

INVESTOR UPDATE

MAY 2014

Garuda Indonesia 

Garuda Indonesia Group carried 2,302,298 passengers in May, denoted 10.5% growth year on year, while frequencies increased by 9.9%. The production capacity (measured in Available Seat Kilometres/ASK) grew by 14.5% while RPK (Revenue passenger kilometres) grew by 5.8% over the same period last year. As a result, the group seat load factor weakened by 5.5 percentage points to 67.7%. On time performance in May turned into 92.3%, increased by 4.4 percentage points compared to that of previous year. We received 4 new aircrafts, i.e.: B737-800NG, CRJ-1000, ATR72-600, and B777-300 during May 2014.

DOMESTIC PASSENGER SERVICES

In May 2014, the number of passengers carried increased by 7.3% to 1,411,276 passengers. RPK of domestic service recorded 10.6% growth, while production capacity (ASK) increased by 18.5% year on year. This has sent seat load factor for Domestic services declined by 5.2 percentage points as the traffic demand did not fully match the capacity expansion. We add new destination in May 2014: Surabaya-Banyuwangi-Denpasar. We also add new routes i.e. Medan-Surabaya, Surabaya-Ambon, and Makassar-Jogyakarta.

INTERNATIONAL PASSENGER SERVICES

We carried 312,507 passengers on international service, or 1.5% lower than that of corresponding period last year. Our international traffic (RPK) was down 4.7% from previous year, against 12.5% growth in production capacity (ASK). Consequently, international SLF decreased 10.8 percentage points to 59.7%. In international service, we added new route i.e. Makassar-Medan-Jeddah and direct flight Cengkareng to Amsterdam.

CITILINK

Continuing previous months growth, this May Citilink maintained significant performance in number of passengers, traffic, and capacity. The number of passengers carried achieved 578,515, representing a 28.2% growth year on year. RPK increased by 28.8% compared to that in previous year, and capacity (ASK) increased by 10.2%. This had sent SLF to increase by 11.4 percentage points to 79.0%.

FLEET STRUCTURE

	May 2013	Dec 2013	May 2014
B737-300	3	3	2
B737-500	5	4	4
B737-800 NG	57	65	68
CRJ-1000	8	12	14
ATR72-600	-	2	4
Narrow Body	73	86	92
B747-400	2	2	2
B777-300ER	-	4	5
A330-200	10	11	11
A330-300	6	7	7
Wide Body	18	24	25
Garuda	91	110	117
B737-300	6	5	4
B737-400	1	1	-
A320-200	22	24	24
Citilink	29	30	28
Total Fleets	120	140	145

APPENDIX 1. MONTHLY OPERATING STATISTIC, MAY 2014

GROUP TOTAL

	MAY			YEAR TO DATE		
	2013	2014	Change	2013	2014	Change
Pax Carried	2,083,843	2,302,298	10.5%	9,547,995	10,798,350	13.1%
ASK (000)	3,701,747	4,237,851	14.5%	17,163,641	20,104,898	17.1%
RPK (000)	2,709,620	2,867,890	5.8%	12,664,731	13,602,505	7.4%
SLF	73.2%	67.7%	-5.5 pts	73.8%	67.7%	-6.1 pts
Aircraft Utilization *	10:59	10:04	- 00:55	11:02	10:07	-00:55
Frequencies	16,636	18,290	9.9%	76,514	89,352	16.8%
OTP *	88.0%	92.3%	4.4 pts	88.2%	88.3%	0.0 pts
Cargo Carried (Ton)	30,445	32,954	8.2%	141,850	158,569	11.8%
CLF	43.5%	36.9%	-6.7 pts	44.1%	36.9%	-7.1 pts
Fuel Price (USD/Liter)	0.83	0.86	3.2%	0.89	0.89	-0.4%

DOMESTIC

	MAY			YEAR TO DATE		
	2013	2014	Change	2013	2014	Change
Pax Carried	1,315,095	1,411,276	7.3%	5,964,496	6,609,888	10.8%
ASK (000)	1,413,726	1,674,934	18.5%	6,708,357	7,891,725	17.6%
RPK (000)	1,110,603	1,228,266	10.6%	5,053,907	5,627,708	11.4%
SLF	78.6%	73.3%	-5.2 pts	75.3%	71.3%	-4.0 pts

INTERNATIONAL

	MAY			YEAR TO DATE		
	2013	2014	Change	2013	2014	Change
Pax Carried	317,426	312,507	-1.5%	1,542,097	1,522,440	-1.3%
ASK (000)	1,775,471	1,998,154	12.5%	8,196,595	9,500,506	15.9%
RPK (000)	1,252,451	1,193,205	-4.7%	6,031,186	5,915,166	-1.9%
SLF	70.5%	59.7%	-10.8 pts	73.6%	62.3%	-11.3 pts

CITILINK

	MAY			YEAR TO DATE		
	2013	2014	Change	2013	2014	Change
Pax Carried	451,322	578,515	28.2%	2,041,402	2,666,022	30.6%
ASK (000)	512,551	564,763	10.2%	2,258,689	2,712,667	20.1%
RPK (000)	346,566	446,419	28.8%	1,579,637	2,059,631	30.4%
SLF	67.6%	79.0%	11.4 pts	69.9%	75.9%	6.0 pts

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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