330</b>	176
– not wholly repayable within five years	<b>157</b>	192
	<b>1,254</b>	1,190
Loss/(income) from liquid funds:		
– funds with investment managers and other liquid investments at fair value through profit or loss	<b>97</b>	(21)
– bank deposits and others	<b>(17)</b>	(37)
	<b>80</b>	(58)
Fair value change:		
– loss on financial derivatives	<b>35</b>	117
	<b>1,369</b>	1,249

Finance income and charges relating to defeasance arrangements have been netted off in the above figures.

Included in fair value change in respect of financial derivatives are net gain from derivatives that are classified as fair value through profit or loss of HK\$55 million (2021: HK\$9 million).

CONDENSED FINANCIAL STATEMENTS  
NOTES TO THE CONDENSED FINANCIAL STATEMENTS

6. Taxation

	Six months ended 30th June	
	2022 HK\$M	2021 HK\$M
Current tax expenses		
– Hong Kong profits tax	71	73
– overseas tax	41	23
– under provisions for prior years	16	15
Deferred tax		
– origination and reversal of temporary differences	(477)	(740)
	<b>(349)</b>	<b>(629)</b>

Hong Kong profits tax is calculated at 16.5% (2021: 16.5%) on the estimated assessable profits for the period. Overseas tax is calculated at rates of tax applicable in countries in which the Group is assessable for tax. Tax provisions are reviewed regularly to take into account changes in legislation, practice and the status of negotiations (see note 20(c) to the financial statements).

7. Loss per ordinary share

	2022			2021		
	Loss <sup>(a)</sup> HK\$M	Weighted average number of ordinary shares	Per share amount HK cents	Loss <sup>(a)</sup> HK\$M	Weighted average number of ordinary shares	Per share amount HK cents
<b>Basic and diluted loss per ordinary share</b>	<b>(5,299)</b>	<b>6,437,200,203</b>	<b>(82.3)</b>	(7,858)	6,437,200,203	(122.1)

- (a) The amounts represent the loss attributable to the ordinary shareholders of Cathay Pacific, which is the loss for the period after non-controlling interests and dividends attributable to the holder of the cumulative preference shares classified as equity.
- (b) On 12th August 2020, the Company issued warrants which entitle the holder to subscribe for up to 416,666,666 ordinary shares. On 5th February 2021, the Company issued convertible bonds which entitle the holder to convert up to 786,464,410 ordinary shares. The Company's warrants and convertible bonds as at 30th June 2022 and 2021 have an anti-dilutive effect to the loss per ordinary share and there are no other dilutive potential ordinary shares in existence during the period ended 30th June 2022 and 2021, and hence diluted loss per ordinary share is the same as the basic loss per ordinary share.



## 8. Other comprehensive income

	Six months ended 30th June	
	2022 HK\$M	2021 HK\$M
Cash flow hedges		
– gain recognised during the period	4,082	3,682
– gain transferred to profit or loss	(1,897)	(84)
– deferred taxation	(204)	(347)
Share of other comprehensive income of associates	149	162
Exchange differences on translation of foreign operations		
– (loss)/gain recognised during the period	(938)	251
Other comprehensive income for the period	1,192	3,664

