



**Management
Discussion and Analysis
For the Third Quarter of 2021**

Executive Summary

The world economy grew at a slower rate in the third quarter of 2021 (“Q3/2021”) compared to the previous period amid persisting supply chain disruptions, the spread of the Delta-variant of Coronavirus (“COVID-19”), and inflation. However, the economic recovery across regions is still uneven, based on the improving vaccination rates and the ongoing government stimulus measures. Most developed economies can reopen at the start of the quarter to reap the benefits of pent-up demand. In emerging markets economics, however, the Delta variant spurred greater contraction than previously expected.

In Q3/2021, the US economy grew at 2.0 percent slowing from 6.7 percent from the last quarter, primarily due to the Delta-variant of COVID-19, a slowdown in customer spending and supply bottlenecks. The same trajectory was seen in China, which achieved 4.9 percent economic growth in Q3/2021 after seeing 7.9 percent growth in the previous quarter. The country’s economy was mainly bogged down primarily from the energy shortage crisis, which affected the manufacturing sector and the supply chain of China and the world. Eurozone economies also saw throttled growth in the said quarter, achieving 3.9 percent compared to the same quarter last year, after expanding a 13.7 percent in the previous quarter. The situation was reflected in manufacturing and service sectors as the decelerating Purchasing Managers Index (“PMI”) in September that directly affected the household purchasing power.

Thailand’s economy contracted in Q3/2021 to its lowest point of the year, drawn down by the COVID-19 pandemic, the virus’ mutation and strict measures by the state. Nonetheless, since September, the economy has shown positive signs following a relaxation in restrictions and improving export numbers in line with trading

partners’ economic growth. For the tourism sector, foreign traveller numbers throughout the nine-month of 2021 (“9M2021”) were only a low of 85,845 people. While the number of domestic tourists in Q3/2021 was only 4.1 million-time, Thai and international traveller statistics fell by 87 percent and 43 percent, compared to the same period last year, respectively. Consequently, the domestic tourists in the 9M/2021 decreased to 40.6 million-time or 56 percent less than the nine-month of 2020 (“9M2020”).

In Q3/2021, Thai AirAsia served 79,767 passengers, or down by 96 percent compared to the same period last year. The reduction was in line with the tourism industry as a whole after the Civil Aviation Authority of Thailand declared a restriction on carriers transporting passengers between Maximum and Strict Control Zones (Red Zones). The measure necessitated Thai AirAsia to announce a temporary suspension of domestic operation between 12 July, 2021 and 2 September, 2021 in compliance with the state containment effort. Nonetheless, Thai AirAsia resumed domestic flights on 3 September, 2021 following a relaxation of restrictions by relevant offices, implementing social distancing requirements on flights, resulting in a load factor of 60 percent in the said quarter. Nonetheless, AirAsia Group received the “World’s Best Low-Cost Airline” award for a 12th consecutive year from Skytrax, receiving the accolade at the end of September.

Given the aforesaid impact, Asia Aviation Public Company Limited posted total revenues in Q3/2021 of Baht 457.5 million. Accordingly, a net loss for the period increased from last year to Baht 2,098.3 million, and a net loss in the statement of comprehensive income amounted to Baht 2,075.5 million.

Financial Performance Summary

Asia Aviation Public Company Limited (“Asia Aviation”) is a major shareholder of Thai AirAsia Company Limited (“Thai AirAsia”) who is an airline operator of Thai AirAsia, in which the Company currently holds 55 percent.

