

Preliminary Operating Statistics

For the 3rd Quarter of 2018



FOR IMMEDIATE RELEASE

AirAsia X Berhad (“AirAsia X Malaysia” or “the Company”) announces its operating statistics for the Third Quarter of 2018 (“3Q18”) today.

The number of passengers carried during the quarter under review increased by 1% year-on-year (“YoY”), standing at 1,511,625 passengers. The Company achieved relatively higher Passenger Load Factor (“PLF”) of 80% in 3Q18 as the Company saw encouraging improvements in passenger load post-General Election and managed to weather off the pockets of natural disasters across Indonesia, Japan and Hawaii. AirAsia X Malaysia’s Available Seat Kilometres (“ASK”) capacity decreased 4% YoY to 8,806 million due to redeployment of capacity to the North Asia region following capacity management in Australia in February 2018 and termination of Tehran last quarter.

During the quarter under review, there was seasonal increase in frequency to selected destinations in Australia (Melbourne, Perth and Sydney) in July, due to term holidays in Australia, while frequency to Honolulu was ramped up to daily flights on the back of stronger demand. Frequency to Osaka was changed to daily flights to accommodate the daily frequency of flights to Honolulu while capacity management was executed on Sapporo, Seoul and Taipei due to lean season during the quarter. Frequency to Kathmandu was gradually reduced to accommodate its termination in October 2018 as we consolidate our routes and focus on market dominance in our core countries. In August, AirAsia X Malaysia commenced flights to Amritsar, its third city in India, and in September, terminated flights to Maldives and transferred Kaohsiung to AirAsia Malaysia. The fleet size of AirAsia X Malaysia remains at 22 Airbus A330s as at end of September 2018.

On the associates, AirAsia X Thailand reported a commendable PLF of 87% and carried a total of 492,205 passengers, which was a substantial increase of 36% YoY. In 3Q18, AirAsia X Thailand ramped up its frequency to Osaka in August, now flying twice daily on the back of high demands. AirAsia X Thailand’s ASK capacity surged by 43% YoY during the third quarter. AirAsia X Thailand took delivery of one aircraft during the quarter, bringing its fleet size to 8 Airbus A330s as at the end of September 2018.

AirAsia X Indonesia posted a PLF of 80%, unchanged from last year and carried a total number of 108,700 passengers in 3Q18. The fleet size for Indonesia remains at 2 A330s, bringing the total fleet size of AirAsia X Group to 32 Airbus A330s as at end of September 2018.

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AirAsia X Malaysia	JULY-SEPTEMBER		
	2018	2017	Change
Passengers Carried ¹	1,511,625	1,499,013	+1%
Capacity ²	1,892,163	1,885,754	0%
Load Factor (%) ³	80%	79%	+1ppt
ASK (mil) ⁴	8,806	9,135	-4%
RPK (mil) ⁵	7,005	7,241	-3%
Number of stages ⁶	5,019	5,002	0%
Average stage length (km)	3,207	4,844	-34%
Total A330 fleet at quarter end ⁷	32	30	+7%

- (1) Number of earned seats flown. Earned seats comprise seats sold to passengers (including no-shows) and seats provided for promotional purposes
- (2) Number of seats flown
- (3) Revenue Passenger Kilometres (RPK) / Available Seat Kilometres (ASK)
- (4) Available Seat Kilometres (ASK) measures an airline's passenger capacity. Total seats flown multiplied by the number of kilometres 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 these passengers have flown
- (6) Number of flights flown
- (7) Fleet distribution for AirAsia X Group includes 22 aircraft for AirAsia X Malaysia, 8 aircraft for AirAsia X Thailand and 2 aircraft for AirAsia X Indonesia

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For further information on AirAsia X, please visit the Company's website: www.airasiax.com

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 X'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.