

Inner Features



AUGUST 2022

AUGUST 2022 — MANAGE PRODUCTION DOMESTICALLY AND INTERNATIONALLY DUE TO STRONG DEMAND

In August, The Group manage its production to balance the demand for passenger traffic, especially on routes that provided positive performance, domestically and internationally. Garuda Indonesia Main Brand increased production (ASK) by 33.53% MoM, while, Citilink lower its production (ASK) by 11.71% MoM, its produce The Group carried 1.25 million passengers or touched the level of 47.09% Pre Covid 19. The operational performance was also strengthened by cargo carried, carried 14,821K tons which increased by 3.52% MoM or touched the level of 57.96% Pre Covid 19, which is in line with the Company's commitment to continue to maximize the potential of cargo transportation in supporting direct call activities for national leading export commodities.

From the cost side, the fuel price reduced to Usc 98.66/ liter or decreased by 10.50% MoM, which helps the CASK reduce by 6.02% MoM or Usc 7.29, meanwhile CASK Exc Fuel maintained in Usc 4,06 still slightly decreased by 0.49% MoM, Fuel Burn increased by 6.71% MoM due to additional routes using wide-body aircraft. furthermore, passenger yield maintain in Usc 9.11 or slightly decreased by 2.00% MoM, while cargo yield increased by 7.11% MoM to Usc 70.42.

Garuda Indonesia Group

Passengers reached 47.09% Pre COVID-19
Cargo carried reached 57.96% Pre COVID-19
RPK reached 42.74% Pre COVID-19
RTK cargo reached 50.63% Pre COVID-19

Garuda Indonesia International

Passengers reached 21.83% Pre COVID-19
Cargo carried reached 53.74% Pre COVID-19
RPK reached 23.48% Pre COVID-19
RTK cargo reached 41.86% Pre COVID-19

Garuda Indonesia Domestic

Passengers reached 31.67% Pre COVID-19
Cargo carried reached 39.69% Pre COVID-19
RPK reached 46.85% Pre COVID-19
RTK cargo reached 43.97% Pre COVID-19

Citilink

Passengers reached 76.38% Pre COVID-19
Cargo carried reached 111.67% Pre COVID-19
RPK reached 85.52% Pre COVID-19
RTK cargo reached 120.18% Pre COVID-19

*Based on August 2019

MONTHLY OPERATIONAL INDICATOR

	AUG 2021	YOY	JUL 2022	MOM	AUG 2022	YTD AUG 2021	YTD AUG 2022	YTD
	A	C/A	B	C/B	C	D	E	E/D
GARUDA INDONESIA GROUP								
Passenger Carried*	526.450,00	138,37%	1.455.337,00	-13,77%	1.254.897,00	6.912.945,00	9.226.789,00	33,47%
Cargo Carried (Ton)	20.368,06	-27,23%	14.318,51	3,52%	14.821,92	195.771,50	129.151,36	-34,03%
ASK (000)	1.417.906,11	34,39%	1.752.739,10	8,71%	1.905.477,05	18.017.297,46	14.101.512,50	-21,73%
RPK (000)	529.493,29	178,08%	1.495.775,94	-1,56%	1.472.430,68	6.777.382,74	9.927.044,25	46,47%
SLF (%)	37,34	39,93 pp	85,34	-8,07 pp	77,27	37,62	70,40	32,78 pp
ATK Cargo (000)	58.624,28	-0,32%	46.523,95	25,61%	58.439,54	652.196,23	471.815,80	-27,66%
RTK Cargo (000)	40.390,68	-39,99%	22.814,49	6,23%	24.236,81	399.637,48	239.969,34	-39,95%
CLF Cargo (%)	68,90	-27,42 pp	49,04	-7,56 pp	41,47	61,28	50,86	-10,41 pp
Aircraft Utilization**	04:47	02:18	07:41	-00:36	07:05	05:44	06:33	00:49
Frequencies	6.303,00	36,82%	9.118,00	-5,42%	8.624,00	84.447,00	65.282,00	-22,69%
OTP**	95,00	-9,09 pp	83,96	1,95 pp	85,91	94,60	87,34	-7,26 pp
Fuel Burn (Liter)	42.490.056,33	46,92%	58.498.182,48	6,71%	62.424.867,66	544.198.188,50	457.490.298,02	-15,93%
Block Hours	12.782,93	39,65%	18.186,61	-1,84%	17.851,62	169.932,55	134.403,43	-20,91%
Passenger Yield (Usc)	5,44	67,43%	9,29	-2,00%	9,11	6,03	8,17	35,56%
Cargo Yield (usc)	58,88	19,60%	65,74	7,11%	70,42	56,83	64,86	14,13%
CASK (Usc)	6,62	10,10%	7,75	-6,02%	7,29	5,98	6,87	14,95%
CASK-Excl Fuel (Usc)	4,94	-17,91%	4,08	-0,49%	4,06	4,49	3,93	-12,53%
Fuel Price (Usc/Liter)	56,03	76,09%	110,23	-10,50%	98,66	49,09	90,61	84,56%

Notes:
* Number of passenger carried is calculated on the basis of origin/destination, regardless of the number of stage lengths undertaken.
** All figures are for Garuda Indonesia and Citilink scheduled flights, except for aircraft utilization and on time performance are for main brand only.



