

# INVESTOR UPDATE

AGUSTUS 2013

Garuda Indonesia 

Garuda Indonesia Group carried 2,247,328 passengers in August, denoted 28.2% growth year on year, and frequencies increased by 36.1%. The production capacity (measured in Available Seat Kilometres/ASK) grew by 25.2% while RPK (Revenue passenger kilometres) grew by 21.7% over the same period last year. As a result, the group seat load factor weakened by 2.1 percentage points to 74.3%. Aircraft utilization in August turned into 10:55 hours per day, increased 6 minutes per day compared to that of previous year. We received one aircraft CRJ-1000 and one B737-800NG during August 2013.

## DOMESTIC PASSENGER SERVICES

In August 2013, the number of passengers carried increased by 16.4% to 1,415,832 passengers. RPK of domestic service recorded 12.8% growth, while production capacity (ASK) increased by 21.4% year on year. This has sent seat load factor for Domestic services declined by 5.8 percentage points as the traffic demand did not fully match the capacity expansion. We add new destinations in August 2013 from Balikpapan to Berau and Cengkareng to Tanjung Pinang. We also add new routes from Balikpapan to Banjarmasin and Manado. These new routes from Balikpapan settle Balikpapan as our 3rd regional base for CRJ-1000.

## INTERNATIONAL PASSENGER SERVICES

Our passengers on international service during August 2013 were up by 3.5% year on year to 356,300 passengers. In August 2013, our international seat load factor declined by 2.2 percentage points to 71.9% as growth in capacity exceeded traffic growth. International production capacity (ASK) recorded a 19.1% growth, while our international RPK increased by 15.6%.

## CITILINK

Continuing previous months growth, this August, Citilink kept recording significant improvement in terms of passengers carried and production. The passenger numbers achieved 475,196, recorded 115.7% growth year on year. RPK extensively increased by 116.1% compared to that in previous year, and capacity (ASK) increased by 77.4%. This had sent SLF to increase by 13.7 percentage points to 76.6%.

## FLEET STRUCTURE

	Aug 2012	Dec 2012	Aug 2013
B737-300	3	3	3
B737-400	-	-	-
B737-500	5	5	4
B737-800 NG	55	55	61
CRJ-1000	-	5	12
<b>Narrow Body</b>	<b>63</b>	<b>68</b>	<b>80</b>
B747-400	2	2	2
B777-300ER	-	-	2
A330-200	8	9	10
A330-300	6	6	6
<b>Wide Body</b>	<b>16</b>	<b>17</b>	<b>20</b>
<b>Garuda</b>	<b>79</b>	<b>85</b>	<b>100</b>
B737-300	6	6	6
B737-400	1	1	1
A320-200	8	14	22
<b>Citilink</b>	<b>15</b>	<b>21</b>	<b>29</b>
<b>Total Fleets</b>	<b>94</b>	<b>106</b>	<b>129</b>

**GROUP TOTAL**

	AUG			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	1,753,647	2,247,328	28.2%	13,188,048	16,139,541	22.4%
ASK (000)	3,080,820	3,856,544	25.2%	24,065,984	28,381,589	17.9%
RPK (000)	2,354,359	2,865,100	21.7%	18,208,561	21,295,412	17.0%
SLF	76.4%	74.3%	-2.1	75.7%	75.0%	-0.6
Aircraft Utilization	10:48	10:55	00:06	10:48	10:55	00:06
Frequencies	12,976	17,657	36.1%	98,437	126,949	29.0%
OTP	85.0%	79.9%	-5.1	84.8%	85.7%	0.8
Cargo Carried (Ton)	21,682	24,368	12.4%	177,813	227,663	28.0%
CLF	37.9%	31.4%	-6.5	43.4%	42.5%	-0.9
Fuel Price (USD/Liter)	0.87	0.87	0.5%	0.90	0.88	-2.0%

**DOMESTIC**

	AUG			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	1,216,694	1,415,832	16.4%	9,130,754	10,097,410	10.6%
ASK (000)	1,256,642	1,525,045	21.4%	9,735,802	11,116,884	14.2%
RPK (000)	1,033,868	1,166,408	12.8%	7,874,967	8,529,630	8.3%
SLF	82.3%	76.5%	-5.8	80.9%	76.7%	-4.2

**INTERNATIONAL**

	AUG			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	316,643	356,300	12.5%	2,420,821	2,599,176	7.4%
ASK (000)	1,552,621	1,849,629	19.1%	12,524,419	13,637,266	8.9%
RPK (000)	1,149,709	1,329,624	15.6%	9,044,772	10,090,117	11.6%
SLF	74.1%	71.9%	-2.2	72.2%	74.0%	1.8

**CITILINK**

	AUG			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	220,310	475,196	115.7%	1,636,473	3,442,955	110.4%
ASK (000)	271,558	481,870	77.4%	1,805,763	3,627,440	100.9%
RPK (000)	170,783	369,068	116.1%	1,288,822	2,675,664	107.6%
SLF	62.9%	76.6%	13.7	71.4%	73.8%	2.4

**Notes:**

Change in SLF & CLF is measured in percentage point change

Number of passengers carried is calculated on the basis of origin/destination, regardless of the number of stage lengths undertaken

All figures are for GA and Citilink, except for aircraft utilization and OTP are for mainbrand only

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