Air Berlin PLC | 12th May, 2016 |

First Quarter Results, 2016

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Q1 2016 in line with expectations despite continuing market pressures

Revenue per Available Seat Kilometre (RASK) and Yield remained stable while ASK significantly down

- Impacted significantly by damaging dispute over codeshare flights
- Protracted influence of geopolitical events
- Downward trend in touristic destinations

Load Factor improvement of 0.2 percentage points

- Continuing improvement in asset utilisation from network optimisation

Ancillary Revenues increased by 2 EUR per passenger

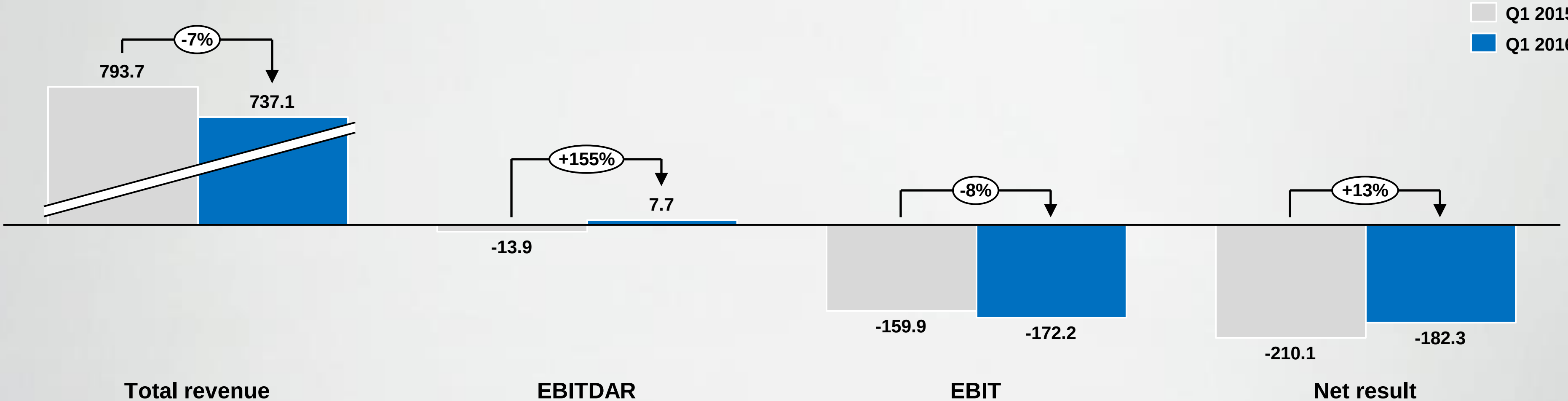
- Tangible impact of enhancement of customer proposition and system development

Cost per Available Seat Kilometre (CASK) increased due to reduction in capacity (ASKs)

- Management continue to address the underlying cost base to create a sustainable future platform
- Fuel upside expected in Q3 and Q4; partially offset by negative FX movement

Despite headwinds, Net Result improved by 13% versus prior year

Total revenue [€m.]	EBITDAR & EBIT [€m.]	Net Result [€m.]



- Decrease in revenue driven by capacity reduction of 7.2%
- Ancillary revenues strongly improved versus prior year

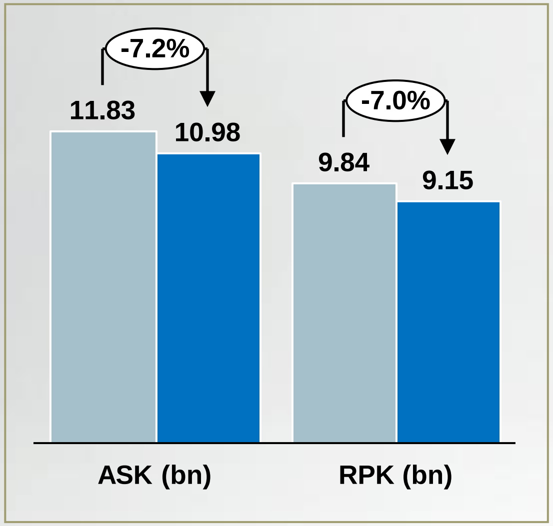
- Operational business improvement and lower fuel cost lead to positive EBITDAR development
- Negative EBIT development due to revenue decrease has been partially offset by management of cost

