

Preliminary Operating Statistics

For the 1st Quarter 2017



FOR IMMEDIATE RELEASE

AirAsia Berhad (“AirAsia” or “the Company”) is pleased to announce the operating statistics for the 1st Quarter 2017 (“1Q17”).

In 1Q17, the Group^[1] posted load factor of 89%, up 3 percentage points (“ppts”) from the same period last year. The total number of passengers carried increased 13% year-on-year (“YoY”) to 15.23 million, well ahead of the 9% increase in seat capacity. At the end of the quarter under review, the Group’s total fleet size stood at 176 aircraft (180 including two A320 aircraft novated from MAA to Asia Aviation Capital (“AAC”) and subsequently leased to a third party airline and two A320 aircraft delivered to AirAsia Japan but yet to commence operations).

Malaysia AirAsia (“MAA”) achieved a load factor of 90% in 1Q17, up 5 ppts YoY. Demand exceeded the 1% YoY increase in capacity, with the number of passengers carried rising by 6% YoY to 6.85 million. Frequencies were added to the Kuala Lumpur – Maldives; Kuala Lumpur – Penang; Johor Bahru – Penang; Johor Bahru – Kuala Lumpur; Kuching –Sibu; Kuching – Bintulu; Kota Kinabalu – Kuala Lumpur and Kota Kinabalu – Tawau routes. MAA ended the quarter with a fleet size of 77 aircraft (excluding two A320 aircraft novated from MAA to Asia Aviation Capital (“AAC”) and subsequently leased to a third party airline).

Thai AirAsia (“TAA”) posted a load factor of 89% in 1Q17, up 1 ppt YoY. The number of passengers carried was 4.85 million, up 11% YoY, outstripping the 9% growth in capacity YoY. During the quarter, TAA started operating two new domestic routes comprising Pattaya (Utapao) – Ubon Ratchathani and Pattaya (Utapao) – Phuket. Added frequencies on Bangkok (Don Mueang) – Mandalay. Furthermore, TAA took two additional aircraft during the quarter, bringing its total fleet to 53 aircraft.

Indonesia AirAsia (“IAA”) posted a load factor of 82% in 1Q17, up 3 ppts YoY. The number of passengers carried totalled 1.53 million -4% YoY, capacity -7% lower YoY. New routes: Yogyakarta – Kuala Lumpur ; Lombok - Kuala Lumpur and Pekanbaru - Kuala Lumpur. IAA ended the quarter under review with a fleet size of 22 aircraft, including 8 aircraft operated by Indonesia AirAsia X (“IAAX”).

Philippines AirAsia (“PAA”) reported a load factor of 92% in 1Q17, an increase of 5 ppt YoY. The number of passengers carried was at 1.15 million, up 19% YoY. Capacity increased by 13%. Two new routes: Manila – Caticlan and Kalibo – Clark. Increase in frequency for Manila – Macau. PAA ended the quarter with a fleet of 15 aircraft.

AirAsia India (“AAI”) posted a load factor of 89% in 1Q17, up 3 ppts YoY. The number of passengers carried increased by 57% YoY to 0.84 million, with 50% increase in capacity. Three new routes: Delhi - Srinagar; Delhi - Bagdogra and Delhi - Pune. Frequency increase for Delhi – Goa. AAI’s fleet consisted of 9 aircraft at the end of the quarter (inclusive of one aircraft delivered on 31st March 2017, operational in April 2017).

^[1] Group refers to MAA, TAA, IAA, PAA & AAI. Excluding AAI.



