

香港文匯報訊（記者 達里）元彪12年前開始構思拍攝的電影《七小福》，前晚正式宣布於明年開拍，他親自擔任監製，洪金寶擔任總導演，當年七小福多位師兄弟姊妹也有現身支持。而梁家輝亦答允演出，雖然他未知要演什麼角色，但表示一定會空出檔期參與，更只收取親情價片酬。元彪一直想拍攝一部向恩師于占元致敬的勵志電影，將師父教導的精神繼續承傳，洪金寶、元華和元德雖然不在港，但也有拍短片支持。

○洪金寶擔任總導演。



●擔任電影監製的元彪獲梁家輝、元武、元輝、元寶、元聲、元甫、元秋、元心、元菊及元英等人現身支持。

籌備12年拍《七小福》洪金寶任總導演 元彪致敬師父于占元 梁家輝收親情價支持

元彪表示電影籌備了近12年，希望將師父教導他們成才的理念發揚開去，所以電影會包涵他們師兄弟姊妹多個年代，除了他們七小福會親自上陣外，也會在內地邀請一線演員演出年輕版的角色，並招募20多位由7歲至13歲的小童演出，預計明年3月開拍，拍攝地點則視乎疫情進展再決定。編劇杜國威表示電影因牽涉多個人物，需要跟一眾師兄弟姊妹多聊天，從中摸索和勾畫于占元師父真實的一面。

梁家輝迷七小福的故事

穿上唐裝的梁家輝手執紙扇，透露七小福其實不止七人，應該多達百人以上，他說：「我從影以來有個心願，看過好多有關七小福的故事，我小學都是讀寄宿學校，好奇他們不用讀書，只有練功的寄宿生活是怎樣，能夠參與電影令我的演藝生涯更圓滿。」家輝笑稱以往在電影中多演奸角，期待在《七小福》中會演什麼角色，只要劇本完成，他可以隨時開工。問到是否只收友情價片酬，家輝說：「他們點止是友情價，是親

情價。我演戲多年，粵劇、舞台劇都接觸過，始終京劇距離我很遠，以前都聽過京劇，所以對他們的寄宿生活好感興趣。」曾讀寄宿學校的家輝，坦言不敢就讀不用讀書的學校，因為一定會被媽媽痛打，說：「阿媽打慘過俾師父打，因為師父要打很多人，但阿媽只打我一個，阿媽無人性的。」元秋就稱當年與師兄弟一起訓練無分男女，訓練時也沒有優待，閒閒地也要每天練一個小時倒立。



●元彪的33歲兒子夏元秋(右)也有出席。



●梁家輝好奇元秋當年的寄宿生活。

黎明創新示愛手勢 紳士舉動令伊健難忘

香港文匯報訊（記者 阿祖）黎明（Leon）「Talk & Sing 紅館演唱會」前晚舉行到第六場，邀請到鄭伊健擔任表演嘉賓。「金句王」Leon變身「手勢王」自創全新示愛Love U手勢，用手指做圓圈動作放在眼睛前，表示「人群之中我只看到你」，全場麻爆！之後伊健上台立即活學活用，Leon驚喜大笑。二人曾於2003年合作電影《雙雄》，伊健表示當時有兩件事最深刻，他對Leon說：「你還記不記得有一場戲在一條好靚的隧道拍？那裏卻是化糞池，當時沙士好犀利，在那環境下拍攝我好驚，但你好淡定，來到仍笑住同我打招呼。當時我心諗：我們一齊拍戲，他都不怕，我都不用害怕。」Leon笑笑說：「其實我不知

那裏是化糞池，拍完返屋企先知道。」全場爆笑。之後伊健又讚Leon好有紳士風度，並說：「當年我們都好鍾意車，有一日我揸車到片場，Leon話想睇吓，我給他車匙，說隨便玩啦！他打開車門沒立刻上車，而是坐下，雙腳在車門外拍拍鞋底先至踏入車廂，因為他不想整污糟架車，好有紳士風度，好有禮貌。大家要學呀，好加分㗎！」Leon自言一直都有這個習慣。伊健又說：「當年我們拍完套戲，疫情（沙士）就消失，希望今次我們第一次紅館合唱之後，疫情盡快消失。」Leon立即與他擊掌叫好，然後他們背對背Chok住合唱《友情歲月》，全場揮動荧光棒大合唱。