Asia Aviation’s financial performance for the three-month and the nine-month ended 30 September 2020 and 2021 have been summarised below:

Statement of Comprehensive Income

Asia Aviation Public Company Limited	Consolidated			Consolidated		
Unit: Baht million	For the three-month period		Change	For the nine-month period		Change
	ended 30 September			ended 30 September		
	2021	2020		2021	2020	
Total revenues	457.5	2,403.2	-81%	2,888.9	12,078.7	-76%
Total expenses	4,174.4	5,520.2	-24%	12,625.5	18,364.8	-31%
Profit (loss) from operating activities	(3,716.9)	(3,117.0)	19%	(9,736.6)	(6,286.1)	55%
Profit (loss) for the period	(3,818.1)	(3,340.9)	14%	(10,286.6)	(6,638.3)	55%
Equity holders of the Company	(2,098.3)	(1,836.8)	14%	(5,654.7)	(3,649.6)	55%
Non-controlling interests of the subsidiary	(1,719.8)	(1,504.1)	14%	(4,631.8)	(2,988.7)	55%
Total comprehensive income for the period	(3,776.7)	(2,523.2)	50%	(10,045.2)	(7,393.0)	36%
Equity holders of the Company	(2,075.5)	(1,387.1)	50%	(5,522.0)	(4,064.7)	36%
Non-controlling interests of the subsidiary	(1,701.2)	(1,136.1)	50%	(4,523.2)	(3,328.3)	36%
Earnings (loss) Per Share (Baht)	(0.4326)	(0.3787)	14%	(1.1659)	(0.7525)	55%

In Q3/2021, Asia Aviation had total revenues of Baht 457.5 million, which decreased by 81 percent compared to the third quarter of 2020 (“Q3/2020”). Meanwhile, total expenses were a total of Baht 4,174.4 million, declined by 24 percent from Q3/2020. As a result, a net loss for the period attributable to equity holders of the Company in Q3/2021 amounted to Baht 2,098.3 million from net loss in an amount of Baht 1,836.8 million in the same quarter previous year; thereby a basic loss was at Baht 0.4326 per share. With other comprehensive income from the gain on cash flow hedges net of income tax in an amount of Baht 41.4 million, the Company posted a loss in total comprehensive income attributable to equity holders in an amount of Baht 2,075.5 million from net loss in an amount of Baht 1,387.1 million in Q3/2020.

In 9M2021, Asia Aviation had total revenues of Baht 2,888.9 million, decreased by 76 percent compared to the same period last year. While, total expenses were a total of Baht 12,625.5 million, declined by 31 percent from 9M2020. Consequently, a net loss for the period attributable to equity holders of the Company in 9M2020 amounted to Baht 5,654.7 million, from the net loss of Baht 3,649.6 million for 9M2020, and having a basic loss was at Baht 1.1659 per share. With other comprehensive income from a gain on cash flow hedges net of income tax in an amount of Baht 241.3 million, the Company had a loss in total comprehensive income attributable to equity holders in an amount of Baht 5,522.0 million, from the net loss in an amount of Baht 4,064.7 million for 9M2020.

Statement of Financial Position

Asia Aviation Public Company Limited	Consolidated		Change
Unit: Baht million	As at 30 September 2021	As at 31 December 2020	
Total assets	64,589.5	67,977.7	-5%
Total liabilities	57,274.4	50,617.4	13%
Equity attributable to owners of the Company	8,744.1	14,266.1	-39%
Non-controlling interests of the subsidiary	(1,429.0)	3,094.2	>-100%
Total shareholders' equity	7,315.1	17,360.3	-58%

Assets

As at 30 September 2021, total assets amounted to Baht 64,589.5 million, decreased by 5 percent compared to as at 31 December 2020, due to;

- (1) Current assets decreased by Baht 1,167.3 million, primarily due to a decrease in cash and cash equivalents in an amount of Baht 1,087.3 million from a decrease in passengers and the partial repayment of debentures, as well as, a decrease in prepaid expenses by Baht 201.0 million from receiving of the fuel prepayment.
- (2) Non-current assets decreased by Baht 2,220.8 million, primarily due to the right-of-use assets, the property, aircraft, leasehold improvements and equipment decreased from accumulated depreciation.

