

INVESTOR UPDATE

PT Garuda Indonesia (Persero) Tbk.





Garuda Indonesia group carried 1,775,001 passengers during the month of October, 16.94% more than previous year. Our Revenue passanger kilometres (RPK) increased 9.09% on 9.56% more capacity (ASK). Although our frequencies were up 17.89%, seat load factor slightly decrease by 0.33 percentage point to 76.19%, compare to previous year. During the month of October, we reached 13,575 flights. We still keep maintained our aircraft utilization above 10 hours per day, with October Aircraft Utilization reached 10:37 hours per day, compares to October last year aircraft utilization of 10:48 hours per day. In 16 Oct 2012, we received our 1st delivery of Bombardier CRJ100NG. With configuration 12 business class and 84 economy class, CRJ 1000 will be based in Makassar, used for short haul route to serve Eastern Indonesia Region.

DOMESTIC PASSENGER SERVICES

Our domestic passenger numbers were up 8.15% on October compare to previous year, as demands (RPK) expands by 6.33% on 11.00% more capacity (ASK). Our domestic load factor decreased to 3.45 percentage points from previous year. Upon receiving the new Bombardier CRJ 1000NG we add new routes Makassar – Lombok.

■ INTERNATIONAL PASSENGER SERVICES

Our international passenger numbers were up by 8.27% on October compare to previous year. The capacity (ASK) decrease by 2.16%, while demands (RPK) reached 1.089.251, increase 3.09% from previous year. This has sent our international passanger

services load factor just slightly 0,04 percentage points higher than October previous year.

CITILINK



Continuing previous month result, during this month Citilink keep record outstanding growth. The passanger numbers increased double to 104.65% from October previous year. The demand (RPK) increased by 87.70% in line with the growth of capacity (ASK) by 108.60% on October previous year. This rapid growth has sent the load factor slightly down to 65.98% or 7.34 percentage points lower than previous year. Currently Citilink operates 16 fleets (6 units B 737-300, 1 unit B737-400 and 9 units A320-200).

■ FLEET STRUCTURE

	October 2011	October 2012
Garuda	78	80
Narrow Body	63	64
B737-300	5	3
B737-400	5	0
B737-500	5	5
B737-800 NG	48	55
CRJ - 1000	0	1
Wide Body	15	16
B747-400	3	2
A330-200	6	8
A330-300	6	6
Citilink	7	16
B737-300	5	6
B737-400	1	1
A320-200	1	9
Total Fleets	85	96

■ APPENDIX 1. MONTHLY OPERATING STATISTIC, OCTOBER 2012

GARUDA INDONESIA GROUP							
	October			Year			
	2011	2012	Change	2011	2012	Change	
Pax Carried	1,500,721	1,755,001	16.94%	13,885,746	16,647,744	19.89%	
ASK (000)	2,787,892	3,054,387	9.56%	26,839,212	29,926,434	11.50%	
RPK (000)	2,133,411	2,327,250	9.09%	20,210,357	22,712,283	12.38%	
SLF	76.52%	76.19%	-0.33	75.30%	75.89%	0.59	
Aircraft Utilization*	10:48	10:37	-00:11	10:42	10:46	00:04	
Frequencies	11,515	13,575	17.89%	106,414	124,826	17.30%	
OTP *	80.11%	86.05%	5.94	86.81%	84.63%	-2.18	
Cargo Carried (Ton)	19,812	25,843	30.44%	189,147	226,914	19.97%	
CLF	43.67%	33.34%	-10.33	32.38%	30.39%	-1.99	
Fuel Price (USD/Liter)	0.87	0.94	7.00%	0.90	0.91	1.00%	

DOMESTIC						
	C	October			Year to date	
	2011	2012	Change	2011	2012	Change
Pax Carried	1,084,790	1,173,237	8.15%	9,952,804	11,478,965	15.33%
ASK (000)	1,170,187	1,298,914	11.00%	10,970,201	12,281,842	11.96%
RPK (000)	962,413	1,023,362	6.33%	8,621,208	9,919,119	15.05%
SLF	82.24%	78.79%	-3.45	78.59%	80.76%	2.17

INTERNATIONAL							
	0	October			Year to date		
	2011	2012	Change	2011	2012	Change	
Pax Carried	279,578	302,711	8.27%	2,669,343	3,005,776	12.60%	
ASK (000)	1,461,753	1,430,153	-2.16%	14,486,860	15,231,572	5.14%	
RPK (000)	1,056,650	1,089,251	3.09%	10,525,886	11,099,743	5.45%	
SLF	72.29%	76.16%	3.87	72.66%	72.87%	0.21	

CITILINK						
	October			Year		
	2011	2012	Change	2011	2012	Change
Pax Carried	136,353	279,053	104.65%	1,263,599	2,163,003	71.18%
ASK (000)	155,952	325,320	108.60%	1,382,150	2,413,020	74.58%
RPK (000)	114,349	214,637	87.70%	1,063,263	1,693,421	59.27%
SLF	73.32%	65.98%	-7.34	76.93%	70.18%	-6.75

Change in OTP, SLF & CLF is measured in percentage point change.

 $Number\ of\ passanger\ carried\ is\ calculated\ on\ the\ basis\ of\ origin/destination, regardless\ of\ the\ number\ of\ stage\ lengths\ under taken.$ All figures are for GA and Citilink, except for aircraft utilization and OTP are for mainbrand only(*)

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