

# ASIA AVIATION AAV TB

## THAILAND / TRANSPORT & LOGISTICS

# BUY

UNCHANGED

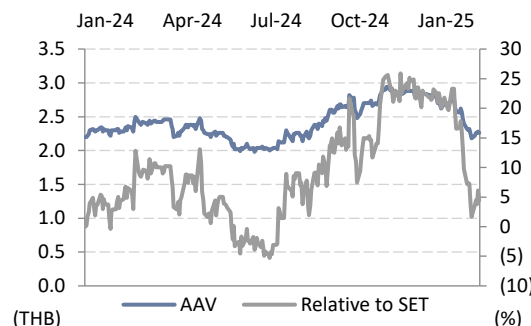
## Soaring toward a bright 2025

- ข้อมูลเชิงบวกหลัง NDR คาดปริมาณผู้โดยสารจะสูงกว่าระดับก่อนโควิดในปี 2025 และได้ส่วนแบ่งตลาดในประเทศเพิ่ม
- คาดการณ์กำไรสุทธิโต 24% y-y เป็น 1.1 พัน ลบ. ใน 4Q24 จากปริมาณผู้โดยสารที่สูงขึ้นและต้นทุนค่าเชื้อเพลิงอากาศยานที่ลดลง
- คงคำแนะนำซื้อที่ราคาเป้าหมาย 3.4 บาท (16x 2025E P/E)

TARGET PRICE	THB3.40
CLOSE	THB2.26
UP/DOWNSIDE	+50.4%
PRIOR TP	THB3.40
CHANGE IN TP	UNCHANGED
TP vs CONSENSUS	+0.3%

### KEY STOCK DATA

YE Dec (THB m)	2023	2024E	2025E	2026E
Revenue	42,207	50,765	53,416	54,860
Net profit	466	2,557	2,800	3,028
EPS (THB)	0.04	0.20	0.22	0.24
vs Consensus (%)	-	(26.7)	(14.7)	(1.2)
EBITDA	7,421	10,043	10,361	10,547
Recurring net profit	110	2,557	2,800	3,028
Core EPS (THB)	0.01	0.20	0.22	0.24
Chg. In EPS est. (%)	-	-	-	-
EPS growth (%)	nm	2,232.2	9.5	8.1
Core P/E (x)	264.9	11.4	10.4	9.6
Dividend yield (%)	-	3.5	3.9	4.2
EV/EBITDA (x)	9.5	7.2	6.8	6.5
Price/book (x)	3.5	2.6	2.3	2.0
Net debt/Equity (%)	496.6	391.0	324.5	272.1
ROE (%)	1.3	26.4	23.6	22.1



Share price performance	1 Month	3 Month	12 Month
Absolute (%)	(16.3)	(16.9)	9.7
Relative to country (%)	(13.8)	(10.4)	11.9
Mkt cap (USD m)	864		
3m avg. daily turnover (USD m)	3.9		
Free float (%)	36		
Major shareholder	AirAsia Aviation Limited (41%)		
12m high/low (THB)	2.96/1.94		
Issued shares (m)	12,164.29		

Sources: Bloomberg consensus; FSSIA estimates

### แนวโน้มเชิงบวกในปี 2025

เราจัดให้ AAV ได้พบกับนักลงทุนสถาบันเมื่ออาทิตย์ที่แล้วและได้รับข้อมูลเชิงบวกจากงานดังกล่าว บริษัทฯ คาดว่าความสามารถในการรองรับผู้โดยสารจะเพิ่มต่อเนื่องในปี 2025 จากฝูงบินที่เพิ่มขึ้นเป็น 66 ลำ (เทียบกับ 60 ลำในปี 2024 และ 56 ลำในปี 2023) AAV วางแผนมุ่งเน้นไปที่ตลาดในประเทศโดยจะขยายเครือข่ายที่สนามบินสุวรรณภูมิ นอกจากนี้บริษัทฯ ยังตั้งเป้าเพิ่มส่วนแบ่งตลาดจากประมาณ 40% ในปี 2024 เป็น 45% ในปี 2025 ซึ่งจะทำให้บริษัทฯ สามารถกำหนดราคาบัตรโดยสารได้ นอกจากนี้ AAV ยังวางแผนขยายตลาดใหม่ประกอบด้วยเนปาล เส้นทางใหม่ไปยังอินเดียและจะหาโอกาสขยาย Fifth freedom routes เพิ่มเติม (อาทิเช่น เส้นทางญี่ปุ่นและเกาหลีผ่านไต้หวันและฮ่องกง) ดังนั้นปริมาณผู้โดยสารจึงน่าจะเพิ่มขึ้น 10-15% เป็น 23-24 ล้าน (เทียบกับ 23 ล้านก่อนโควิด)