## 9. Property, plant and equipment

	Aircraft and related equipment		Other equipment		Land and buildings			Total HK\$M
	Owned HK\$M	Right-of-use assets HK\$M	Owned HK\$M	Right-of-use assets HK\$M	Owned HK\$M	Right-of-use assets HK\$M	Under construction HK\$M	
<b>Cost</b>								
At 1st January 2022	139,822	60,543	5,359	315	15,191	7,463	20	228,713
Additions	1,081	670	20	–	49	61	1	1,882
Disposals	(662)	(1,406)	(39)	(60)	(74)	(122)	–	(2,363)
Reclassification to assets held for sale	–	–	(7)	–	–	–	–	(7)
Transfers	3,608	(3,608)	–	–	21	–	(21)	–
Other right-of-use asset adjustments	–	9	–	1	–	42	–	52
At 30th June 2022	143,849	56,208	5,333	256	15,187	7,444	–	228,277
<b>Accumulated depreciation and impairment</b>								
At 1st January 2022	67,688	21,094	4,095	143	8,441	3,262	–	104,723
Charge for the period	2,975	1,995	93	23	319	410	–	5,815
Disposals	(607)	(1,406)	(39)	(32)	(74)	(120)	–	(2,278)
Reclassification to assets held for sale	–	–	(7)	–	–	–	–	(7)
Transfers	1,987	(1,987)	–	–	–	–	–	–
At 30th June 2022	72,043	19,696	4,142	134	8,686	3,552	–	108,253
<b>Net book value</b>								
At 30th June 2022	71,806	36,512	1,191	122	6,501	3,892	–	120,024
At 31st December 2021	72,134	39,449	1,264	172	6,750	4,201	20	123,990

Further details surrounding the impact of COVID-19 on the Group is disclosed in note 22 to the financial statements.

## 10. Intangible assets

	Goodwill HK\$M	Computer software HK\$M	Others HK\$M	Total – Intangible assets HK\$M	Prepayments HK\$M	Total – Intangible assets and related prepayments HK\$M
<b>Cost</b>						
At 1st January 2022	11,654	8,425	39	20,118	8	20,126
Additions	–	219	–	219	10	229
At 30th June 2022	11,654	8,644	39	20,337	18	20,355
<b>Accumulated amortisation and impairment</b>						
At 1st January 2022	39	5,024	28	5,091	–	5,091
Charge for the period	–	296	2	298	–	298
At 30th June 2022	39	5,320	30	5,389	–	5,389
<b>Net book value</b>						
At 30th June 2022	11,615	3,324	9	14,948	18	14,966
At 31st December 2021	11,615	3,401	11	15,027	8	15,035

## 11. Investments in associates

	30th June 2022 HK\$M	31st December 2021 HK\$M
Share of net assets		
– listed in Hong Kong	12,210	16,178
– unlisted	5,203	4,721
Goodwill	3,432	3,588
	20,845	24,487
Less: impairment loss	(56)	(56)
	20,789	24,431
Loans due from associates	117	101
	20,906	24,532

Following the dilution of economic interest in Air China Cargo during the year ended 31st December 2021, the Group has recognised the share of results of Air China Cargo three months in arrear since September 2021.

The Group's interim results for the six months ended 30th June 2022 include Air China and Air China Cargo's results for the six months ended 31st March 2022.

The Group's interim results for the six months ended 30th June 2021 include Air China's results for the six months ended 31st March 2021, and Air China Cargo's result for the six months ended 30th June 2021.

On 2nd August 2022, the Board of Air China approved the Non-public Issuance of A shares (the "Issuance"). The Issuance remains subject to certain conditions being satisfied. On the assumption that additional shares are issued, Cathay Pacific's shareholdings in Air China could be diluted. This has no impact to the results of the Group for the six months ended 30th June 2022.

## 12. Interest-bearing liabilities

	30th June 2022		31st December 2021	
	Current HK\$M	Non-current HK\$M	Current HK\$M	Non-current HK\$M
Loans and other borrowings <sup>(a)</sup>	13,333	37,861	16,061	39,061
Lease liabilities	5,956	26,067	6,289	28,443
	<b>19,289</b>	<b>63,928</b>	22,350	67,504

(a) On 5th February 2021, the Group completed the issuance of HK\$6,740 million guaranteed convertible bonds at a rate of 2.75%, with maturity in 2026. The bonds are convertible at a conversion price of HK\$8.57 per share and entitle the holder to convert up to 786,464,410 ordinary shares of Cathay Pacific Airways Limited. The bonds are accounted for as compound financial instruments, with both a liability component and an equity component.