Liabilities

As at 30 September 2021, total liabilities amounted to Baht 57,274.4 million, increased by 13 percent compared to as at 31 December 2020, due to;

- (1) Current liabilities increased by Baht 4,946.8 million, primarily due to an increase in the amounts due to related parties in an amount of Baht 2,138.2 million mainly from the aircraft lease, as well as, an increase in liabilities under lease agreements in an amount of Baht 1,615.6 million as the reclassified from non-current liabilities to current liabilities. Whereas long-term debentures increased by Baht 300.1 million from the debentures due in May 2022 of Baht 600 million and the partial repayment of debentures due in June 2021 of Baht 300 million.
- (2) Non-current liabilities increased by Baht 1,710.3 million, primarily due to increase in liabilities under lease agreements in an amount of Baht 3,198.0 million from the restructuring of the liabilities under the operating lease agreements of 7 aircraft. Whereas, derivative liabilities decreased by Baht 535.6 million mainly from the foreign exchange rate forward contracts.

Equity

As at 30 September 2021, total shareholders' equity amounted to Baht 7,315.1 million, decreased by Baht 10,045.2 million compared to as at 31 December 2020, mainly due to the operating loss for the period. Hence, equity attributable to owners of the Company and non-controlling interests of the subsidiary as at 30 September 2021 were in an amount of Baht 8,744.1 million and a deficit of Baht 1,429.0 million, respectively.

Statement of Cash Flows

Asia Aviation Public Company Limited	Consolidated	
Unit: Baht million	For the nine-month period 30 September	
	2021	2020
Net cash generated from (used in) operating activities	(660.1)	(335.6)
Net cash generated from (used in) investing activities	(37.1)	12,261.3
Net cash generated from (used in) financing activities	<u>(390.6)</u>	<u>(13,473.8)</u>
Net increase (decrease) in cash and cash equivalents	(1,087.9)	(1,548.1)
Unrealised exchange gain (loss) on cash and cash equivalents	0.6	(82.4)
Cash and cash equivalents at the beginning of the period	<u>1,110.4</u>	<u>3,982.2</u>
Cash and cash equivalents at the end of the period	<u>23.1</u>	<u>2,351.7</u>

For the nine-month period ended 30 September 2021, Asia Aviation had net cash used in operating activities in an amount of Baht 660.1 million mainly due to the operating loss in the period under review. Meanwhile, net cash used in investing activities was at Baht 37.1 million, primarily from the payments for improvement employee training centre. Net cash used in financing activities was Baht 390.6 million, mainly due to the repayment for liabilities under lease agreements, interest paid, and the partial repayment of debentures. As a result, the net decrease in cash and cash equivalents amounted to Baht 1,087.9 million, while the cash and cash equivalents at the end of the period amounted to Baht 23.1 million.

Thai AirAsia's financial performance for the three-month and the nine-month ended 30 September 2020 and 2021 have been summarised below

Statement of Comprehensive Income

Thai AirAsia Company Limited Unit: Baht million	For the three-month period			For the nine-month period		
	ended 30 September		Change	ended 30 September		Change
	2021	2020		2021	2020	
Total Revenues	457.5	2,403.2	-81%	2,888.2	12,078.6	-76%
Total Expenses	4,178.9	5,522.1	-24%	12,577.1	18,368.6	-32%
Profit (loss) from operating activities	(3,721.5)	(3,118.8)	19%	(9,688.9)	(6,290.0)	54%
Net Profit (loss) for the period	(3,821.8)	(3,342.3)	14%	(10,248.0)	(6,641.4)	54%
Total comprehensive income for the year	(3,780.4)	(2,524.7)	50%	(10,006.7)	(7,396.1)	35%
Earnings (loss) per share (Baht)	(87.75)	(76.74)	14%	(235.29)	(152.48)	54%

In Q3/2021, total revenues of Thai AirAsia amounted to Baht 457.5 million, decreased by 81 percent from Baht 2,403.2 million in Q3/2020. Primarily, revenues from sales and services amounted to Baht 169.9 million, decreased by 92 percent compared to the same period last year, due to the COVID-19 pandemic the virus' mutation and strict measures by the state impact on travel demand. Consequently, the passenger carried in Q3/2021 recorded at 79,767 people or down by 96 percent, despite the third wave of the COVID-19 pandemic in Thailand hit in mid-April 2021 and the government travel restriction. Thai AirAsia posted the load factor of this quarter at 60 percent or down by five percentage points ("ppts") from the same period last year. Besides, the average fare in Q3/2021 was Baht 1,836 per passenger, on the support of unlimited pass campaign. Excluding this aforementioned revenue, the average fare was 793 per passenger. The total ancillary revenues amounted to Baht 24.7 million, or decreased by 91 percent compared to the same period last year, impacted by the fleet hibernation, social distancing and restrictions on food and beverage services.

