



Preliminary Operating Statistics

For the 4th Quarter 2020 and Full Financial Year 2020

4th Quarter 2020 Operating Statistics

| Indonesia AirAsia | Oct - Dec 2020 | Oct - Dec 2019 | Change |
|-----------------------------------------|----------------|----------------|---------|
| Passengers Carried ¹ | 389,283 | 2,238,752 | -83% |
| Capacity ² | 655,920 | 2,764,080 | -76% |
| Load Factor (%) ³ | 59 | 81 | -22ppts |
| | | | |
| ASK (mil) ⁴ | 660 | 3,429 | -81% |
| RPK (mil) ⁵ | 397 | 2,778 | -86% |
| | | | |
| Number of stages ⁶ | 3,644 | 15,356 | -76% |
| Average stage length (km) | 1,006 | 1,257 | -20% |
| Size of fleet at month end ⁷ | 28 | 28 | 0 |

Full Year 2020 Operating Statistics

| Indonesia AirAsia | Jan - Dec 2020 | Jan - Dec 2019 | Change |
|-----------------------------------------|----------------|----------------|---------|
| Passengers Carried ¹ | 2,186,647 | 7,967,267 | -73% |
| Capacity ² | 3,153,240 | 9,530,460 | -67% |
| Load Factor (%) ³ | 69 | 84 | -15ppts |
| | | | |
| ASK (mil) ⁴ | 3,615 | 12,629 | -71% |
| RPK (mil) ⁵ | 2,535 | 10,566 | -76% |
| | | | |
| Number of stages ⁶ | 17,518 | 52,947 | -67% |
| Average stage length (km) | 1,184 | 1,323 | -11% |
| Size of fleet at month end ⁷ | 28 | 28 | 0 |



- 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 and 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.