The Group's net debt/equity ratio and adjusted net debt/equity ratio at the end of the current and previous reporting periods are summarised below:

	30th June 2022 HK\$M	31st December 2021 HK\$M
<b>Non-current liabilities:</b>		
Loans and other borrowings	37,861	39,061
Lease liabilities	26,067	28,443
	<b>63,928</b>	67,504
<b>Current liabilities:</b>		
Loans and other borrowings	13,333	16,061
Lease liabilities	5,956	6,289
	<b>19,289</b>	22,350
Total borrowings	<b>83,217</b>	89,854
Liquid funds	<b>(17,289)</b>	(19,284)
<b>Net borrowings</b>	<b>65,928</b>	70,570
Funds attributable to the shareholders of Cathay Pacific	<b>68,437</b>	72,244
<b>Net debt/equity ratio</b>	<b>0.96</b>	0.98

To allow for comparability of gearing ratios against group borrowing covenants, the Group has chosen to present a subset of net borrowings and the net debt/equity ratio which exclude leases without asset transfer components. Only lease liabilities which transfer ownership of the underlying asset to the Group by the end of the lease term or contain a purchase option that the Group is reasonably certain to exercise are included.

	30th June 2022 HK\$M	31st December 2021 HK\$M
Net borrowings	65,928	70,570
Less: lease liabilities without asset transfer components	<b>(15,020)</b>	(16,591)
<b>Adjusted net borrowings, excluding leases without asset transfer components</b>	<b>50,908</b>	53,979
<b>Adjusted net debt/equity ratio, excluding leases without asset transfer components</b>	<b>0.74</b>	0.75

### 13. Other long-term payables

Other long-term payables include a maintenance provision for returning the aircraft to lessors in line with contractual maintenance conditions, the long-term portion of derivative financial liabilities and other deferred liabilities.

### 14. Trade and other receivables

	30th June 2022 HK\$M	31st December 2021 HK\$M
Trade debtors, net of loss allowances	3,233	3,919
Derivative financial assets – current portion	2,778	1,759
Other receivables and prepayments	2,130	2,615
Due from associates and other related companies	7	3
	<b>8,148</b>	<b>8,296</b>

  

	30th June 2022 HK\$M	31st December 2021 HK\$M
Analysis of trade debtors (net of loss allowances) by invoice date:		
Within one month	3,079	3,441
One to three months	88	420
More than three months	66	58
	<b>3,233</b>	<b>3,919</b>

### 15. Liquid funds

	30th June 2022 HK\$M	31st December 2021 HK\$M
<b>Cash and cash equivalents</b>		
Short-term deposits and bank balances	6,300	8,573
<b>Other liquid funds</b>		
Short-term deposits maturing beyond three months when placed	340	1
Funds with investment managers		
– debt securities listed outside Hong Kong	10,178	10,470
– bank deposits	353	101
Other liquid investments		
– debt securities listed outside Hong Kong	5	5
– bank deposits	113	134
Liquid funds	<b>17,289</b>	<b>19,284</b>

Included in other liquid investments are bank deposits of HK\$113 million (31st December 2021: HK\$134 million) and debt securities of HK\$5 million (31st December 2021: HK\$5 million) which are pledged as part of long-term financing arrangements. The arrangements provide that these deposits and debt securities must be maintained at specified levels for the duration of the financing.

## 15. Liquid funds (continued)

Available unrestricted funds to the Group are as follows:

	30th June 2022 HK\$M	31st December 2021 HK\$M
Liquid funds	17,289	19,284
Less amounts pledged as part of long-term financing		
– debt securities listed outside Hong Kong	(5)	(5)
– bank deposits	(113)	(134)
Committed undrawn facilities	9,530	11,105
Available unrestricted liquidity to the Group	<b>26,701</b>	30,250

Committed undrawn facilities may be drawn at any time in either Hong Kong dollar or United States dollar.

