

Inner Features



JUNE 2022

JUNE 2022 – COMPLETION OF PKPU (SUSPENSION OF DEBT PAYMENT) PROCESS – GROUP PERFORMANCE RECOVERY

Garuda Indonesia has received approval for the PKPU (Suspension of Debt Payment) composition plan by the Panel of Judges at the District Court, Central Jakarta, 27 June 2022, this builds optimism for a faster recovery in performance. In June, GA Group has flown 1.30M passengers and transported 14,423K tons of cargo, which has touched the level of 45.62% Pre Covid and 61.61% Pre Covid. One of the management focuses is route optimization, which can be seen in June 2022, the frequency for non-profit routes decreased by 4.28% MoM or 28.01% YoY, and aircraft utilization simultaneously increased by 01:22 hours to 07:27 with a Group Seat Load Factor (SLF) of 80.35pp. From a financial perspective, Passenger yield and cargo yield increased MoM by 4.82% and 8.37% at Usc 8.83 and Usc 70.19, but on the other hand, fuel prices were already at Usc 98.34 or increased by 3.06% MoM this caused CASK also increased at Usc 7.36 or an increase of 6.77% MoM, CASK Exc Fuel this month increased to Usc 4.13 or 9.65% MoM, this was due to the shifting use of wide-body aircraft which were previously used for regular aircraft used for Hajj aircraft. Garuda Indonesia has started flying the inaugural hajj pilgrims after a 2-year delay due to the global Covid-19 pandemic.

Garuda Indonesia Group

Passengers reached 45.62% Pre COVID-19
Cargo carried reached 61.61% Pre COVID-19
RPK reached 37.12% Pre COVID-19
RTK cargo reached 46.55% Pre COVID-19

Garuda Indonesia International

Passengers reached 11.48% Pre COVID-19
Cargo carried reached 49.49% Pre COVID-19
RPK reached 9.92% Pre COVID-19
RTK cargo reached 36.21% Pre COVID-19

Garuda Indonesia Domestic

Passengers reached 28.42% Pre COVID-19
Cargo carried reached 38.99% Pre COVID-19
RPK reached 34.17% Pre COVID-19
RTK cargo reached 42.43% Pre COVID-19

Citilink

Passengers reached 77.01% Pre COVID-19
Cargo carried reached 153.98% Pre COVID-19
RPK reached 85.69% Pre COVID-19
RTK cargo reached 170.10% Pre COVID-19

*Based on June 2019

MONTHLY OPERATIONAL INDICATOR

	JUN 2021	YOY	MAY 2022	MOM	JUN 2022	YTD JUN 2021	YTD JUN 2022	YTD
	A	C/A	B	C/B	C	D	E	E/D
GARUDA INDONESIA GROUP								
Passenger Carried*	1.200.500,00	8,88%	1.329.730,00	-1,70%	1.307.144,00	5.892.274,00	6.516.555,00	10,59%
Cargo Carried (Ton)	23.024,16	-37,35%	14.895,01	-3,17%	14.423,51	152.303,89	100.010,92	-34,33%
ASK (000)	2.329.885,04	-27,86%	1.936.309,91	-13,20%	1.680.745,98	14.961.309,61	10.443.296,35	-30,20%
RPK (000)	1.181.287,86	14,32%	1.462.785,45	-7,68%	1.350.449,20	5.739.945,86	6.958.837,63	21,24%
SLF (%)	50,70	29,65 pp	75,55	4,80 pp	80,35	38,37	66,63	28,27 pp
ATK Cargo (000)	77.666,33	-34,52%	62.658,68	-18,83%	50.859,54	528.809,27	362.443,60	-31,46%
RTK Cargo (000)	43.596,65	-42,03%	27.137,25	-6,87%	25.272,91	313.647,73	192.918,04	-38,49%
CLF Cargo (%)	56,13	-6,44 pp	43,31	6,38 pp	49,69	59,31	53,23	-6,09 pp
Aircraft Utilization**	02:32	04:55	06:05	01:22	07:27	06:00	06:16	00:16
Frequencies	11.729,00	-28,01%	8.822,00	-4,28%	8.444,00	70.744,00	47.540,00	-32,80%
OTP**	94,19	-11,53 pp	86,82	-4,16 pp	82,66	94,62	88,27	-6,35 pp
Fuel Burn (Liter)	71.525.589,84	-22,80%	63.460.103,41	-12,98%	55.220.114,72	453.280.592,69	336.567.247,88	-25,75%
Block Hours	1.200.500,00	-98,56%	18.388,90	-6,21%	17.247,16	142.142,13	98.365,19	-30,80%
Passenger Yield (Usc)	6,12	44,31%	8,42	4,82%	8,83	6,12	7,72	26,18%
Cargo Yield (usc)	59,14	18,68%	64,77	8,37%	70,19	56,76	63,48	11,83%
CASK (Usc)	5,98	22,96%	6,89	6,77%	7,36	5,82	6,65	14,16%
CASK-Excl Fuel (Usc)	4,36	-5,39%	3,76	9,65%	4,13	4,37	3,89	-11,18%
Fuel Price (Usc/Liter)	52,82	86,16%	95,42	3,06%	98,34	47,80	85,70	79,28%