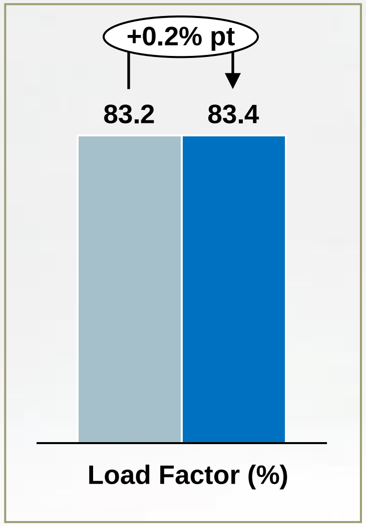
- Increased net result due to lower interest expense and currency & derivatives effects

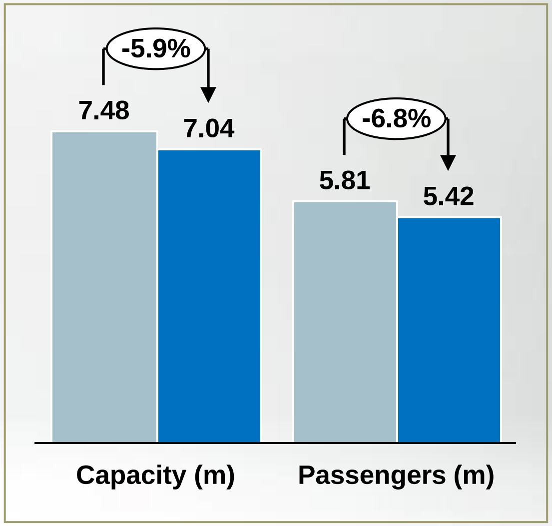
Q1 2016 with stronger load factor achieved through network optimisation

- Tactical adjustments to capacity in leisure segment as well as European flying
- Positive load factor development
- Passenger numbers decrease stronger than capacity