In Q3/2021, total expenses of Thai AirAsia amounted to Baht 4,178.9 million, decreased by 24 percent compared to the same period last year at Baht 5,522.1 million. The cost of sales and services amounted to Baht 1,818.2 million, reduced by 58 percent from Q3/2020. Primarily, the fuel cost decreased 97 percent from Q3/2020, in part from lower fuel consumptions along with a decrease in number of flights. Whereas, there was a loss in fuel hedging in Q3/2020. The decrement also reflected in staff costs from the leave without pay and furlough schemes. Moreover, the ramp and airport operations, and repair and maintenance expenses decreased in line with the number of flights. Available seat kilometres ("ASK") declined by 95 percent due to strict measures by the state and regulator. As a result, cost per available seat kilometres ("CASK") in Q3/2021 was Baht 23.83 or increased from Baht 1.96 in Q3/2020, due to a decrease in ASK outpacing a decline in the operating cost. Meantime, Thai AirAsia had the utilisation of aircraft in Q3/2021 at 2.6 hours per day of the operating aircraft, drop from 6.3 hours per day from Q3/2020.

In Q3/2021, Thai AirAsia recorded the other expenses at 2,072.0 million, in part from a loss on the exchange rate in an amount of Baht 2,066.6 million, from the loss of Baht 734.5 million in Q3/2020, due to the unrealised loss on the exchange rate difference of lease liabilities where Thai Baht weaken against US Dollar. Whereas, the other income was Baht 287.6 million, in part from the gain on derivatives of Baht 135.4 million, reversed from the loss of Baht 108.4 million in Q3/2020. Hence, loss from operating activities in Q3/2021 amounted to Baht 3,721.5 million. Besides, finance costs amounted to Baht 476.5 million, rose by 16 percent, primarily from the interest charges from an aircraft lease deferment. Meanwhile, the income tax revenue amounted to Baht 370.2 million, mainly from the carry forward of unused tax loss to calculate income tax for the period and the restructuring of the liabilities under the operating lease agreements. In consequence, Thai AirAsia had a net loss for the period of amounted to Baht 3,821.8 million. With other comprehensive income from the gain on cash flow hedges net of income tax in an amount of Baht 41.4 million, it had a loss in total comprehensive income the period amounted to Baht 3,780.4 million.

Thai AirAsia Company Limited	Q3/2021	Q3/2020	Change	9M2021	9M2020	Change
Passenger Carried (Million)	0.08	1.86	-96%	1.78	6.68	-73%
Capacity (Million seats)	0.13	2.86	-95%	2.80	8.82	-68%
Load Factor (%)	60%	65%	-5 ppts	64%	76%	-12 ppts
Revenue Passenger Kilometres (Million seats-km)	64	1,207	-95%	1,300	5,367	-76%
Available seat kilometres (Million seats-km)	99	1,853	-95%	1,972	7,016	-72%
Average fare (Baht)	1,836	996	84%	1,064	1,272	-16%
Revenue per Available seat kilometres (Baht)	1.72	1.14	50%	1.17	1.45	-20%
Cost per Available seat kilometres (Baht)	24.29	2.68	>100%	4.60	2.57	79%
Cost per Available seat kilometres (ex-fuel)(Baht)	23.83	1.96	>100%	4.20	1.89	>100%

