

# Preliminary Operating Statistics

## For the 1<sup>st</sup> Quarter of the Financial Year Ended 2015



AirAsia X Berhad (“AAX” or “the Company”), the long-haul, low cost airline affiliate of the AirAsia Group is pleased to announce its operating statistics for the 1<sup>st</sup> Quarter 2015 (“1Q15”).

In line with the Company’s turnaround strategy which includes network consolidation exercise for First Half of 2015. The Company had, at the beginning of 2015, implemented frequency cut on certain routes, mainly China and Australia, and concurrently terminated loss making routes – Adelaide and Nagoya, to optimize capacity. The excess capacity from capacity management has re-deployed to short-term wet lease and charter operations, to maximize revenue.

As a result of capacity management and slowdown in marketing activities during the first 3 months of the year with respect to QZ incident, the Company saw its passenger traffic, as measured by Revenue-Passenger-KM (“RPK”), declined 17% year-on-year (“y-o-y”) to 4,431 million in 1Q15 from 5,339 million same quarter last year, while Available-Seat-KM (“ASK”) capacity decreased by 3% y-o-y to 6,020 million. Consequently, y-o-y load factor during the quarter dropped 12 percentage points (“ppts”) to 74% against 86% same period last year. Current bookings trends are in line with expectations for a recovery in the Second Half of 2015.

In terms of fleet movement, the Company took deliveries of 2 A330-300s on operating lease during the quarter, bringing its total number of A330-300s to 25 as compared to 19, in the same period last year.

On the associates, Thai AirAsia X registered strong loads of 82% for its 1Q15, with 155,961 passengers carried, implying continued positive pick-up for the popular routes between Thailand, Japan, and South Korea. Thai AirAsia X currently operates 3 A330-300s while Indonesia AirAsia X has 2 A330-300s serving Bali-Taipei and Bali-Melbourne respectively.

### 1<sup>st</sup> Quarter 2015 Operating Statistics

AIR ASIA X	JANUARY - MARCH		
	2015	2014	Change
Passengers Carried <sup>1</sup>	914,970	1,080,763	-15%
Capacity <sup>2</sup>	1,234,298	1,257,295	-2%
Load Factor (%) <sup>3</sup>	74	86	-12ppts
ASK (mil) <sup>4</sup>	6,020	6,220	-3%
RPK (mil) <sup>5</sup>	4,431	5,339	-17%
Number of stages <sup>6</sup>	3,445	3,335	3%
Average stage length (km)	4,635	4,947	-6%
Aircraft (end of period) <sup>7</sup>	25	19	6

<sup>(1)</sup> Number of earned seats flown. Earned seats comprise seats sold to passengers (including no-shows) and seats provided for promotional purposes

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- (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) Number of A330-300 aircraft

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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 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.