Preliminary Operating Statistics





Asia Aviation Plc is pleased to announce the operating statistics for the 1st Quarter of the Financial Year 2019 ("1Q2019").

Thai AirAsia ("TAA") saw an improvement and witnessed the return of tourist arrivals in the first quarter as a result of the extension of the waving Visa on Arrival fee scheme for visitors from 20 countries and 1 territory. Available Seat Kilometres was up by 10% year-on-year on the back of capacity that was added for China and Indochina routes. Whilst, number of passengers carried was in line with the capacity added, recording a strong load factor of 90%.

Thai AirAsia	1 st Quarter January – March		
	2019	2018	Change
Passenger Carried ¹	5,861,824	5,639,204	4%
Capacity ²	6,507,990	6,224,610	5%
Load Factor (%) ³	90	91	-1 ppt
Available Seat Kilometres (ASK) (mil) ⁴	6,874	6,245	10%
Revenue Passenger Kilometres (RPK) (mil) ⁵	6,151	5,618	9%
Number of stages ⁶	36,061	34,506	5%
Average stage length (km)	1,056	1,003	5%
Size of fleet at month end ⁷	62	59	3

- Number of earned seats flown; Earned seats comprise seats sold to passengers (including no-shows)
- (2) Number of seats flown
- (3) Number of passengers carried as a percentage of capacity
- Available Seat Kilometres (ASK) measures an airline's passenger capacity. Total seats flown multiplied by the number of kilometres flown
- Revenue Passenger Kilometres (RPK) is a measure of the volume of passengers carried by the airline. Number of passengers multiplied by the number of kilometres these passengers have flown
- ⁽⁶⁾ Number of flights flown
- ⁽⁷⁾ 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.