## 16. Trade and other payables

	30th June 2022 HK\$M	31st December 2021 HK\$M
Trade creditors	4,508	4,327
Derivative financial liabilities – current portion	29	186
Other payables	5,207	5,311
Due to associates	153	55
Due to other related companies	195	216
	<b>10,092</b>	10,095

	30th June 2022 HK\$M	31st December 2021 HK\$M
Analysis of trade creditors by invoice date:		
Within one month	4,042	3,706
One to three months	224	328
More than three months	242	293
	<b>4,508</b>	4,327

## 17. Share capital

	30th June 2022		31st December 2021	
	Number of shares	HK\$M	Number of shares	HK\$M
Issued and fully paid				
<b>Ordinary shares</b>				
At 30th June / 31st December	6,437,200,203	28,822	6,437,200,203	28,822
<b>Preference shares</b>				
At 30th June / 31st December	195,000,000	19,500	195,000,000	19,500
		<b>48,322</b>		48,322

## 17. Share capital (continued)

The preference shares are not redeemable at the option of the holder. The Company may redeem all or some of the preference shares, in an aggregate amount equal to the issue price of the preference share HK\$100 each plus any unpaid dividends.

The Company also issued warrants on 12th August 2020 which entitle the holder to subscribe for up to 416,666,666 fully paid ordinary shares at the warrant exercise price of HK\$4.68 per share (subject to adjustment). The expiry date of the warrant is five years from 12th August 2020.

There was no purchase, sale or redemption by the Company, or any of its subsidiaries, of the Company's ordinary shares and no exercise of warrants during the period (2021: nil). At 30th June 2022, 6,437,200,203 ordinary shares and 195,000,000 preference shares were in issue (31st December 2021: 6,437,200,203 ordinary shares and 195,000,000 preference shares).

## 18. Dividends

### (a) Dividends on cumulative preference shares issued by the Company

The preference shares will accrue dividends at the rate of:

- (i) 3% per annum from and including the Issue Date (12th August 2020) to but excluding the date falling three years from the Issue Date (the "First Step-up Date");
- (ii) 5% per annum from and including the First Step-up Date to but excluding the date falling four years from the Issue Date (the "Second Step-up Date");
- (iii) 7% per annum from and including the Second Step-up Date to but excluding the date falling five years from the Issue Date (the "Third Step-up Date"); and
- (iv) 9% per annum from and including the Third Step-up Date

Dividends on cumulative preference shares are paid semi-annually in arrears at the current rate of 3% per annum, compounding, and can be deferred in whole or in part at the Company's discretion. Dividends on cumulative preference shares are not accrued until declared and are classified as distributions from equity.

The dividend attributable to the preference shareholder for the period ended 30th June 2022 was HK\$300 million (2021: HK\$293 million).

Any deferred or unpaid dividends on cumulative preference shares shall accumulate and constitute "Arrears of Dividend". The accumulated Arrears of Dividend at 30th June 2022 was HK\$1,124 million (31st December 2021: HK\$824 million).

The dividends payable on 12th August 2022 have been deferred. The cumulative amount deferred of HK\$1,197 million was in respect of dividends for the 24-month period from the Issue Date 12th August 2020 and the compounding effect of unpaid dividends.

## 18. Dividends (continued)

### (b) Dividends payable to ordinary shareholders

The Articles of Association of the Company require that any deferred or unpaid dividends on cumulative preference shares shall accumulate and constitute "Arrears of Dividend" and that the Company shall not make any discretionary distribution or dividend in cash or otherwise on any ordinary shares until all outstanding Arrears of Dividend have been paid in full.

There remain Arrears of Dividend as at 30th June 2022 and 31st December 2021 and accordingly no dividends to ordinary equity shareholders were proposed.

No dividends to ordinary equity shareholders attributable to the period and previous financial year were declared, approved nor paid during 2022 and 2021.

Note 18(a) details the cumulative Arrears of Dividend as at 30th June 2022.