●伊健(左)前晚擔任黎明同唱表演嘉賓。

披露與吳君祥離婚真相 江美儀：大家步伐不同

香港文匯報訊（記者 李思穎）江美儀於2016年和吳君如胞弟吳君祥離婚，一直對感情低調的她，罕有地在好友黎芷珊主持的訪談節目《單對單》訴說離婚因由。

節目中，美儀率性披露離婚真相是跟前夫吳君祥步伐不同：「佢都好大壓力，佢係某某個仔、某某嘅細佬、同邊個邊個嘅男友，佢永遠有一個好清晰嘅身份。」美儀又謂因工作關係，經常不能陪前夫外出應酬，以致前夫要聽聞言：「可能好小（好似有乜嘢）嘅一句說話，我覺得佢聽咗會覺得我哋身份好似有距離。」

一個愛熱鬧、愛朋友，一個想愛得浪漫一點，加上生活習慣不協調，令美儀的不開心感覺愈見強烈，就算雙方曾嘗試挽回，也因步伐差異未能成事：「我見佢有乜特別行動想縮短，或者我要求高，我希望佢呢樣嘅嘢，可能佢做咗我唔覺，又或者係佢想要嘅嘢，但有講過話我想佢做嘅嘢佢做唔到。」美儀又指提出回復朋友身份的契機，是前夫到了內地工作後，她發現一個人都可以很開心和自由：「縱然對方會去製造一些驚喜，試過搵我朋友搞驚喜派對，但不是我想要的那樣，我想兩個人燭光晚餐，真係頂唔順！」坦言有感到受傷的美儀，對於該段關係卻沒有遺憾，她簡單直接謂：「愛過咪得。」

美儀還帶了芷珊打坐靜修，她透露之前也是靠打坐走出陰霾。縱然受過情傷，美儀不排除會再尋覓另一半，只是不會再同居：「有鼻斯點算？又要重新適應過，好似好煩咁，哈哈。」



●江美儀罕有談感情事。



●許靖韻

香港文匯報訊（記者 李思穎）許靖韻（Angela）首次在「第三屆KKBOX香港風雲榜」奪得「年度風雲歌手」獎項，她覺得非常感恩和幸運，同時多謝林奕匡去年寫給她的作品《別為我好》，為她帶來好成績，而這個獎也給她入行11年的肯定和鼓勵。對於去年推出多首慘情歌，更被稱為新一代慘情歌手代表，但Angela預告今年會作多方面的新嘗試，希望多帶不同曲風給大家。除此之外，她還會嘗試拍劇和電影的工作。

許靖韻將嘗試演戲

ANNOUNCEMENT ON MAIN OPERATION DATA HAINAN AIRLINES HOLDING COMPANY LIMITED

The board of directors of the Hainan Airlines Holding Company Limited and its entire directors guarantee that there is no significant omission, fictitious description or serious misleading of information in this announcement and they will take both individual and joint responsibilities for the truthfulness, accuracy and completeness of the content.

Following is the consolidated main operation data of the Hainan Airlines Holding Company Limited (hereinafter referred to as the Company) and its subsidiaries (hereinafter referred to as the Group) in June of 2021:

Transport Volume	June of 2021			Cumulative Amount in 2021	
	Data	Chain Relative Ratio (%)	Month-on-Month Ratio (%)	Data	Increase/Decrease over the Same Period (%)
Revenue Passenger-flow Kilometer/RPK (Unit: In Kilometer*person time)					
Domestic	5,417,480,000	-22.51	25.99	35,100,310,000	86.32
Regional	0.00	-	-	0.00	-
International	25,940,000	-45.35	-43.39	238,710,000	-91.34
Total	5,443,420,000	-22.66	25.25	35,339,020,000	63.44
Revenue Tonne Kilometer/RTK (Unit: In Kilometer*ton)					
Domestic	520,830,000	-22.23	24.29	3,403,390,000	83.40
Regional	0.00	-	-	0.00	-
International	63,510,000	-23.06	51.88	410,650,000	-9.24
Total	584,350,000	-22.32	26.80	3,814,040,000	65.07
Revenue Freight Tonne Kilometer/RTK (Unit: In Kilometer*ton)					
Domestic	41,640,000	-19.63	13.15	296,290,000	48.26
Regional	0.00	-	-	0.00	-
International	61,230,000	-21.86	62.19	389,450,000	83.75
Total	102,870,000	-20.97	37.99	685,740,000	66.49
Seating Capacity (In 1,000 person times)					
Domestic	3,620.72	-22.77	23.65	23,214.47	84.35
Regional	0.00	-	-	0.00	-
International	2.92	-39.63	-46.57	24.67	-94.26
Total	3,623.64	-22.78	23.52	23,239.14	78.20
Freight Transportation Volume (Unit: In 1,000 tons)					
Domestic	25.39	-18.47	20.57	174.73	52.28
Regional	0.00	-	-	0.00	-
International	6.43	-19.57	89.56	40.80	96.47
Total	31.82	-18.70	30.14	215.52	58.98