### คาดการณ์ประกอบการ 4Q24

เราคาดว่าปริมาณผู้โดยสารจะโต 8% y-y เป็น 5.5 ล้านใน 4Q24 โดยมีปัจจัยหนุนส่วนมากจากตัวเลขผู้โดยสารในประเทศที่โตดี (+13% y-y) นอกจากนี้ Load factor ยังอยู่ในเกณฑ์ที่ดีที่ 89% (เทียบกับ 90% ใน 4Q23) เราคาดว่าค่าบัตรโดยสารจะลดลง 1-2% y-y เป็นเกือบ 2,000 บาท เนื่องจากจำนวนเที่ยวบินที่สูงขึ้น ในด้านบวกค่าเชื้อเพลิงอากาศยานน่าจะลดลง 16-20% y-y จากราคา Spot ของเชื้อเพลิงอากาศยานที่ลดลง (USD88/บาร์เรลใน 4Q24 เทียบกับ USD108/บาร์เรลใน 4Q23) ทั้งนี้เราคาดว่ากำไรสุทธิ 4Q24 หลังหักภาษีจะโต 24% y-y เป็น 1.1 พัน ลบ. AAV น่าจะบันทึกผลขาดทุนจากอัตราแลกเปลี่ยน 1.7-1.8 พัน ลบ. จากหนี้ค่าเช่าเครื่องบิน หลังเงินบาทอ่อนตัวเมื่อเทียบกับเงินเหรียญสหรัฐฯ ซึ่งทำให้เราคาดว่าบริษัทฯ จะขาดทุนสุทธิ 0.3 พัน ลบ. ใน 4Q24

### คาดการณ์กำไร 1Q25 จะทำสถิติสูงสุดใหม่

เราคาดว่าแนวโน้มกำไรจะดีต่อเนื่องใน 1Q25 ทั้งนี้เที่ยวบินต่ออาทิตย์เฉลี่ยได้เพิ่มขึ้น 11% y-y ใน 1Q25 ในขณะที่ Load factor น่าจะยังอยู่ในเกณฑ์ที่ดีที่ 88% (ในประเทศ 90% และต่างประเทศ 85%) ค่าบัตรโดยสารน่าจะทรงตัวในระดับสูงที่ 2,000 บาท (+35% เมื่อเทียบกับก่อนโควิด) ดังนั้นเราจึงคาดว่ากำไรสุทธิ 1Q25 จะทำสถิติสูงสุดใหม่

### ราคาหุ้นที่อ่อนแอเป็นโอกาสในการซื้อ

เราประมาณการและราคาเป้าหมายของเรา AAV มีการซื้อขายโดยมี Valuation ในระดับที่น่าสนใจที่ 10x 2025E P/E (เทียบกับค่าเฉลี่ยของกลุ่มฯ ที่ 12x) เรามองราคาหุ้นที่อ่อนแอหลังความกังวลเกี่ยวกับตัวเลขนักท่องเที่ยวชาวจีนที่อาจชะลอตัวเป็นโอกาสในการซื้อหุ้นเนื่องจากเราเห็นว่าผลกระทบของการลักพาตัวนักแสดงชาวจีนที่เกิดขึ้นเมื่อเร็ว ๆ นี้มีจำกัด



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บทวิเคราะห์ฉบับนี้แปลมาจากต้นฉบับภาษาอังกฤษ ที่ออกรายงานเมื่อวันที่ 28 มกราคม 2025

### Investment thesis

We believe AAV is on track for a recovery and expect its passenger volume to recover in 2024. AAV should continue to gain more market share in the domestic market following a faster capacity ramp-up than its peers. Meanwhile, AAV should be able to capture a robust recovery of Chinese tourists, whose volume should recover from 31% of the pre-Covid level in 2023 to 60-70% in 2024.

Also, we expect the cost structure to support its operational turnaround, especially personnel. AAV has reduced its headcount since the Covid pandemic along with aircraft lease payments, as it has negotiated with lessors to restructure lease contracts.

AAV’s ticket fares are on an upward trend and have exceeded its pre-Covid level. This should more than offset rising fuel prices and aircraft maintenance costs.