Q1 2015 Q1 2016

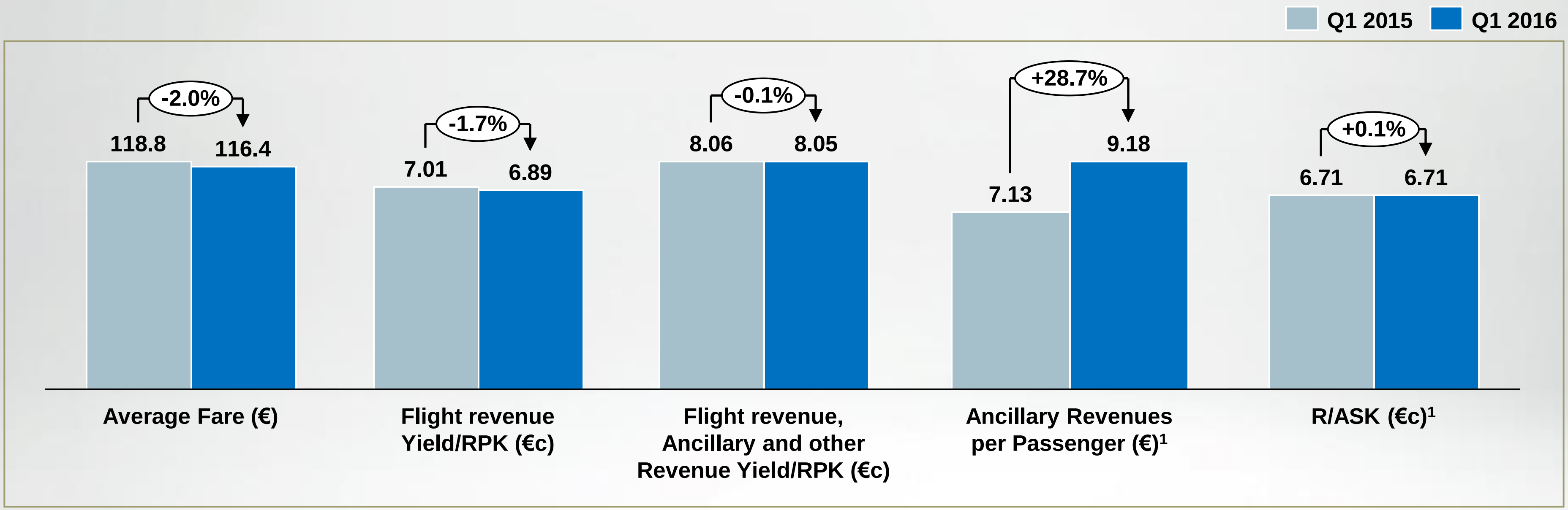






Significant improvement of ancillary revenues

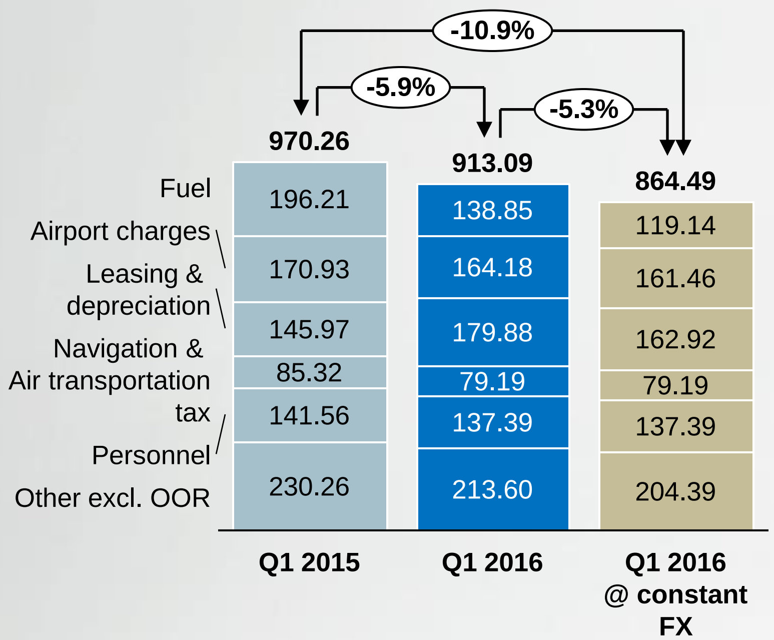
- Stable Revenue per ASK development
- Further negative impact of codeshare dispute and dip in tourism traffic due to geopolitical event that led to short term capacity shifts away from impacted areas
- Strong evolution of Ancillary Revenue offsets yield shortfall in a declining yield environment



