

## Preliminary Operating Statistics

For the period January to March 2010



## AirAsia traffic grows 17.1% in 1<sup>st</sup> quarter 2010

AirAsia Berhad (“AirAsia”) is pleased to announce the latest available operating statistics for the first quarter ending 31<sup>st</sup> March 2010.

AirAsia Berhad (Malaysia operations)	Jan – Mar 2010 (Q1 FY2010)	Jan – Mar 2009 (Q1 FY2009)	Change
Passenger Carried <sup>1</sup>	3,685,389	3,147,609	17.1%
Capacity <sup>2</sup>	5,016,780	4,515,120	11.1%
Load Factor (%) <sup>3</sup>	74	70	4 ppt
ASK (mil) <sup>4</sup>	5,929	5,207	13.9%
RPK (mil) <sup>5</sup>	4,090	3,487	17.3%
Number of stages <sup>6</sup>	27,871	25,084	11.1%
Average stage length (km)	1,174	1,161	1.1%
Size of fleet at period end <sup>7</sup>	48	44	9.1%

(1) Number of earned seats flown. Earned seats comprises seats sold to passengers (including no-shows), seats provided for promotional purposes and seats provided to staff for duty travel

(2) Number of seats flown

(3) Number of passengers as a percentage of Capacity

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

(5) Revenue Passenger Kilometres (RPK) is a measure of the volume of passengers carried by an airline. Number of passengers multiplied by the number of kilometres these passengers have flown

(6) Number of flights flown

(7) Number of operational fleet including spares

For further information on AirAsia, please visit the Company’s website: [www.airasia.com](http://www.airasia.com) or send an email to [investorrelations@airasia.com](mailto:investorrelations@airasia.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 materialize, AirAsia’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.