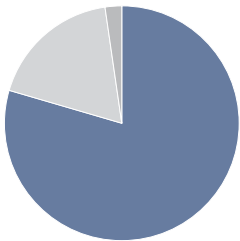
### Company profile

AAV owns 100% of Thai AirAsia (TAA, not listed), which is the leading low-cost carrier in Thailand. TAA serves travellers throughout Asia, the Middle East and Europe.

[www.aavplc.com](http://www.aavplc.com)

### Principal activities (revenue, 2023)

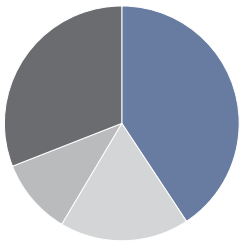
- Ticket sales - 79.5 %
- Ancillaries - 18.2 %
- Other revenue - 2.3 %



Source: Asia Aviation

### Major shareholders

- AirAsia Aviation Limited - 40.7 %
- Mr.Tassapon Bijleveld - 17.8 %
- Thai NVDR - 10.5 %
- Others - 30.9 %



Source: Asia Aviation

### Catalysts

Key potential growth drivers include: 1) a higher number of passengers carried following a global tourism recovery; 2) lower jet fuel prices; and 3) strong pent-up demand from Chinese tourists.

### Risks to our call

Downside risks to our P/E multiple target price include 1) extraordinary events such as political turmoil and natural disasters; 2) higher-than-expected fuel expenses following an increase in oil prices; and 3) the slower-than-expected recovery of international tourist numbers.

### Event calendar

Date	Event
Feb 2025	4Q24 results announcement

### Key assumptions

	2024E	2025E	2026E
Number of aircraft (no.)	60	66	70
Pax carried (m)	20.9	21.6	21.7
Load factor (%)	91.3	90.8	90.5
Average ticket fare (THB)	1,985	2,025	2,065
Ancillaries per pax (THB/pax)	398	402	411
Fuel price spot (USD/bbl)	100	100	100

Source: FSSIA estimates

### Earnings sensitivity

- For every 1% increase in load factor, we project a 2025 profit increase of 17% and vice versa, all else being equal.
- For every 1% increase in average ticket fare, we project a 2025 profit increase of 12% and vice versa, all else being equal.
- For every 1% increase in Brent spot price, we project a 2025 profit reduction of 5% and vice versa, all else being equal.

Source: FSSIA estimates

## Key takeaways from NDR

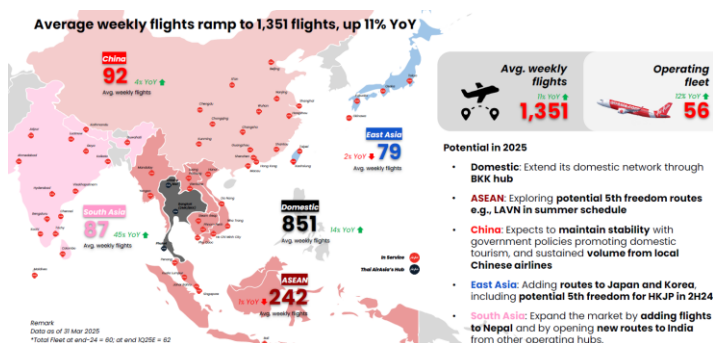
We brought AAV to meet local institutions last week. AAV's representatives were:

1. Khun Santisuk Klongchaiya, Chief Executive Officer
2. Khun Phairat Pornpathananagoon, Chief Financial Officer

Below is a summary of key messages at the meetings.