## 19. Related party transactions

Material transactions between the Group and associates and other related parties which were carried out in the normal course of business on commercial terms are summarised below:

	Six months ended 30th June 2022		Six months ended 30th June 2021	
	Associates HK\$M	Other related parties HK\$M	Associates HK\$M	Other related parties HK\$M
Revenue	27	7	17	6
Aircraft maintenance	301	619	388	499
Other operating expenses	58	123	37	122
Dividend income	132	26	–	26
Finance income	1	–	2	–
Lease payments	–	21	–	31

Other related parties are companies under control of a company which has significant influence on the Group.

## 20. Capital commitments and contingencies

### (a) Outstanding capital commitments authorised at the end of the period but not provided for in the financial statements:

	30th June 2022 HK\$M	31st December 2021 HK\$M
Authorised and contracted for	47,894	52,242
Authorised but not contracted for	122	3,469
	<b>48,016</b>	55,711

**20. Capital commitments and contingencies** (continued)

(b) Guarantees in respect of lease obligations, bank loans and other liabilities outstanding at the end of the period:

	<b>30th June 2022</b> <b>HK\$M</b>	31st December 2021 HK\$M
Associates	<b>439</b>	1,164

(c) The Company operates in many jurisdictions and in certain of these there are disputes with the tax authorities. Provisions have been made to cover the expected outcomes of the disputes to the extent that outcomes are likely and reliable estimates can be made. However, the final outcomes are subject to uncertainties and resulting liabilities may exceed provisions.

(d) The Company remains the subject of antitrust proceedings in various jurisdictions. The proceedings are focused on issues relating to pricing and competition. The Company is represented by legal counsel in connection with these matters.

The proceedings and civil actions are ongoing and the outcomes are subject to uncertainties. The Company is not in a position to assess the full potential liabilities but makes provisions based on facts and circumstances in line with accounting policy 22 on page 129 in the 2021 Annual Report.

In November 2010, the European Commission issued a decision in its airfreight investigation finding that, amongst other things, the Company and a number of other international cargo carriers agreed cargo surcharge levels and that such agreements infringed European competition law. The European Commission imposed a fine of Euros 57.12 million on the Company. However, the European Commission's finding against the Company and the imposition of this fine was annulled by the General Court in December 2015 and the fine of Euros 57.12 million was refunded to the Company in February 2016. The European Commission issued a new decision against the Company and the other airlines involved in the case in March 2017. The same fine of Euros 57.12 million was imposed on the Company, which was paid by the Company in June 2017. The Company filed an appeal to the General Court against this decision, and on 30th March 2022 the General Court partially annulled the decision, and a refund of a portion of the fine, Euros 10 million, was paid to the Company in June 2022. The Company filed an appeal to the European Court of Justice ("ECJ") in early June 2022 and a final ECJ judgment is expected by mid-2024.

The Company is a defendant in a number of civil claims, including class litigation and third party contribution claims, in a number of countries including Germany, the Netherlands and Norway alleging violations of applicable competition laws arising from the Company's alleged conduct relating to its air cargo operations. The Company is represented by legal counsel and is defending these actions.



## 21. Financial risk management

### (a) Fair values of financial assets and liabilities carried at other than fair value

The carrying amounts of the Group's financial instruments carried at cost or amortised cost were not materially different from their fair values at 30th June 2022 and 31st December 2021 except for the following financial instruments, for which their carrying amounts and fair values are shown below:

	30th June 2022		31st December 2021	
	Carrying amount HK\$M	Fair value HK\$M	Carrying amount HK\$M	Fair value HK\$M
Loans and other borrowings	(51,194)	(52,443)	(55,122)	(59,730)

The fair value of these financial instruments are measured using valuation techniques in which all significant inputs are based on observable market data. The most significant inputs are market interest rates.

