## Preliminary Operating Statistics For the 3<sup>rd</sup> Quarter 2016



In the third quarter 2016, Thai AirAsia ("TAA") recorded load factor of 84%, up by 3 percentage points (ppts) YoY. The number of passengers carried was 4.33 million, increased by 21% YoY, outstripped the 17% increase in capacity. During the quarter, TAA started operating 2 international routes comprising of Bangkok(Don Mueang) – Vientiane(Laos) and Hat Yai – Kuala Lumpur(Malaysia) and adding frequencies on Bangkok – Udon Thani. TAA ended the guarter with a fleet size of 49 aircraft.

Thai AirAsia	3 <sup>rd</sup> Quarter July – September		
	2016	2015	Change
Passenger Carried <sup>1</sup>	4,326,526	3,584,130	21%
Capacity <sup>2</sup>	5,143,500	4,412,520	17%
Load Factor (%) <sup>3</sup>	84	81	+3 ppts
Available Seat Kilometre (ASK) (mil) <sup>4</sup>	5,316	4,445	20%
Revenue Passenger Kilometre (RPK) (mil) <sup>5</sup>	4,478	3,651	23%
Number of stages <sup>6</sup>	28,575	24,514	17%
Average stage length (km)	1,033	1,007	3%
Size of fleet at month end <sup>7</sup>	49	44	5

- (1) Number of earned seats flown; Earned seats comprise seats sold to passengers (including no-shows)
- <sup>(2)</sup> Number of seats flown
- <sup>(3)</sup> Number of Passengers carried as a percentage of capacity
- <sup>(4)</sup> Available Seat Kilometre (ASK) measures an airline's passenger capacity. Total seats flown multiplied by the number of kilometre flown
- Revenue Passenger Kilometre (RPK) is a measure of the volume of passengers carried by the airline. Number of passengers multiplied by the number of kilometre these passengers have flown
- <sup>(6)</sup> Number of flights flown
- <sup>(7)</sup> Number of aircraft including spares

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Statements included herein that are not historical facts are forward-looking statements. Such forward looking statements involve a number of risks and uncertainties and are subject to change at any time. In the event such risks or uncertainties materialise, AAV's results could be materially affected. The risks and uncertainties include, but are not limited to, risks associated with the inherent uncertainty of airline travel, seasonality issues, volatile jet fuel prices, world terrorism, perceived safe destination for travel, Government regulation changes and approval, including but not limited to the expected landing rights into new destinations.