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.

	JUN 2021	YOY	MAY 2022	MOM	JUN 2022	YTD JUN 2021	YTD JUN 2022	YTD
GARUDA INDONESIA DOMESTIC								
Passenger Carried*	374.678,00	2,19%	402.006,00	-4,75%	382.892,00	1.853.640,00	1.958.300,00	5,65%
Cargo Carried (Ton)	9.641.531,47	-99,95%	5.268,82	-10,73%	4.703,52	63.666,71	37.053,23	-41,80%
ASK (000)	783.066,81	-39,22%	522.694,62	-8,94%	475.971,34	5.217.611,06	2.847.100,10	-45,43%
RPK (000)	401.676,57	1,98%	419.259,63	-2,30%	409.617,12	1.966.708,66	2.054.522,27	4,47%
SLF (%)	51,30	34,76 pp	80,21	5,85 pp	86,06	37,69	72,16	34,47 pp
ATK Cargo (000)	19.264,82	-47,05%	12.654,47	-19,39%	10.200,71	127.235,22	71.439,11	-43,85%
RTK Cargo (000)	11.701,00	-51,00%	6.534,89	-12,27%	5.733,10	75.105,77	44.673,26	-40,52%
CLF Cargo (%)	60,74	-4,53 pp	51,64	4,56 pp	56,20	59,03	62,53	3,50 pp
Passenger Yield (Usc)	9,61	10,88%	10,52	1,26%	10,65	9,64	10,27	6,58%
Cargo Yield (usc)	86,93	12,57%	82,56	18,53%	97,85	92,38	84,14	-8,92%
CASK (Usc)	8,40	21,82%	9,58	6,83%	10,23	7,99	9,46	18,39%
CASK-Excl Fuel (Usc)	6,54	3,68%	6,10	11,16%	6,78	6,36	6,44	1,29%
	JUN 2021	YOY	MAY 2022	MOM	JUN 2022	YTD JUN 2021	YTD JUN 2022	YTD
GARUDA INDONESIA INTERNATIONAL								
Passenger Carried*	7.896,00	442,73%	58.085,00	-26,22%	42.854,00	56.835,00	218.734,00	284,86%
Cargo Carried (Ton)	6.550,80	-43,94%	4.072,48	-9,82%	3.672,39	48.381,76	30.996,98	-35,93%
ASK (000)	347.287,96	-15,91%	456.832,97	-36,07%	292.048,18	2.994.189,27	2.396.303,99	-19,97%
RPK (000)	32.126,89	368,35%	274.133,60	-45,11%	150.466,59	231.809,44	995.876,28	329,61%
SLF (%)	9,25	42,27 pp	60,01	-8,49 pp	51,52	7,74	41,56	33,82 pp
ATK Cargo (000)	28.821,29	-37,33%	26.272,84	-31,25%	18.062,60	235.589,26	161.692,40	-31,37%
RTK Cargo (000)	25.137,37	-46,40%	14.985,44	-10,09%	13.474,03	198.012,45	115.757,44	-41,54%
CLF Cargo (%)	87,22	-12,62 pp	57,04	17,56 pp	74,60	84,05	71,59	-12,46 pp
Passanger Yield (Usc)	9,54	10,94%	7,51	40,93%	10,59	9,33	7,64	-18,14%
Cargo Yield (usc)	37,36	23,32%	44,72	3,02%	46,07	35,94	46,52	29,46%
CASK (Usc)	6,32	36,90%	6,84	26,48%	8,65	5,67	6,81	20,06%
CASK-Excl Fuel (Usc)	4,79	12,65%	3,75	43,65%	5,39	4,30	4,12	-4,12%
