

# Preliminary Operating Statistics

## For the 3<sup>rd</sup> Quarter of the Financial Year Ended 2016



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 3<sup>rd</sup> quarter 2016 (“3Q16”).

Operating performance in 3Q16 has exceeded expectations despite huge capacity added during the quarter. The number of passengers carried during the reported period saw a whopping 35% increase year-on-year (“YoY”) to 1.22 million, exceeding capacity addition of 29%. The double digit growth of passengers carried was partly attributed to the strong demand for travel observed from North Asia and amongst Malaysians during double Eid celebrations in July and September as well as Malaysia Day long weekend.

The Company continues to stimulate demand to fill up the additional capacity injected in 3Q16, by achieving a marked improvement in Passenger Load Factor (“PLF”) of 78%, up 3 ppts YoY, on the back of 34% YoY growth in Available Seat per Kilometers (“ASK”) to 7,749 million in 3Q16. It is worth to note that all of the aforementioned growth achieved despite Quarter 3 historically being one of the leanest quarters.

During the quarter under review, Malaysia AirAsia X (“MAAX”) added frequencies on five routes: Kuala Lumpur – Gold Coast, Sydney, Beijing, Shanghai and Osaka, boosted by increasing demand. No new route was added during the quarter. MAAX returned one A330 in 3Q16, allowing them to end the quarter with 22 A330s.

Thai AirAsia X (“TAAX”) recorded strong PLF of 85%, an increase of 14 ppts from 71% a year ago. TAAX carried 348,839 passengers in 3Q16, 71% higher against the same period last year. No new route or frequency increased in TAAX’s network this quarter as Management zoomed in on turning around the current operating routes. No additional aircraft was added into TAAX during the quarter under review hence their fleet size at the end of September remained at 6 aircraft.

Meanwhile, Indonesia AirAsia X (“IAAX”) recorded healthy PLF of 77%, up 8 ppts YoY, with an unchanged fleet size of 2 A330s. IAAX has temporarily suspended its flights to Sydney and Melbourne effective 1 September 2016. The suspension of these services is part of a network restructuring aimed at improving operational efficiencies at IAAX.

Overall performance in 3Q16 signifies marked improvements in all areas compared to the same period last year despite huge capacity added. The Company remains cautiously optimistic to ensure sustainable growth and strengthen our position in core markets where we can build up our market leadership position going into 4Q16 as well as 2017.

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### 3<sup>rd</sup> Quarter 2016 Operating Statistics

Malaysia AIRASIA X	JULY - SEPTEMBER		
	2016	2015	Change
Passengers Carried <sup>1</sup>	1,216,943	901,884	35%
Capacity <sup>2</sup>	1,560,780	1,209,416	29%
Load Factor (%) <sup>3</sup>	78%	75%	3ppts
ASK (mil) <sup>4</sup>	7,749	5,770	34%
RPK (mil) <sup>5</sup>	6,034	4,333	39%
Number of stages <sup>6</sup>	4,140	3,208	29%
Average stage length (km)	4,965	4,769	4%
Total A330 fleet at quarter end <sup>7</sup>	30	26	4

- (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) Number of A330-300 aircraft for AAX Group (MAAX, TAAX and IAAX)

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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.