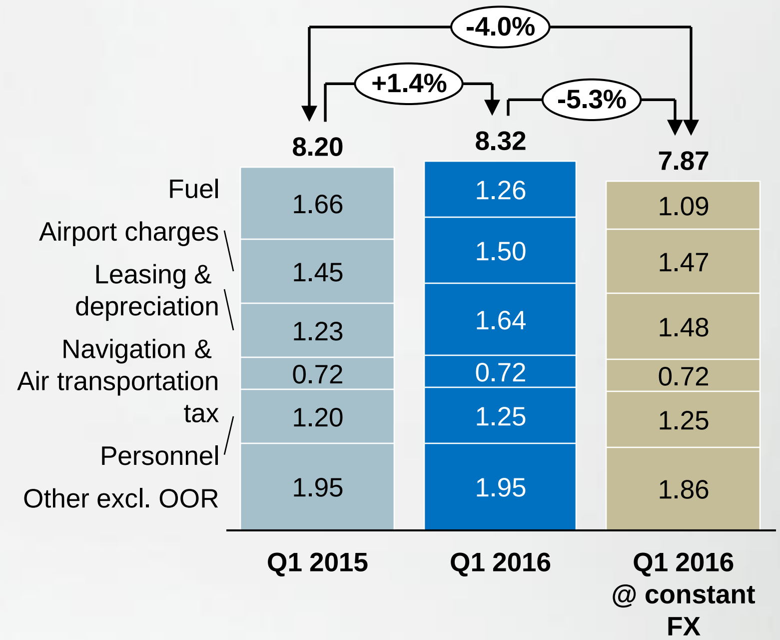
(1) Total revenue

CASK at constant FX down by 4%

Total Cost [EURm]

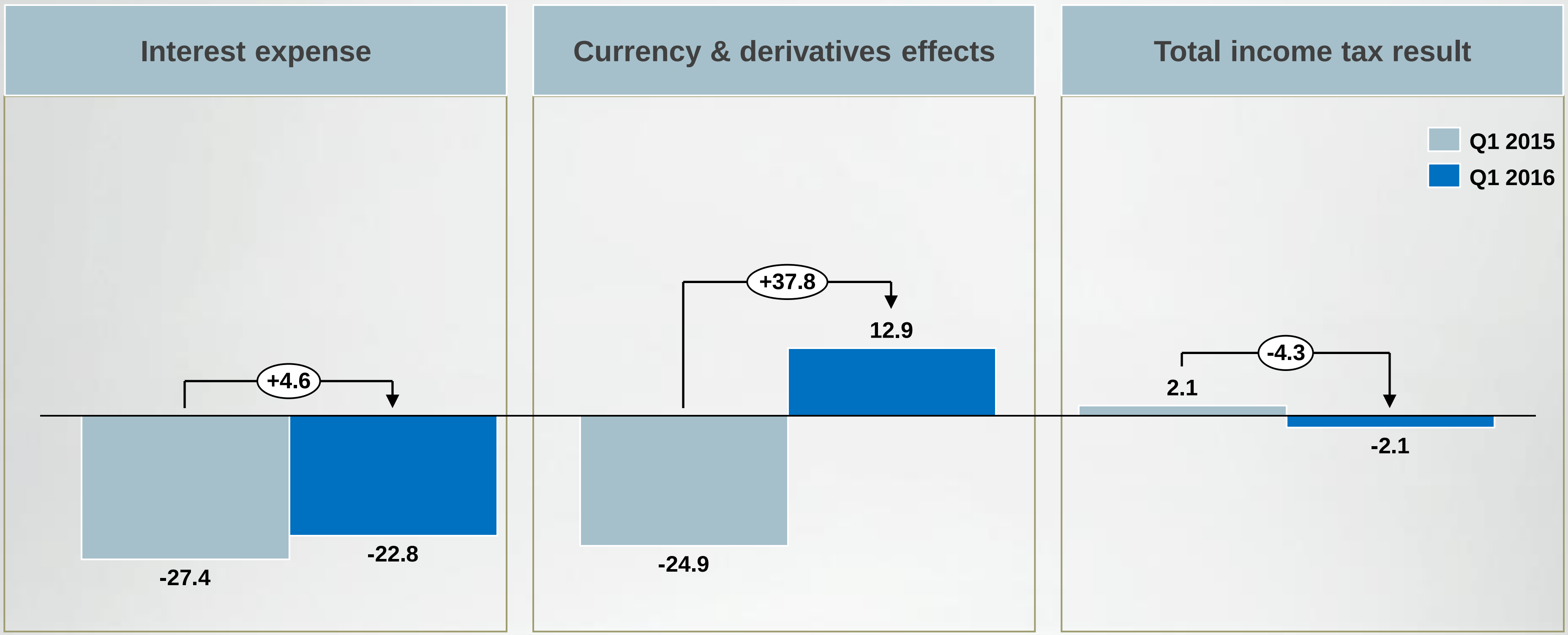


Cost per ASK [EURc]



