



Preliminary Operating Statistics

For the 1st Quarter 2019

PT AirAsia Indonesia Tbk (“AAID” or “the Company”) is pleased to announce the operating statistics for the 1st Quarter of the Financial Year 2019 (“1Q19”).

The Company posted a load factor of 87%, up 7 percentage points (“ppts”) year-on-year on the back of 52% capacity increase and 44% growth in Available Seat Kilometres during the quarter under review. Despite first quarter being a traditionally lean season and the aggressive capacity addition, the company managed to increase passengers carried by 66% and recorded 1.8 million pax as compared to the same period last year.

Indonesia AirAsia	JAN-MAR		
	2019	2018	Change
Passenger Carried ¹	1,857,296	1,121,674	66%
Capacity ²	2,126,700	1,394,640	52%
Load Factor (%) ³	87	80	+7 ppts
ASK (mil) ⁴	2,878	2,005	44%
RPK (mil) ⁵	2,488	1,598	56%
Number of stages ⁶	11,815	7,748	52%
Average stage length (km)	1,343	1,357	-1%
Size of fleet at month end ⁷	24	15	9

(1) Number of earned seats flown; Earned seats comprise seats sold to passengers (including no-shows)

(2) Number of seats flown

(3) Number of passengers carried as a percentage of capacity

(4) Available Seat Kilometres (ASK) measures an airline’s passenger capacity. Total seats flown multiplied by the number of kilometre 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 kilometre these passengers have flown

(6) Number of flights flown

(7) Number of aircraft including spares



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For further information on PT AirAsia Indonesia Tbk, please visit the Company's website: <http://ir.aaid.co.id/>

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 Indonesia'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.