### (b) Financial instruments carried at fair value

The following table presents the carrying value of financial instruments measured at fair value at 30th June 2022 across three levels of the fair value hierarchy defined in HKFRS 13 "Fair Value Measurement" with the fair value of each financial instrument categorised in its entirety based on the lowest level of input that is significant to that fair value measurement. Level 1 includes financial instruments with fair values measured using only unadjusted quoted prices in active markets for identical assets or liabilities. Level 2 includes financial instruments with fair values measured using inputs other than quoted prices within Level 1 that are observable for the asset or liability, either directly or indirectly. The fair value has been determined based on quotes from market makers or discounted cash flow valuation techniques in which all significant inputs are based on observable market data. The most significant inputs are market interest rates, exchange rates and fuel price. Level 3 includes financial instruments with fair values measured using discounted cash flow valuation techniques in which any significant input is not based on observable market data.

	30th June 2022				31st December 2021			
	Level 1 HK\$M	Level 2 HK\$M	Level 3 HK\$M	Total HK\$M	Level 1 HK\$M	Level 2 HK\$M	Level 3 HK\$M	Total HK\$M
<b>Recurring fair value measurement</b>								
<b>Assets</b>								
Unlisted equity investments at fair value	-	-	756	756	-	-	756	756
Liquid funds								
– funds with investment managers	-	10,178	-	10,178	-	10,470	-	10,470
– other liquid investments	-	5	-	5	-	5	-	5
Derivative financial assets	-	3,236	-	3,236	-	2,002	-	2,002
	-	13,419	756	14,175	-	12,477	756	13,233
<b>Liabilities</b>								
Derivative financial liabilities	-	(70)	-	(70)	-	(370)	-	(370)
	-	(70)	-	(70)	-	(370)	-	(370)

There were no transfers between Level 1 and Level 2 or transfers into or out of Level 3 fair value hierarchy classifications.

## 21. Financial risk management (continued)

The fair value of the unlisted equity investments in Level 3 is determined using a discounted cash flow valuation technique. The significant unobservable input used in the fair value measurement is the discount rate. At 30th June 2022 and 31st December 2021, information about fair value measurements using significant unobservable inputs (Level 3) is as follows:

Significant unobservable inputs	Range of unobservable inputs	Relationship of unobservable inputs to fair value	Possible reasonable change	(Negative)/positive impact on fair value (HK\$M)
Unlisted equity investments				
Discount rate	<b>2022: 7.9-10.0%</b> (2021: 7.9-10.0%)	The higher the discount rate, the lower the fair value	<b>2022: +/- 0.5%</b> (2021: +/- 0.5%)	<b>2022: (26)/29</b> (2021: (26)/29)

There was no movement during the six months ended 30th June 2022 and 2021 in the balance of Level 3 fair value measurements.

## 22. Impacts of COVID-19

COVID-19 has continued to impact the Group's operations and financial position. As of June 2022, Cathay Pacific was operating 11% of pre-pandemic passenger flight capacity and 56% of pre-pandemic cargo flight capacity.

### (a) Liquidity and going concern

The Group's cost base and cash outflows continue to be closely managed and monitored. Revenues improved from the comparative period and costs were no higher. The Group generated cash inflows from operating activities of HK\$5.6 billion during the six month period (30th June 2021: inflows of HK\$1.4 billion).

Available unrestricted liquidity for the Group was HK\$26.7 billion at 30th June 2022 (31st December 2021: HK\$30.3 billion).

Management have assessed cash flow forecasts under various scenarios, including downside assumptions of route restrictions and tight quarantine measures across the Group's network through the forecast period. The Group will continue to benefit from costs savings resulting from restructuring and remains focused on maintaining our passenger and cargo networks as far as possible and will try to increase our cargo capacity as much as practical. Management are of the opinion that the Group has sufficient unrestricted liquidity for at least the next 12 months from the date of approval of the consolidated financial statements. Accordingly management concludes that it is appropriate to prepare the financial statements on a going concern basis.

### (b) Asset carrying values

Management has performed impairment assessments on 1) Aircraft assets, and whether they are likely to re-enter meaningful economic service again before their retirement or return to lessors and 2) Comparing the recoverable amounts of cash generating units with their respective carrying values. No impairments were identified.