- Total costs are down by 5.9% or 10.9% on constant FX respectively while CASK @ constant FX is down by 4.0%
- Increase in leasing & depreciation is primarily driven by the increase of leased versus owned aircraft and the ASK reduction
- The inability to release costs relating to capacity (breathing room) is also the driver for the increase in personnel and other operating expenses

Currency & derivatives effects improve financial result in Q1 2016

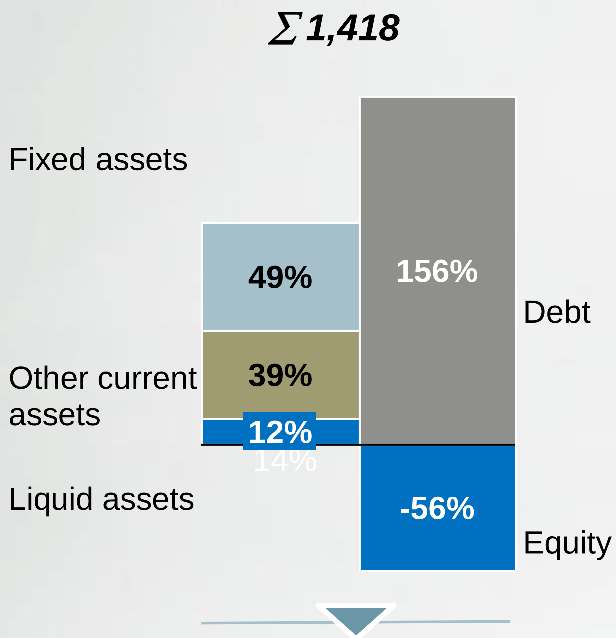


Breakdown of financial result EURm

Preliminary consolidated balance sheet structure 2016

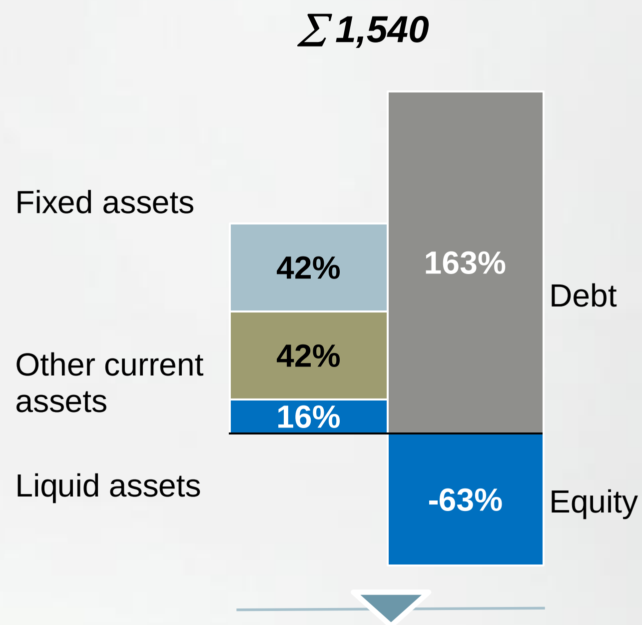
(in EUR m)