For 9M2021, total revenues of Thai AirAsia amounted to Baht 2,888.2 million or decreased by 76 percent from Baht 12,078.6 million in 9M2020. Mainly, revenues from sales and services amounted to Baht 2,299.6 million, decreased by 77 percent compared to the same period last year, due to less domestic travel demands caused by the COVID-19 outbreak at the end of December 2020 and mid-April 2021, together with the strictly travel restrictions. Consequently, Thai AirAsia recorded a 73 percent decrease in passengers to 1.78 million with a load factor of 64 percent or declined by 12 ppts from 9M2020. Besides, the average fare in 9M2021 decreased 16 percent from 9M2020 to Baht 1,064 per passenger, as having revenues primarily from the domestic route. Whereas, the total ancillary revenues in 9M2021 amounted to Baht 415.6 million, or down by 76 percent compared to the same period last year, in part from checked baggage and inflight service incomes, according to a decline in passengers. On the other hand, the freight revenue increased along with cargo flights.

For 9M2021, total expenses of Thai AirAsia amounted to Baht 12,577.1 million, decreased by 32 percent from Baht 18,368.6 million in 9M2020. The cost of sales and services amounted to Baht 7,368.0 million, decreased by 54 percent from Baht 15,940.9 million in 9M2020. Primarily, the fuel cost decreased by 83 percent from 9M2020, in part from lower fuel consumptions and no fuel over-hedging losses. Staff costs also decreased in part from the leave without pay and furlough schemes. At the same time, a decline in ramp and airport operations, guest services and distribution, maintenance and overhaul expenses decreased along with operating flights. Besides, a decrease in depreciation expenses was partly from the impairment of the right-of-use asset at the end of 2020. Furthermore, the selling and administrative expenses declined by 28 percent, mainly from the staff cost from the organisational restructuring to agility team with the optimal headcount. As a result, the cost per available seat kilometres excluding fuel cost (“CASK ex-fuel”) was at Baht 4.20, rose from Baht 1.89 in 9M2020, due to a decrease in ASK outpacing a decline in the operating cost. Consequently, Thai AirAsia had the utilisation of aircraft in operations at 5.7 hours per day of the active aircraft, declining from 8.0 hours per day in 9M2020. Nevertheless, Thai AirAsia continuously monitors our punctuality, reflecting in the on-time-performance (“OTP”) of 98 percent, increased from 95 percent compared to the same period last year.

In 9M2021, Thai AirAsia recorded the other expense Baht 4,300.0 million, primarily from a loss on exchange in an amount of Baht 4,187.2 million, from the loss of Baht 1,016.9 million in 9M2020, due to the unrealised loss on exchange rate difference of lease liabilities where Thai Baht weaken against US Dollar. Whereas the other income was Baht 588.6 million, in part from the gain on derivatives of Baht 373.0 million, reversed from the loss of Baht 147.9 million. Hence, loss from operating activities in 9M2021 amounted to Baht 9,688.9 million. Moreover, finance costs were Baht 1,327.0 million, or decreased by 2 percent from 9M2020. Whereas, the income tax revenue amounted to Baht 723.8 million, mainly from the carry forward of unused tax loss to calculate income tax for the period. In consequence, Thai AirAsia had a net loss for the period amounted to Baht 10,248.0 million. With other comprehensive income from a gain on cash flow hedges in an amount of Baht 241.3 million, it had a loss in total comprehensive income for the period amounted to Baht 10,006.7 million.

Statement of Financial Position

Thai AirAsia Company Limited	As at	As at	Change
Unit: Baht million	30 September 2021	31 December 2020	
Total assets	42,583.2	45,129.8	-6%
Total liabilities	56,085.7	48,625.6	15%
Total shareholders' equity (Capital deficits)	(13,502.5)	(3,495.8)	>100%

Assets

As at 30 September 2021, total assets amounted to Baht 42,583.2 million, decreased by 6 percent compared to as at 31 December 2020, due to;

- (1) Current assets decreased by Baht 1,065.3 million, primarily due to a decrease in cash and cash equivalents in an amount of Baht 989.1 million from a decrease in passengers and the partial repayment of debentures, as well as, a decrease in prepaid expenses by Baht 199.9 million from receiving of the fuel prepayment.
- (2) Non-current assets decreased by Baht 1,481.3 million, primarily due to the right-of-use assets, the property, aircraft, leasehold improvements and equipment decreased from accumulated depreciation.