### (c) Over-hedging

Management have compared the volume of hedging instruments and associated forecasts of hedged items and concluded that there is no over-hedging.

## 22. Impacts of COVID-19 (continued)

### (d) Government grants and other assistance

The Group recognised HK\$750 million (30th June 2021: HK\$710 million) of government grants globally, mostly as a result of COVID-19.

HK\$121 million (30th June 2021: HK\$158 million) in respect of income grants, net of penalties paid, are presented as revenue from other services and recoveries. The majority of amounts presented under income were amounts received from employee support schemes, including the Hong Kong SAR Government Employee Support Scheme and amounts received from governments worldwide.

HK\$629 million (30th June 2021: HK\$552 million) in relation to cost reductions and waivers are presented net of the respective cost categories. Cost reductions were predominantly from the Hong Kong Airport Authority, representing HK\$609 million (30th June 2021: HK\$508 million) discounts and waivers on airport facility costs. There were no unfulfilled conditions or contingencies attached to the grants at the year end.

### (e) COVID-19 related rent concessions

During the six months ended 30th June 2022, the Group received rent concessions in the form of a discount on fixed payments as a direct consequence of the COVID-19 pandemic.

Rent concessions of HK\$113 million (30th June 2021: HK\$178 million) received up to 30th June 2022 have been accounted for as negative variable lease payments recognised in profit or loss in accordance with the Amendment to HKFRS 16, applying the practical expedient under COVID-19-Related Rent Concessions. This amount includes concessions of HK\$106 million (30th June 2021: HK\$154 million) received from government vendors during the period and included as government grants and other assistance as disclosed above.

# INFORMATION PROVIDED IN ACCORDANCE WITH THE LISTING RULES

## Corporate Governance

The Company complied with all the code provisions set out in the Corporate Governance Code (the "CG Code") contained in Part 2 of Appendix 14 to the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the "Listing Rules") throughout the accounting period covered by the interim report.

During 2021, The Stock Exchange of Hong Kong Limited consulted on changes to the CG Code and related Listing Rules. The changes are applicable to financial years commencing on or after 1st January 2022 and relevant changes will be reflected in the Company's 2022 Annual Report.

The Company has adopted codes of conduct regarding securities transactions by Directors and by relevant employees (as defined in the CG Code) on terms no less exacting than the required standard set out in the Model Code for Securities Transactions by Directors of Listed Issuers (the "Model Code") set out in Appendix 10 to the Listing Rules.

On specific enquiries made, all Directors of the Company have confirmed that, in respect of the accounting period covered by the interim report, they have complied with the required standard set out in the Model Code and the Company's code of conduct regarding Directors' securities transactions.

The 2022 interim results have been reviewed by the Audit Committee of the Company and by the external auditors.

## Directors' Particulars

Changes in the particulars of the Directors are set out as follows:

1. John Harrison has resigned as an Independent Non-Executive Director of Grosvenor Asia Pacific Limited with effect from 14th March 2022.
2. Robert Milton has resigned as an Independent Non-Executive Director of the Company with effect from 12th May 2022.
3. Christoph Mueller has been appointed as an Independent Non-Executive Director of the Company with effect from 12th May 2022.
4. Sun Yuquan has been appointed as a Non-Executive Director of the Company with effect from 12th May 2022.
5. Zhao Xiaohang has resigned as a Non-Executive Director of the Company with effect from 12th May 2022.
6. Bernard Chan has ceased to be the Convenor of the Non-Official Members of the Executive Council with effect from 1st July 2022.

## Directors' Interests

At 30th June 2022, the register maintained under Section 352 of the Securities and Futures Ordinance ("SFO") showed that no Director or chief executive of Cathay Pacific Airways Limited had any interest or short position, whether beneficial or non-beneficial, in the shares or underlying shares (including options) and debentures of Cathay Pacific Airways Limited or any of its associated corporations (within the meaning of Part XV of the SFO).

