

Preliminary Operating Statistics  
For the 2<sup>nd</sup> Quarter 2017

In the second quarter 2017, Thai AirAsia (“TAA”) recorded load factor of 86%, up by 3 percentage points(ppts) YoY. The total number of passengers carried during the quarter were 4.69 million, increased by 13% YoY, which is higher than 9% growth in seat capacity. Moreover, TAA took an additional aircraft in this quarter and TAA has added 5 aircraft compared with the same period last year, allowing them to end the quarter with a total of 54 aircraft.

New routes
Bangkok (Don Mueang) - Da Nang
Chiang Mai - Ubon Ratchathani

Frequency increase
Bangkok (Don Mueang)-Khon Kaen
Bangkok (Don Mueang)-Roi Et
Bangkok (Don Mueang)-Penang
Bangkok (Don Mueang)-Phnom Penh
Chiang Mai-Surat Thani
Hat Yai - Kuala Lumpur
Pattaya(Utapao) – Udon Thani

Thai AirAsia	2 <sup>nd</sup> Quarter April – June		
	2017	2016	Change
Passenger Carried <sup>1</sup>	4,694,374	4,165,929	13%
Capacity <sup>2</sup>	5,456,700	5,021,100	9%
Load Factor (%) <sup>3</sup>	86	83	3 ppts
Available Seat Kilometre (ASK) (mil) <sup>4</sup>	5,373	5,138	5%
Revenue Passenger Kilometre (RPK) (mil) <sup>5</sup>	4,630	4,269	8%
Number of Stages <sup>6</sup>	30,315	27,895	9%
Average Stage Length (km)	985	1,024	-4%
Size of Fleet at Month End <sup>7</sup>	54	49	5

<sup>(1)</sup> 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

<sup>(5)</sup> 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 materialize, 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.