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Group

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Group (MAA, TAA, IAA, PAA, AAI)	JAN - MAR 2017		
	2017	2016	Change
Passenger Carried ¹	15,232,099	13,520,037	13%
Capacity ²	17,126,922	15,748,728	9%
Load Factor (%) ³	89	86	+3 ppts
ASK (mil) ⁴	20,615	19,078	8%
RPK (mil) ⁵	18,194	16,214	12%
Number of stages ⁶	94,761	87,401	8%
Average stage length (km)	1,128	1,184	-5%
Size of fleet at month end ⁷	176	162	14

- Note: (i) The total fleet number includes:
- Eight (8) A320 aircraft operated by IAAX on behalf of IAA.
- The total fleet number excludes:
- Two (2) A320 aircraft novated from MAA to Asia Aviation Capital ("AAC") and subsequently leased to a third party airline.
 - Two (2) A320 aircraft delivered to AirAsia Japan but yet to commence operations.

Malaysia

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Malaysia AirAsia	JAN - MAR 2017		
	2017	2016	Change
Passenger Carried ¹	6,849,185	6,475,081	6%
Capacity ²	7,635,630	7,579,068	1%
Load Factor (%) ³	90	85	+5 ppts
ASK (mil) ⁴	10,065	10,069	0%
RPK (mil) ⁵	8,918	8,556	4%
Number of stages ⁶	42,050	42,014	0%
Average stage length (km)	1,308	1,321	-1%
Size of fleet at month end ⁷	77	80	-3

- Note: (i) The total fleet number excludes:
- Two (2) A320 aircraft novated from MAA to AAC and subsequently leased to a third party airline.

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Thailand

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Thai AirAsia	JAN - MAR 2017		
	2017	2016	Change
Passenger Carried ¹	4,851,398	4,365,286	11%
Capacity ²	5,423,652	4,965,480	9%
Load Factor (%) ³	89	88	+1 ppt
ASK (mil) ⁴	5,327	4,967	7%
RPK (mil) ⁵	4,749	4,336	10%
Number of stages ⁶	30,109	27,586	9%
Average stage length (km)	983	999	-2%
Size of fleet at month end ⁷	53	47	6

Indonesia

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Indonesia AirAsia	JAN - MAR 2017				
	2017			2016	Change
	Operated by IAA	Operated by 3rd Party ⁽ⁱ⁾	Total		
Passenger Carried ¹	1,145,234	386,482	1,531,716	1,593,904	-4%
Capacity ²	1,381,320	487,620	1,868,940	2,006,100	-7%
Load Factor (%) ³	83	79	82	79	+3 ppts
ASK (mil) ⁴	1,968	686	2,654	2,821	-6%
RPK (mil) ⁵	1,644	557	2,202	2,224	-1%
Number of stages ⁶	7,674	2,709	10,383	11,145	-7%
Average stage length (km)	1,366	1,288	1,345	1,277	5%
Size of fleet at month end ⁷	14	8	22	23	-1

Note: (i) Operated by IAAX on behalf of IAA

(ii) Includes three (3) A320 aircraft wet leased and five (5) A320 aircraft transferred from IAA



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Philippines

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Philippines AirAsia	JAN - MAR 2017		
	2017	2016	Change
Passenger Carried ¹	1,154,836	967,588	19%
Capacity ²	1,253,520	1,107,900	13%
Load Factor (%) ³	92	87	+5 pts
ASK (mil) ⁴	1,557	1,156	35%
RPK (mil) ⁵	1,411	984	43%
Number of stages ⁶	6,968	6,155	13%
Average stage length (km)	1,078	1,044	3%
Size of fleet at month end ⁷	15	14	1

India

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AirAsia India	JAN - MAR 2017		
	2017	2016	Change
Passenger Carried ¹	844,964	538,800	57%
Capacity ²	945,180	629,280	50%
Load Factor (%) ³	89	86	+3 pts
ASK (mil) ⁴	1,012	774	31%
RPK (mil) ⁵	915	671	36%
Number of stages ⁶	5,251	3,496	50%
Average stage length (km)	996	1,245	-20%
Size of fleet at month end ⁷	9	6	3

Note: (i) Inclusive of one (1) aircraft delivered on 31st March 2017, operational in April 2017.

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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, AirAsia'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.