## Substantial Shareholders

The register of interests in shares and short positions maintained under Section 336 of the SFO shows that at 30th June 2022 the Company had been notified of the following interests in the shares of the Company held by substantial shareholders and other persons:

	No. of shares	Percentage of voting shares (%)	Type of interest (Note)
<b>Long position</b>			
1. Air China Limited	4,827,269,423	74.99	Attributable interest (a)
2. China National Aviation Holding Corporation Limited	4,827,269,423	74.99	Attributable interest (b)
3. Swire Pacific Limited	4,827,269,423	74.99	Attributable interest (a)
4. John Swire & Sons Limited	4,827,269,423	74.99	Attributable interest (c)
5. Qatar Airways Group Q.C.S.C.	643,076,181	9.99	Beneficial interest (d)
6. The Financial Secretary Incorporated	416,666,666	6.47	Interest in controlled corporation (e)
7. HSBC Holdings plc	324,205,795	5.03	Interest in controlled corporation (f)
<b>Short position</b>			
1. HSBC Holdings plc	172,860,533	2.68	Interest in controlled corporation (f)

Note: At 30th June 2022:

- (a) Under Section 317 of the SFO, each of Air China Limited (Air China), China National Aviation Company Limited ("CNAC") and Swire Pacific Limited (Swire Pacific), being a party to the Shareholders' Agreement in relation to the Company dated 8th June 2006, was deemed to be interested in a total of 4,827,269,423 shares of the Company, comprising:
  - (i) 2,896,753,089 shares directly held by Swire Pacific;
  - (ii) 1,930,516,334 shares indirectly held by Air China and its subsidiaries CNAC, Super Supreme Company Limited and Total Transform Group Limited, comprising the following shares held by their wholly owned subsidiaries: 472,248,545 shares held by Angel Paradise Ltd., 351,574,615 shares held by Custain Limited, 314,054,626 shares held by Easerich Investments Inc., 310,870,873 shares held by Grand Link Investments Holdings Ltd., 339,343,616 shares held by Motive Link Holdings Inc. and 142,424,059 shares held by Perfect Match Assets Holdings Ltd.
- (b) China National Aviation Holding Corporation Limited was deemed to be interested in a total of 4,827,269,423 shares of the Company, in which its subsidiary Air China was deemed interested.
- (c) John Swire & Sons Limited ("Swire") and its wholly owned subsidiary John Swire & Sons (H.K.) Limited were deemed to be interested in a total of 4,827,269,423 shares of the Company by virtue of the Swire group being interested in 57.89% of the equity of Swire Pacific and controlling 66.24% of the voting rights attached to shares in Swire Pacific.
- (d) Qatar Airways Group Q.C.S.C. held a total of 643,076,181 shares of the Company as beneficial owner.
- (e) (i) Aviation 2020 Limited, a limited company wholly owned by the Financial Secretary Incorporated, did not hold any ordinary shares of the Company; (ii) pursuant to a subscription agreement dated 9th June 2020 entered into between the Company and Aviation 2020 Limited in relation to the issue of preference shares and warrants, the Company issued 416,666,666 warrants to Aviation 2020 Limited on 12th August 2020, which entitle Aviation 2020 Limited to subscribe for up to 416,666,666 ordinary shares of the Company; (iii) if Aviation 2020 Limited chooses to exercise all warrants, it would hold approximately 6.08% of the ordinary shares of the Company as enlarged by the issue of such shares.
- (f) These shares were held by The Hongkong and Shanghai Banking Corporation Limited ("HSBC"), a corporation controlled by HSBC Holdings plc, as borrower under the Global Master Securities Lending Agreement dated 27th January 2021 entered into between HSBC and Swire Pacific. The interests were disclosed based on the disclosure of interest filing made by HSBC Holdings plc on 25th March 2022.

## Disclaimer

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