	JUN 2021	YOY	MAY 2022	MOM	JUN 2022	YTD JUN 2021	YTD JUN 2022	YTD
GARUDA INDONESIA MAIN BRAND								
Passenger Carried*	382.574,00	11,28%	460.091,00	-7,46%	425.746,00	1.910.475,00	2.177.034,00	13,95%
Cargo Carried (Ton)	16.192,33	-48,27%	9.341,30	-10,33%	8.375,90	112.048,47	68.050,21	-39,27%
ASK (000)	1.130.354,78	-32,06%	979.527,59	-21,59%	768.019,52	8.211.800,32	5.243.404,09	-36,15%
RPK (000)	433.803,46	29,11%	693.393,22	-19,23%	560.083,72	2.198.518,11	3.050.398,55	38,75%
SLF (%)	38,38	34,55 pp	70,79	2,14 pp	72,93	26,77	58,18	31,40 pp
ATK Cargo (000)	48.086,11	-41,22%	38.927,31	-27,39%	28.263,31	362.824,47	233.131,51	-35,75%
RTK Cargo (000)	36.838,36	-47,86%	21.520,33	-10,75%	19.207,13	273.118,22	160.430,70	-41,26%
CLF Cargo (%)	76,61	-8,65 pp	55,28	12,67 pp	67,96	75,28	68,82	-6,46 pp
Passenger Yield (Usc)	9,60	10,76%	9,33	13,97%	10,63	9,61	9,41	-2,01%
Cargo Yield (Usc)	53,10	15,86%	56,21	9,46%	61,53	51,22	57,49	12,23%
CASK (Usc)	7,76	24,10%	8,30	16,02%	9,63	7,14	8,25	15,44%
CASK-Excl Fuel (Usc)	6,00	4,18%	5,01	24,91%	6,25	5,61	5,38	-4,04%
	JUN 2021	YOY	MAY 2022	MOM	JUN 2022	YTD JUN 2021	YTD JUN 2022	YTD
CITILINK								
Passenger Carried*	817.926,00	7,76%	869.639,00	1,35%	881.398,00	3.981.799,00	4.339.521,00	8,98%
Cargo Carried (Ton)	6.831,82	-11,48%	5.553,71	8,89%	6.047,61	40.255,42	31.960,71	-20,61%
ASK (000)	1.199.530,26	-23,91%	956.782,32	-4,60%	912.726,46	6.749.509,29	5.199.892,26	-22,96%
RPK (000)	747.484,40	5,74%	769.392,23	2,73%	790.365,49	3.541.427,75	3.908.439,08	10,36%
SLF (%)	62,31	24,28 pp	74,02	12,57 pp	86,59	52,47	75,16	22,69 pp
ATK Cargo (000)	29.580,23	-23,61%	22.927,00	-1,44%	22.596,23	165.984,80	129.312,09	-22,09%
RTK Cargo (000)	6.758,29	-10,25%	6.186,00	-1,94%	6.065,78	40.529,52	32.487,34	-19,84%
CLF Cargo (%)	22,85	4,00 pp	23,67	3,18 pp	26,84	24,42	25,12	0,71 pp
Passenger Yield (Usc)	4,10	84,29%	7,61	-0,74%	7,55	3,96	6,40	61,88%
Cargo Yield (usc)	92,06	6,05%	5,45	1692,24%	97,62	94,09	93,05	-1,10%
CASK (Usc)	4,31	26,35%	2,49	118,44%	5,44	4,22	5,04	19,44%
CASK-Excl Fuel (Usc)	2,82	-17,00%	1,58	48,22%	2,34	2,87	2,38	-17,29%

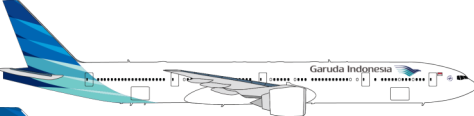




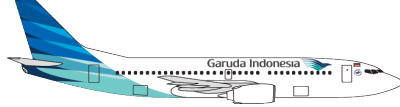







Notes:

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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	06
	Airbus A330-900Neo	1
	Airbus A330-300	05
	Airbus A330-200	-
WIDE BODY		12
	Boeing 737 MAX 8	-
	Boeing 737-800NG	24
	Bombardier CRJ1000	-
	ATR72-600	01
NARROW BODY		25
TOTAL FLEET OPERATED BY GARUDA INDONESIA		37
	Airbus A330-900Neo	-
WIDE BODY		-
	Airbus A320-200 Neo	06
	Airbus A320-200	31
	ATR72-600	04
	Boeing 737-300/500	1
NARROW BODY		42
TOTAL FLEET OPERATED BY CITILINK		42
TOTAL FLEET OPERATED BY GARUDA INDONESIA GROUP		79

NEWS

GARUDA INDONESIA INTRODUCES THE "KIRIMAJA DOMPET" FEATURE TO FACILITATE "KIRIMAJA AJA" TRANSACTIONS

Jakarta, June 3, 2022 – National airline Garuda Indonesia through its Aerojasa Cargo line of business introduced a new breakthrough in the "KirimAja" freight forwarding service by launching the "KirimAja Dompot" feature. This new digital payment feature provides added value for service users in the form of convenience and alternative "cashless" payment methods for goods delivery transactions on the KirimAja application, through the digital wallet platform in collaboration with KasPro, which is an electronic money service from Digiasia Bios to optimize payment services for goods delivery transactions on the KirimAja application.

GARUDA INDONESIA TRANSPORTED INDONESIAN HAJJ PILGRIMS IN 1443/2022, FLIES 1506 PILGRIMS TO MEDINA.

Jakarta, June 4, 2022—The national airline Garuda Indonesia today, Saturday (4/6), began carrying out Hajj flight 1443/2022, which is also the first departure of pilgrims from Indonesia to the Holy Land. On that occasion, Garuda Indonesia transported at least 1,506 pilgrims through three flight routes, namely: "Jakarta – Madinah", "Solo – Madinah", and "Padang – Madinah". In this Hajj year 1443/2022, Garuda Indonesia will serve 47,915 pilgrims divided into 128 flying groups (kloter) and will be dispatched from 9 (nine) embarkations —namely Banda Aceh (2,023 pilgrims), Medan (3842 pilgrims), Padang (2,885 pilgrims), Jakarta (9,228 pilgrims), Solo (15,477 pilgrims), Banjarmasin (2,507 pilgrims), Balikpapan (2,639 pilgrims), Makassar (7,236 pilgrims), and Lombok (2,078 pilgrims).

To transport the entire congregation, Garuda Indonesia operates 7 (seven) wide body aircraft consisting of 4 B777-300ER aircraft, 1 A330-300 aircraft, and 2 A330-900neo aircraft. The transportation of the congregation itself will be divided into two phases, namely the departure phase which will take place on June 4 - July 3, 2022, and the return phase which will take place on July 16 – August 14, 2022.

COMPLETED PKPU PROCESS, GARUDA INDONESIA FOCUSES ON MAXIMIZING PROFITABILITY

Jakarta, June 28, 2022— After the approval of the composition plan by the panel of judges of the Central Jakarta District Court yesterday (27/06), PT Garuda Indonesia (Persero) Tbk ("Garuda") projects a faster recovery of performance aligned with measures to maximize the company's profitability. The ratification is in accordance with the majority support of the creditors based on the voting agenda which took place on Friday (17/06).

The Momentum of the completion of the PKPU process is certainly a crucial phase for the recovery of Garuda's performance, considering that the restructuring of business obligations will be a solid foundation for Garuda's management to focus on maximizing profitability based on a more lean cost structure. The components of business obligations that will be restructured comprehensively also pay attention to business sustainability and pay attention to optimizing the company's operating revenue. The real step of restructuring the obligation is reflected in a number of plans for the foundation of Garuda Indonesia's operating expenses, including a decrease in aircraft leasing expenses, conversion of business liabilities into equity, issuance of new debt securities, to various strategic steps in the basis of operating performance through optimizing the number of fleets, simplification of fleet types, to maximize flight routes with positive performance.



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