

# INVESTOR UPDATE

PT Garuda Indonesia (Persero) Tbk.



DECEMBER 2013 EDITION

Garuda Indonesia Group carried 2,413,295 passengers in December, representing a 27.5% growth year on year, while frequencies were up by 26.6%. The RPK (Revenue Passenger Kilometres) grew 24.7% against 29% growth in production capacity (Available Seat Kilometres/ASK). As a result, the group seat load factor was down by 2.5 percentage points to 71.6% since growth in traffic lagged by increasing capacity. Our aircraft utilization in December turned into 10:37 hours per day, 6 minutes better compared to that of same period last year.

In December we received 3 new aircrafts, i.e. 1 B737-800NG aircraft, 1 A320-200 aircraft, and 1 ATR72-600 aircraft. This has sent our total fleet in 2013 to 140 aircrafts.

## DOMESTIC PASSENGER SERVICES

We carried 1,557,672 passengers on domestic service, representing a 25.2% higher than that of corresponding period last year. Our domestic traffic (RPK) was up 24.2% from previous year, higher compared to a 19.1% growth in production capacity (ASK). This has sent domestic SLF to increase 3.3 percentage points to 80.6%. In domestic routes, we added 4 new destinations, i.e.: Labuan Bajo, Tambolaka, Bima, and Ende, which are served by ATR72-600.

## INTERNATIONAL PASSENGER SERVICES

The number of passengers carried on our international service increased by 5.8% to 312,966 passengers. Production capacity (ASK) recorded a 35.9% growth, while our RPK increased by 16.3%. Consequently, international SLF decreased 10.3 percentage points to 60.6%.

## CITILINK

In December 2013, Citilink maintained significant performance in number of passengers, traffic, and capacity. The number of passengers carried was 542,657, representing a 53.7% growth year on year. The capacity (ASK) increased by 40.2% while RPK increased by 56.2%. This has sent the load factor to rise to 82.7% or 8.5 percentage points higher than that of previous year.

## FLEET STRUCTURE

<i>Fleet Structure</i>	Dec 2012	Dec 2013
B737-300	3	3
B737-500	5	4
B737-800 NG	55	65
CRJ-1000	5	12
ATR72-600	0	2
<b><i>Narrow Body</i></b>	<b>68</b>	<b>86</b>
B747-400	2	2
B777-300ER	-	4
A330-200	9	11
A330-300	6	7
<b><i>Wide Body</i></b>	<b>17</b>	<b>24</b>
<b>Garuda</b>	<b>85</b>	<b>110</b>
B737-300	6	5
B737-400	1	1
A320-200	14	24
<b>Citilink</b>	<b>21</b>	<b>30</b>
<b>Total Fleets</b>	<b>106</b>	<b>140</b>

## APPENDIX 1. MONTHLY OPERATING STATISTIC DECEMBER 2013

### GROUP TOTAL

	DECEMBER			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	1,892,834	2,413,295	27.5%	20,415,285	24,965,239	22.3%
ASK (000)	3,109,111	4,011,426	29.0%	36,013,832	43,133,085	19.8%
RPK (000)	2,303,873	2,873,434	24.7%	27,342,092	31,949,989	16.9%
SLF	74.1%	71.6%	-2.5 pts	75.9%	74.1%	-1.8 pts
Aircraft Utilization	10:31	10:37	00:06	10:44	10:44	00:00
Frequencies	14,665	18,560	26.6%	153,266	196,403	28.1%
OTP	86.9%	75.5%	-11.4 pts	84.9%	83.8%	-1.1 pts
Cargo Carried (Ton)	27,903	31,731	13.7%	280,285	345,923	23.4%
CLF	45.8%	39.8%	-6.0 pts	44.4%	42.1%	-2.2 pts
Fuel Price (USD/Liter)	0.91	0.89	-2.1%	0.91	0.88	-3.1%

### DOMESTIC

	DECEMBER			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	1,243,870	1,557,672	25.2%	13,967,815	15,849,746	13.5%
ASK (000)	1,372,519	1,634,941	19.1%	14,955,545	17,316,120	15.8%
RPK (000)	1,060,892	1,317,967	24.2%	12,058,562	13,432,356	11.4%
SLF	77.3%	80.6%	3.3 pts	80.6%	77.6%	-3.1 pts

### INTERNATIONAL

	DECEMBER			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	295,809	312,966	5.8%	3,586,477	3,770,573	5.1%
ASK (000)	1,364,817	1,855,332	35.9%	17,937,606	20,362,149	13.5%
RPK (000)	967,218	1,124,659	16.3%	13,045,177	14,319,698	9.8%
SLF	70.9%	60.6%	-10.3 pts	72.7%	70.3%	-2.4 pts

### CITILINK

	DECEMBER			YEAR TO DATE		
	2012	2013	CHANGE	2012	2013	CHANGE
Pax Carried	353,155	542,657	53.7%	2,860,993	5,344,920	86.8%
ASK (000)	371,775	521,152	40.2%	3,120,681	5,454,816	74.8%
RPK (000)	275,763	430,809	56.2%	2,238,353	4,197,935	87.5%
SLF	74.2%	82.7%	8.5 pts	71.7%	77.0%	5.3 pts

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

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