

Asia Aviation Plc is pleased to announce the operating statistics for the 3rd Quarter of the Financial Year 2020 (“3Q2020”).

Thai AirAsia (“TAA”) demonstrated a strong rebound in operations in tandem with solid domestic demand. In September 2020, TAA operated 96% of pre-Covid domestic capacity, as compared to 59% in July 2020. During the quarter, TAA carried more than 1.8 million passengers, recording a solid load factor of 65%. In September 2020, TAA seized the opportunity to capture a new customer base, including additional cargo services, by launching a new operating hub at Suvarnabhumi Airport (“BKK”). As a result, TAA maintained the largest market share in Thailand.

Thai AirAsia	3 rd Quarter July – September		
	2020	2019	Change
Passenger Carried ¹	1,864,484	5,284,489	-65%
Capacity ²	2,858,316	6,547,152	-56%
Load Factor (%) ³	65	81	-16 ppts
Available Seat Kilometres (ASK) (mil) ⁴	1,853	6,766	-73%
Revenue Passenger Kilometres (RPK) (mil) ⁵	1,207	5,444	-78%
Number of stages ⁶	15,609	36,253	-57%
Average stage length (km)	648	1,034	-37%
Size of fleet at month end ⁷ (aircraft)	62	62	0

⁽¹⁾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

⁽⁴⁾Available Seat Kilometres (ASK) measures an airline’s passenger capacity. Total seats flown multiplied by the number of kilometres (Standard distance) flown

⁽⁵⁾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 (Standard distance) 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.