Liabilities

As at 30 September 2021, total liabilities amounted to Baht 56,085.7 million, increased by 15 percent compared to as at 31 December 2020, due to;

- (1) Current liabilities increased by Baht 5,057.7 million, primarily due to an increase in the amounts due to related parties in an amount of Baht 2,151.6 million mainly from the aircraft lease, as well as, an increase in liabilities under lease agreements in an amount of Baht 1,615.6 million as the reclassified from non-current liabilities to current liabilities. Whereas long-term debentures increased by Baht 300.1 million from the debentures due in May 2022 of Baht 600 million and the partial repayment of debentures due in June 2021 of Baht 300 million.
- (2) Non-current liabilities increased by Baht 2,402.4 million, primarily due to increase in liabilities under lease agreements in an amount of Baht 3,198.0 million from the restructuring of the liabilities under the operating lease agreements of 7 aircraft. Whereas, derivative liabilities decreased by Baht 535.6 million mainly from the foreign exchange rate forward contracts.

Equity

As at 30 September 2021, total shareholders' equity deficit amounted to Baht 13,502.5 million, from the deficit of Baht 3,495.8 million the previous year, mainly due to the operating loss for the period. Thai AirAsia's Debt-to-Equity ratio (Interest Bearing Debt) and Net Gearing ratio as at 30 September 2021 were -3.25x and -3.25x, respectively. Excluding the operating lease liabilities, D/E Ratio and Net Gearing Ratio were -0.93x and -0.93x, respectively.

Statement of Cash Flows

Thai AirAsia Company Limited	For the nine-month period 30 September	
Unit: Baht million	2021	2020
Net cash generated from (used in) operating activities	(658.0)	(337.9)
Net cash generated from (used in) investing activities	(37.1)	12,261.3
Net cash generated from (used in) financing activities	<u>(294.6)</u>	<u>(13,473.8)</u>
Net increase (decrease) in cash and cash equivalents	(989.7)	(1,550.4)
Unrealised exchange gain (loss) on cash and cash equivalents	0.6	(82.4)
Cash and cash equivalents at the beginning of the period	<u>1,012.1</u>	<u>3,889.6</u>
Cash and cash equivalents at the end of the period	<u>23.0</u>	<u>2,256.8</u>

For the nine-month period ended 30 September 2021, Thai AirAsia had net cash used in operating activities in an amount of Baht 658.0 million mainly due to the operating loss in the period under review. Meanwhile, net cash used in investing activities was at Baht 37.1 million, primarily from the payments for improvement employee training centre. Net cash used in financing activities was Baht 294.6 million, mainly due to the repayment for liabilities under lease agreements, interest paid, and the partial repayment of debentures. As a result, the net decrease in cash and cash equivalents amounted to Baht 989.7 million, while the cash and cash equivalents at the end of the period amounted to Baht 23.0 million.

Business Outlook

The overall outlook for the world economy during the remaining months of 2021 is continued contraction, mainly due to the service sector continuing to be impeded by the Delta variant's spread and the expiration of state economic stimulus measures in the fourth quarter. Furthermore, supply chain disruption and inflation will continue to be issued, while slow vaccination rates will further hinder recovery in developing economies. In addition, the recovery in tourism-dependent countries is expected to be weaker than the others. Nonetheless, the economic recovery remains uncertain under pressure from several aspects such as the widespread of COVID-19 variants, the delay in vaccines distribution and the instability of the global financial market. Meantime, the US Federal Reserve ("Fed") has maintained its policy interest rate at 0 to 0.25 percent but has begun scaling back economic support by reducing asset purchases. This has poised the US Dollar to depreciate slightly during the end of the year, posing benefit to the company in areas where its costs are in foreign currencies such as repair and maintenance costs, and aircraft rentals. The Company has adopted the practice of natural hedging by matching cash expenses and revenues in the same currency as practically possible. Moreover, the structure of the foreign currency loans is made to be in accordance with the highest currency net operating cash flow. The Company also used financial instruments for currency risk management when deemed applicable.