Transport Capacity	June of 2021			Cumulative Amount in 2021	
	Data	Chain Relative Ratio (%)	Month-on-Month Ratio (%)	Data	Increase/Decrease over the Same Period (%)
Available Seat-flow Kilometer/ASK (Unit: In Kilometer*seat)					
Domestic	6,777,650,000	-19.75	15.14	45,464,490,000	69.02
Regional	0.00	-	-	0.00	-
International	64,670,000	-35.13	-29.05	560,560,000	-86.74
Total	6,842,320,000	-19.92	14.46	46,025,040,000	47.64
Available Tonne-Kilometer/ATK (Unit: In Kilometer*ton)					
Domestic	656,920,000	-22.25	22.30	4,357,020,000	78.31
Regional	0.00	-	-	0.00	-
International	85,090,000	-21.51	28.42	541,740,000	-19.37
Total	742,010,000	-22.16	22.97	4,898,760,000	57.06
Available Freight Tonne-Kilometer (Unit: In Kilometer*ton)					
Domestic	177,730,000	-21.71	14.74	1,249,920,000	58.70
Regional	0.00	-	-	0.00	-
International	82,810,000	-20.54	33.15	520,550,000	20.67
Total	260,540,000	-21.34	20.01	1,770,470,000	45.07
Transport Rate	June of 2021			Cumulative Amount in 2021	
	Data (%)	Chain Relative Ratio (%)	Month-on-Month Ratio (%)	Data (%)	Increase/Decrease over the Same Period (%)
Load Factor (RPK/ASK)					
Domestic	79.93	-2.85	6.88	77.20	7.16
Regional	-	-	-	-	-
International	40.12	-7.50	-10.16	42.58	-22.64
Total	79.56	-2.81	6.86	76.78	7.42
Freight Load Factor					
Domestic	23.43	0.61	-0.33	23.70	-1.67
Regional	-	-	-	-	-
International	73.94	-1.24	13.24	74.82	25.68
Total	39.48	0.19	5.14	38.73	4.98
Total Load Factor (RTK/ATK)					
Domestic	79.28	0.02	1.27	78.11	2.16

Regional	-	-	-	-	-
International	74.64	-1.50	11.53	75.80	8.46
Total	78.75	-0.16	2.37	77.86	3.78

Note:

- The above listed data includes the production and transportation statistics of the Hainan Airlines Holding Company Limited, the China Xinhua Airlines Group Company Limited, the Chang'an Airlines Company Limited, the Shanxi Airlines Company Limited, the Yunnan Xiangpeng Airlines Company Limited, the Fuzhou Airlines Company Limited, the Urumqi Airlines Company Limited and the Guangxi Beibu Gulf Airlines Company Limited.
- Affected by the COVID-19 pneumonia pandemic, the entire regional routes keep grounding in this month.
- Revenue Passenger-flow Kilometer/RPK means that the flying kilometer times the charged passenger number.
- Revenue Tonne-kilometer/RTK means that the flying kilometer times the charged loading tonnage (passenger & cargo).
- Revenue Freight Tonne Kilometer/RTK means that the flying kilometer times the charged freight tonnage (cargo & mail).
- Available Seat-flow Kilometer means that the flying kilometer times the seat available for sale.
- Available Tonne-Kilometer means that the flying kilometer times the tonnage available for load.
- Revenue Freight Tonne-Kilometer means that the flying kilometer times the tonnage for loading cargo & mail.
- Load Factor means the ratio that the Revenue Passenger-flow Kilometer is divided by the Available Seat-flow Kilometer.
- Freight Load Factor means the ratio that the Revenue Freight Tonne Kilometer is divided by the Available Freight Tonne Kilometer.
- Total Load Factor (RTK/ATK) means the ratio that the Revenue Tonne Kilometer is divided by the Available Tonne Kilometer.

In June of 2021, the Group did not introduce/retire any aircraft. At the end of June of 2021, the Group operates 345 aircraft in total.

In June of 2021, the Group started the operation of one new air route of Haikou = Sydney for passenger-to-freighter conversion charter.

We would like to remind investors that above data is prepared on the basis of internal statistics of the Company which has not been audited and might be adjusted. Above operation data might be different from the data disclosed in the related periodical report. We reserve the right of adjustment to above operation data according to the audit results and actual situation. The monthly operation data disclosed above is for preliminary and phased reference to investors only. Investors shall pay attention to the investment risks caused by improper trust or use of above information.