# **Preliminary Operating Statistics**

For the First Quarter Ended March 2024



#### FOR IMMEDIATE RELEASE

AirAsia X Berhad ("AirAsia X" or "the Company") is pleased to announce its operating statistics for the First Quarter of 2024 ("1Q24") today.

In 1Q24, the Company posted a solid Passenger Load Factor ("PLF") of 83%, an increase of three percentage points year-on-year ("YoY"), reflecting that passenger demand is robust, even as the Company ramped up its Available Seat per Kilometre ("ASK") metric by 74% YoY to 5,039 million, with the addition of more flights to its expanding network. Surpassing the growth in ASK Capacity, AirAsia X recorded an increase of 90% YoY to 959,623 passengers as it catered to meet increased travel demand arising from peak travel periods including key festive seasons and school holidays.

In terms of network, AirAsia X Malaysia launched its maiden flight to Almaty, Kazakhstan in March 2024 in its quest to enter Central Asia, starting with four times weekly flights. In addition, the Company also increased the frequencies to popular routes in China such as Chengdu (7 times per week), Beijing (7 times per week), and Shanghai (11 times per week), on top of ramping up flight frequency to Bali in Indonesia (9 times per week). This effectively contributed to the 85% YoY increase in the Company's number of stages to 3,184 during the quarter under review.

Our associate, AirAsia X Thailand recorded a strong PLF of 89%, marginally up by 1 percentage point driven by a 51% growth YoY in the number of passengers carried to 437,764 during the quarter under review. In line with the reactivation of one aircraft into its operational fleet in 1Q24, AirAsia X Thailand reported an increase of 50% YoY in the number of sectors flown to 1,329, while its ASK Capacity grew by over 37% YoY to 2,199 million during the quarter.

AirAsia X's total fleet size remained at 18 A330s as of the end of March 2024, with 16 aircraft now activated and operational. AirAsia X Thailand's fleet size on the other hand stood at seven A330s, with six aircraft activated and operational.

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### **First Quarter 2024 Operating Statistics**

AIRASIA X Malaysia	JAN-MAR	JAN-MAR	Change
	2024	2023	
Passengers Carried <sup>1</sup>	959,623	504,476	90%
Capacity <sup>2</sup>	1,155,788	630,069	83%
Load Factor (%) <sup>3</sup>	83%	80%	+3 ppts
ASK (mil)⁴	5,039	2,899	74%
RPK (mil) <sup>5</sup>	4,106	2,312	78%
Number of stages <sup>6*</sup>	3,184	1,721	85%
Average stage length (km)	4,349	4,623	-6%
Total A330 fleet at quarter end	18	14	+4

AIRASIA X Thailand	JAN-MAR	JAN-MAR	Change
	2024	2023	Change
Passengers Carried <sup>1</sup>	437,764	289,813	51%
Capacity <sup>2</sup>	492,497	329,913	49%
Load Factor (%) <sup>3</sup>	89%	88%	+1 ppt
ASK (mil)⁴	2,199	1,601	37%
RPK (mil) <sup>5</sup>	1,920	1,356	42%
Number of stages <sup>6*</sup>	1,329	889	50%
Average stage length (km)	4,465	4,856	-8%
Total A330 fleet at quarter end	7	8	-1

Number of earned seats flown. Earned seats comprise seats sold to passengers (including no-shows) and seats provided for promotional purposes

<sup>(2)</sup> Number of seats flown

<sup>(3)</sup> Passengers Carried / Capacity

<sup>&</sup>lt;sup>(4)</sup> Available Seat Kilometres (ASK) measures an airline's passenger capacity. Total seats flown multiplied by the number of kilometres flown

<sup>(5)</sup> 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

<sup>(6)</sup> Number of flights flown, \*excluding charter and cargo flights

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For further information on AirAsia X, please visit the Company's website: www.airasiax.com

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 materialise, 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.