The global crude oil prices are on an upward trend that could send them beyond predictions made earlier in the year. Key supporting factors include expedited vaccination campaigns in major economies that have fuelled trade, travel and transport, hiking demand for

fuel. Nevertheless, the COVID-19's persisting severity in many nations and an increase in production among the oil-exporting countries of OPEC+ between August and December will help cap fuel prices to some extent. As a result, in this quarter, the Company had no fuel price swap agreements.

The Bank of Thailand's ("BoT") October 2021 report adjusted its Thai economic growth prediction down to 0.6 percent after the third COVID-19 wave proved longer and more severe than earlier evaluations, with high daily infection rates. Nonetheless, the Thai economy is expected to recover in the fourth quarter of 2021 due to financial support policies, progress in the Kingdom's vaccination campaign leading to a relaxation in restrictions and the country's reopening in November to low-risk tourists. However, the recovery could be impeded by risk factors such as domestic infection rates, vaccine efficiency, and the delay in vaccine rollout.

Thai AirAsia forecasts its operational returns will recuperate in the final months of 2021 compared to the previous quarter as both the tourism and aviation businesses have received positive signals. Thai AirAsia will continue to increase flight frequencies and add routes in response to improving demand, expecting to return to 100 percent pre-COVID domestic operation within the first quarter of 2022 ("Q1/2022"). In addition, Thai AirAsia will consider international service based on the government's national reopening plan.

The company's Board of Directors has approved Asia Aviation and Thai AirAsia's shareholding restructuring plan and fundraising to acquire all Thai AirAsia shares and enhance liquidity of operating company to ready for the Kingdom's reopening plan. The plan is expected to be implemented within Q1/2022.

Glossary

Load factor : Represents the number of passengers carried as a proportion to capacity, which is the number of seats available for passengers

Available seat kilometres (ASK) : which is the total number of seats available on all flights multiplied by the number of kilometres these seats were flown (2021: actual distance; 2020: standard distance)

Revenue passenger kilometres (RPK) : Revenue passenger kilometres, which is the number of paying passengers carried on all flights multiplied by the number of kilometres those seats were flown (2021: actual distance; 2020: standard distance)

Average fare : Calculated as Thai AirAsia's total passenger revenues and fuel surcharge divided by total number of passengers carried

Revenue per ASK (RASK) : Calculated as Thai AirAsia's revenues divided by ASK

Cost per ASK (CASK) : Calculated as the sum of Thai AirAsia's operating costs, selling expenses and administrative expenses divided by ASK

Cost per ASK (CASK ex-fuel) : Calculated as the sum of Thai AirAsia's operating costs, selling expenses and administrative expenses less fuel costs divided by ASK

Average stage length (kilometres) : Represents the average number of kilometres flown per flight

Aircraft utilisation: Represents the average block hours per day per aircraft during the relevant period. Block hours is calculated by measuring the duration between the time of departure of an aircraft and the time of arrival at its destination.

Debt to Equity ratio (D/E) : Calculated as Thai AirAsia's total interest bearing debt divided by total equity

Net Gearing ratio: Calculated as Thai AirAsia's total interest bearing debt less (cash and cash equivalents + short-term investment + deposit) divided by total equity

Gross profit margin: Calculated as revenues from sales and services less cost of sales and service divided by revenues from sales and services.

The earnings before interest and tax, depreciation, and amortisation (EBITDA) margin : Calculated as total income (excluding dividend income, gain on sale of investments, gain on sale of assets, finance income, gain on exchange rate, and gain on derivative) less total expenses plus depreciation and amortisation expenses divided by revenues from sales and services

Net profit margin : Calculated as profit for the period divided by revenues from sales and services