	AUG 2021	YOY	JUL 2022	MOM	AUG 2022	YTD AUG 2021	YTD AUG 2022	YTD
GARUDA INDONESIA DOMESTIC								
Passenger Carried*	108.859,00	284,22%	421.899,00	-0,86%	418.253,00	2.066.351,00	2.798.452,00	35,43%
Cargo Carried (Ton)	6.241,60	-8,48%	5.234,95	9,12%	5.712,51	77.417,98	48.000,69	-38,00%
ASK (000)	308.482,01	79,74%	511.746,72	8,34%	554.450,66	6.341.225,68	4.496.504,60	-29,09%
RPK (000)	118.332,83	282,23%	450.719,37	0,35%	452.300,64	2.195.399,38	2.957.542,28	34,72%
SLF (%)	38,36	43,22 pp	88,07	-6,50 pp	81,58	37,03	75,58	38,55 pp
ATK Cargo (000)	8.762,87	41,18%	10.366,42	19,34%	12.371,05	147.355,27	94.731,34	-35,71%
RTK Cargo (000)	7.545,79	-6,07%	6.326,28	12,04%	7.087,99	91.817,98	58.087,53	-36,74%
CLF Cargo (%)	86,11	-28,82 pp	61,03	-3,73 pp	57,29	62,31	61,32	-0,99 pp
Passenger Yield (Usc)	9,87	11,37%	10,74	2,38%	10,99	9,67	10,46	8,12%
Cargo Yield (usc)	87,31	0,35%	89,24	-1,82%	87,61	89,89	86,47	-3,80%
CASK (Usc)	11,14	-13,00%	10,28	-5,74%	9,69	8,39	9,60	14,42%
CASK-Excl Fuel (Usc)	9,20	-32,96%	6,32	-2,47%	6,17	6,72	6,38	-4,97%
	AUG 2021	YOY	JUL 2022	MOM	AUG 2022	YTD AUG 2021	YTD AUG 2022	YTD
GARUDA INDONESIA INTERNATIONAL								
Passenger Carried*	6.198,00	1127,96%	53.837,00	41,37%	76.109,00	70.479,00	348.680,00	394,73%
Cargo Carried (Ton)	6.988,29	-55,22%	2.666,44	17,36%	3.129,22	62.755,93	36.792,64	-41,37%
ASK (000)	349.755,30	43,59%	279.562,83	79,64%	502.216,79	3.706.151,80	3.178.083,60	-14,25%
RPK (000)	28.818,78	1100,05%	186.659,47	85,28%	345.840,81	294.639,25	1.528.376,57	418,73%
SLF (%)	8,24	60,62 pp	66,77	2,09 pp	68,86	7,95	48,09	40,14 pp
ATK Cargo (000)	31.031,55	-19,34%	12.313,69	103,27%	25.030,30	298.470,37	202.890,35	-32,02%
RTK Cargo (000)	25.657,82	-56,24%	10.153,40	10,57%	11.226,78	252.005,79	137.137,62	-45,58%
CLF Cargo (%)	82,68	-37,83 pp	82,46	-37,60 pp	44,85	84,43	67,59	-16,84 pp
Passanger Yield (Usc)	9,59	-11,84%	11,41	-25,86%	8,46	9,30	8,29	-10,88%
Cargo Yield (usc)	40,99	3,75%	41,03	3,64%	42,53	36,59	45,79	25,16%
CASK (Usc)	6,57	13,63%	9,57	-22,02%	7,46	5,87	7,15	21,93%
CASK-Excl Fuel (Usc)	4,90	-15,12%	5,51	-24,61%	4,16	4,45	4,25	-4,39%
	AUG 2021	YOY	JUL 2022	MOM	AUG 2022	YTD AUG 2021	YTD AUG 2022	YTD
GARUDA INDONESIA MAIN BRAND								
Passenger Carried*	115.057,00	329,67%	475.736,00	3,92%	494.362,00	2.136.830,00	3.147.132,00	47,28%
Cargo Carried (Ton)	13.229,90	-33,17%	7.901,38	11,90%	8.841,73	140.173,91	84.793,33	-39,51%
ASK (000)	658.237,31	60,53%	791.309,54	33,53%	1.056.667,45	9.634.648,02	7.091.381,08	-26,40%
RPK (000)	147.151,61	442,39%	637.378,84	25,22%	798.141,45	2.490.038,63	4.485.918,84	80,15%
SLF (%)	22,36	53,18 pp	80,55	-5,01 pp	75,53	25,84	63,26	37,41 pp
ATK Cargo (000)	39.794,42	-6,01%	22.680,11	64,91%	37.401,35	445.825,64	297.621,69	-33,24%
RTK Cargo (000)	33.203,60	-44,84%	16.479,68	11,14%	18.314,77	343.823,77	195.225,14	-43,22%
CLF Cargo (%)	83,44	-34,47 pp	72,66	-23,69 pp	48,97	77,12	65,60	-11,53 pp
Passenger Yield (Usc)	9,82	0,80%	10,93	-9,50%	9,89	9,63	9,72	0,93%
Cargo Yield (Usc)	51,52	16,42%	59,54	0,73%	59,98	50,82	57,90	13,92%
CASK (Usc)	8,71	-0,90%	10,03	-13,94%	8,63	7,42	8,50	14,61%
CASK-Excl Fuel (Usc)	6,91	-24,61%	6,04	-13,68%	5,21	5,84	5,43	-7,12%
	AUG 2021	YOY	JUL 2022	MOM	AUG 2022	YTD AUG 2021	YTD AUG 2022	YTD
CITILINK								
Passenger Carried*	411.393,00	84,87%	979.601,00	-22,36%	760.535,00	4.776.115,00	6.079.657,00	27,29%
Cargo Carried (Ton)	7.138,16	-16,22%	6.417,13	-6,81%	5.980,19	55.597,60	44.358,03	-20,22%
ASK (000)	759.668,80	11,73%	961.429,56	-11,71%	848.809,60	8.382.649,44	7.010.131,42	-16,37%
RPK (000)	382.341,69	76,36%	858.397,10	-21,45%	674.289,23	4.287.344,11	5.441.125,40	26,91%
SLF (%)	50,33	29,11 pp	89,28	-9,84 pp	79,44	51,15	77,62	26,47 pp
ATK Cargo (000)	18.829,85	11,73%	23.843,83	-11,77%	21.038,19	206.370,59	174.194,11	-15,59%
RTK Cargo (000)	7.187,08	-17,60%	6.334,81	-6,52%	5.922,05	55.813,72	44.744,20	-19,83%
CLF Cargo (%)	38,17	-10,02 pp	26,57	1,58 pp	28,15	27,05	25,69	-1,36 pp
Passenger Yield (Usc)	3,76	117,73%	8,08	1,23%	8,18	3,94	6,90	75,16%
Cargo Yield (usc)	92,89	10,58%	81,89	25,44%	102,72	93,87	95,25	1,48%
CASK (Usc)	4,81	16,79%	5,88	-4,53%	5,62	4,32	5,22	20,83%
CASK-Excl Fuel (Usc)	3,23	-19,00%	2,46	6,34%	2,62	2,94	2,41	-17,89%

