



Preliminary Operating Statistics

For the 4th Quarter of 2022

4th Quarter 2022 Operating Statistics

Indonesia AirAsia	Oct-Dec 2022	Oct-Dec 2021	Change
Passengers Carried ¹	1,085,520	168,092	546%
Capacity ²	1,383,300	206,640	569%
Load Factor (%) ³	78	81	-3ppt
ASK (mil) ⁴	1,885	233	709%
RPK (mil) ⁵	1,512	190	696%
Number of stages ⁶	7,685	1,148	569%
Average stage length (km)	1,362	1,126	21%
Size of fleet at month end ⁷	24	26	-2
Operating aircraft at quarter end (aircraft)	16	8	8

Full Year 2022 Operating Statistics

Indonesia AirAsia	Jan-Dec 2022	Jan-Dec 2021	Change
Passengers Carried ¹	3,249,677	801,673	305%
Capacity ²	4,119,300	1,257,480	228%
Load Factor (%) ³	79	64	15pp
ASK (mil) ⁴	5,140	1,401	267%
RPK (mil) ⁵	4,124	914	351%
Number of stages ⁶	22,885	6,986	228%
Average stage length (km)	1248	1,114	12%
Size of fleet at month end ⁷	24	26	-2
Operating aircraft at quarter end (aircraft)	16	8	8



- 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.