

Citilink to keep leased aircraft

Dominic Lalk

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Citilink is the only Garuda group subsidiary that aims to grow over the next five years, a presentation from Garuda Indonesia viewed by *Airfinance Journal* shows.

Furthermore, unlike Garuda, Citilink is not seeking to return any leased aircraft.

Citilink's largest lessor creditors are ICBC Leasing, Avolon, Bocomm Leasing and SMBC Aviation Capital (in that order), AFJ's Fleet Tracker shows. All their aircraft are included in Citilink's future fleet plan.

The low-cost carrier wants to add more leased Airbus A320neo capacity, growing its A320 and A320neo fleet to 56 units from 51 currently.

Also, Citilink's only two widebodies – two A330neos from Avolon – will stay with the carrier.

Citilink's future fleet plans also include 12 ATR72-600s, transferred from Garuda as the parent retires the type from its fleet.

The Garuda group used to operate 20 ATR72-600s; it hopes to return the remaining eight aircraft to their lessors or other owners.

Moreover, an outstanding orderbook for five additional ATR72-600s is to be cancelled alongside Citilink's first direct order with Airbus, for 25 A320neo aircraft, signed in December 2012.

By 2022, if Garuda's proposed restructuring is successful, the Citilink fleet is to comprise 78 aircraft: 56 A320/A320neo units, two A330-900s, 12 ATR72-600s and eight 737-300/500 aircraft.

If this materialises Citilink will become larger than the Garuda mainline operation, which is proposed to shrink to just 66 aircraft by 2022.

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