



Preliminary Operating Statistics

For the 4th Quarter of 2023

4th Quarter 2023 Operating Statistics

Indonesia AirAsia	Oct-Dec 2023	Oct-Dec 2022	Change
Passengers Carried ¹	1,663,904	1,085,520	53%
Capacity ²	1,945,440	1,383,300	41%
Load Factor (%) ³	86	78	8ppt
ASK (mil) ⁴	2,700	1,885	43%
RPK (mil) ⁵	2,273	1,512	50%
Number of stages ⁶	10,808	7,685	41%
Average stage length (km)	1,388	1,362	2%
Size of fleet at month end ⁷	32	24	8
Operating aircraft at quarter end (aircraft)	24	16	8

Full year 2023 Operating Statistics

Indonesia AirAsia	Jan-Dec 2023	Jan-Dec 2022	Change
Passengers Carried ¹	6,182,295	3,249,677	90%
Capacity ²	7,273,620	4,119,300	77%
Load Factor (%) ³	85	79	6ppt
ASK (mil) ⁴	10,338	5,140	101%
RPK (mil) ⁵	8,783	4,124	113%
Number of stages ⁶	40,409	22,885	77%
Average stage length (km)	1,421	1,248	14%
Size of fleet at month end ⁷	32	24	8
Operating aircraft at quarter end (aircraft)	24	16	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.