B/S as of Dec 31st, 2015



Net debt: 878

Preliminary B/S as of March 31st, 2016

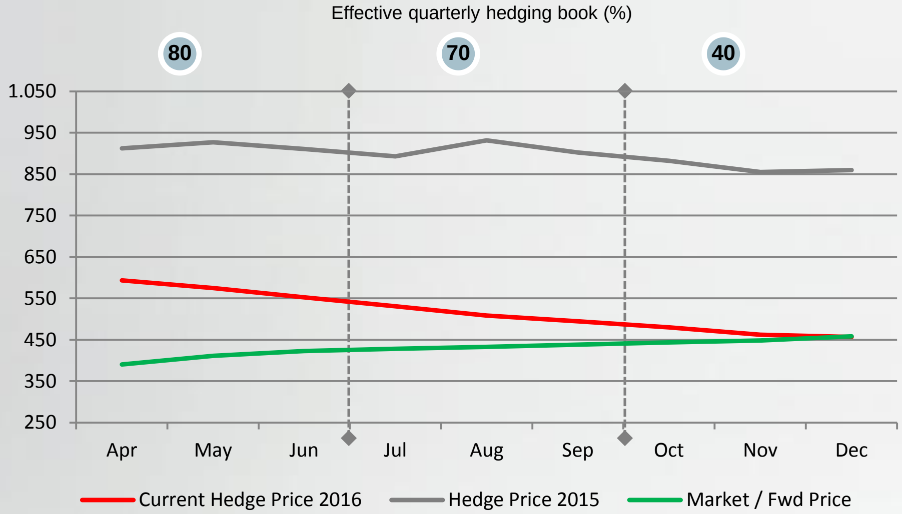


Net debt: 854

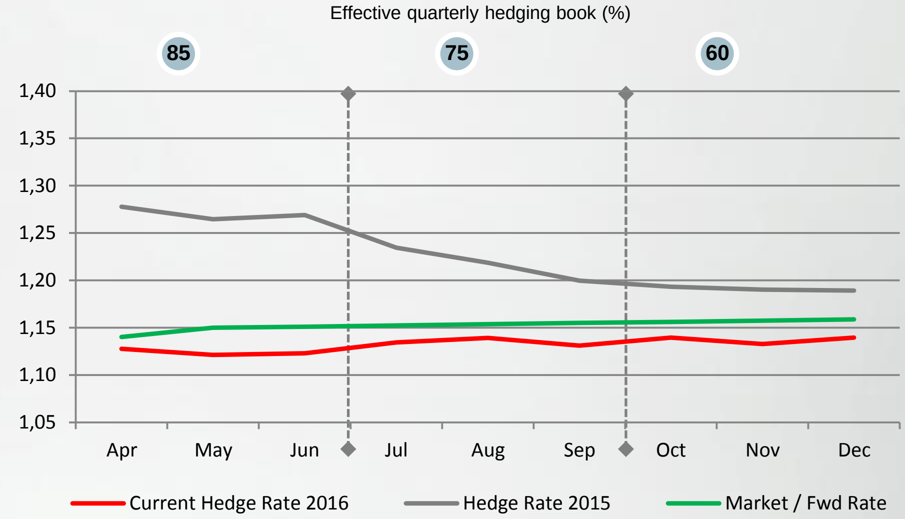
Incremental funding in 2016 of EUR 325m has already been secured.

Fuel upside expected in Q3 and Q4; partially offset by negative FX movement

Fuel Price development [USD/t][1), 2)]



FX rate development [EUR/USD][1)]



1) as of 04 May 2016 I Hedge rate / Price 2015 as of 30 Apr 2015 2) excl. differentials

Guidance for FY2016

Improved operating performance for full year 2016 is expected, as restructuring plan begins to achieve benefits

- Q2 continues to be affected by aftermath of geopolitical events; softness in premium market will continue in parallel to overcapacity situation
- However, expanded network, partnerships and ancillary revenues continue to outperform - partly compensating the market driven decline in yield
- Strategic progress continues
  - Launch of new routes from Dusseldorf to San Francisco, Boston, Havana, Stockholm and Bologna
  - Increased frequencies to Los Angeles, New York and many more key cities
  - Product enhancement with all long haul aircraft reconfigured into consistent product by quarter end
  - Implementation of enhanced Commercial Partnership with Alitalia