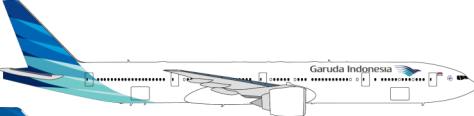




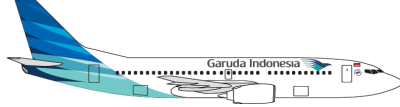

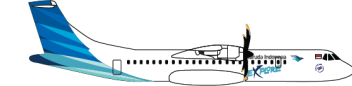





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FLEET OPERATED BY GROUP'S

The Group's manage fleet operations due to demand, implementation of community restriction activity and response to the COVID-19 Pandemic

	Boeing 777-300ER	07
	Airbus A330-900Neo	-
	Airbus A330-300	05
	Airbus A330-200	-
WIDE BODY		12
	Boeing 737 MAX 8	-
	Boeing 737-800NG	26
	Bombardier CRJ1000	-
	ATR72-600	-
NARROW BODY		26
TOTAL FLEET OPERATED BY GARUDA INDONESIA		38
	Airbus A330-900Neo	2
WIDE BODY		2
	Airbus A320-200 Neo	06
	Airbus A320-200	30
	ATR72-600	04
	Boeing 737-300/500	1
NARROW BODY		41
TOTAL FLEET OPERATED BY CITILINK		43
TOTAL FLEET OPERATED BY GARUDA INDONESIA GROUP		81

NEWS

INTENSIFYING FLEET RESTRUCTURING STRATEGY, GARUDA INDONESIA BEGINS PHASED RETURN OF BOMBARDIER CRJ-1000 AIRCRAFT

Jakarta, August 2, 2022 – the national airline Garuda Indonesia on Monday (1/8) began to gradually return Bombardier CRJ-1000 aircraft which in this initial phase was carried out through the return of 2 (two) aircraft produced by the Montreal-based company, Canada from a total of 18 Bombardier CRJ-1000 aircraft previously operated by Garuda Indonesia.

The follow-up to the development of the fleet is part of the follow-up agreement negotiated with the lessors of the Bombardier CRJ-1000 aircraft, namely Nordic Aviation Capital (NAC) and Export Development Canada (EDC). The return of the fleet is part of the fleet restructuring strategy carried out by Garuda Indonesia in line with the completion of the homologation postponement debt payment obligation ("PKPU") decision including the intensification of the company's strategic plan in order to accelerate performance recovery.

President Director of Garuda Indonesia Irfan Setiাপutra said that the return of the fleet is part of Garuda Indonesia's transformation steps to strengthen a more solid operational foundation by optimizing fleet utilization and adjusting production equipment including aircraft specifications tailored to market segmentation and characteristics. Irfan explained, "This is also in line with our commitment to being more careful and prudent in developing performance expansion steps based on the needs of more measurable production tools and prioritizing the cost leadership base in each process."



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