- AAV expects its passenger volume to end at 20.8m in 2024 and expects it to grow by 10-15% in 2025. This should lead the passenger volume to exceed the pre-Covid level of 22.1m.
- The impact of the recent kidnapping of a Chinese actor is limited. AAV has seen only a small number of cancellations (limited to a few thousand passengers).
- AAV expects to increase its seat capacity thanks to a larger aircraft fleet which increased from 56 in 2023 to 60 in 2024, and expects it to increase further to 65-66 in 2025.
- AAV plans to continue increasing its domestic market capacity and aims to increase its market share from c40% in 2024 to 45% in 2025. This should allow it to command ticket prices. In addition to focusing on its main hub at Don Mueang Airport, AAV plans to increase the number of aircraft at Suvarnabhumi Airport from three to five.
- As of 20 Jan 2025, forward bookings remained strong at 47% for domestic and 54% for international. However, they decreased from the same period last year (52% for domestic and 56% for international as of 20 Jan 2024). This is due to a higher week flight capacity, which increased by 11% y-y, mainly in domestic (+14% y-y) and South Asia (+45% y-y).
- According to forward bookings, AAV forecasts the 1Q25 load factor to end at 88% (domestic 90% and international 85%), with a potential upside from more late-booking passengers.
- AAV expects ticket fares to maintain their level (approximately THB2,000) in 2025 with the scope of an upside to lift fares in some international routes.
- Investors are concerned about more aircraft capacity for Thai airlines, which may increase by 19-20% from a total of 232 aircraft in 2024 to 275-279 in 2025, according to local news. However, management believes it will be difficult for other airlines to receive additional aircraft this year due to supply chain constraints for aircraft manufacturers. They believe the situation should improve in the next two years.
- Management sees an upside from the new type of aircraft (A321 LR and XLRs) which can fly for an additional 1-1.5 hours. This should enable AAV to open new markets including Japan, Australia and Eastern Europe.

### Exhibit 1: 1Q25 preliminary capacity outlook

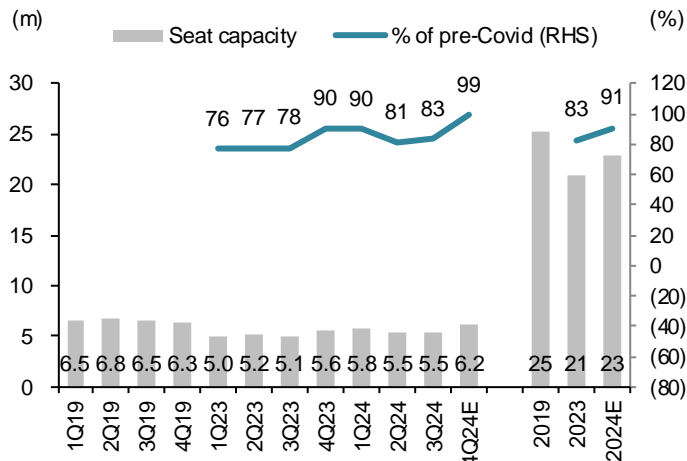


Source: AAV

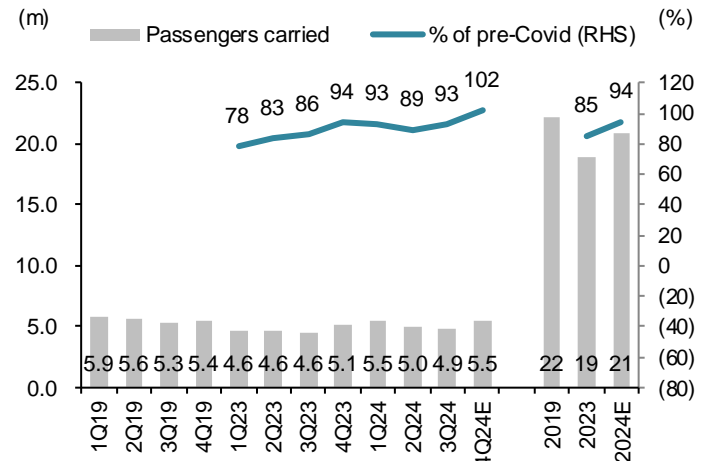
### Exhibit 2: 1Q25 forward bookings



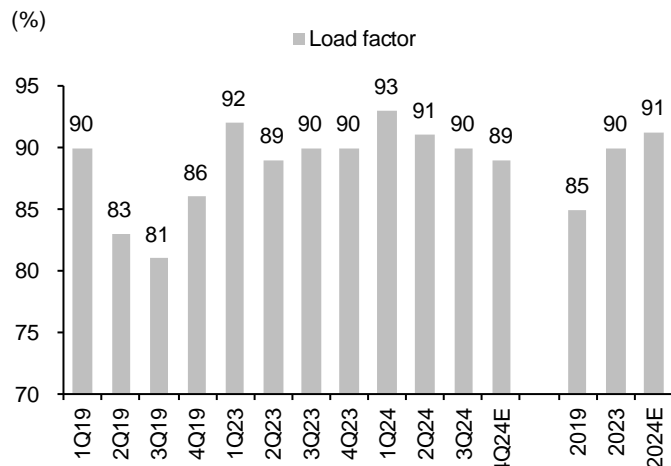
Source: AAV

**Exhibit 3: Seat capacity**

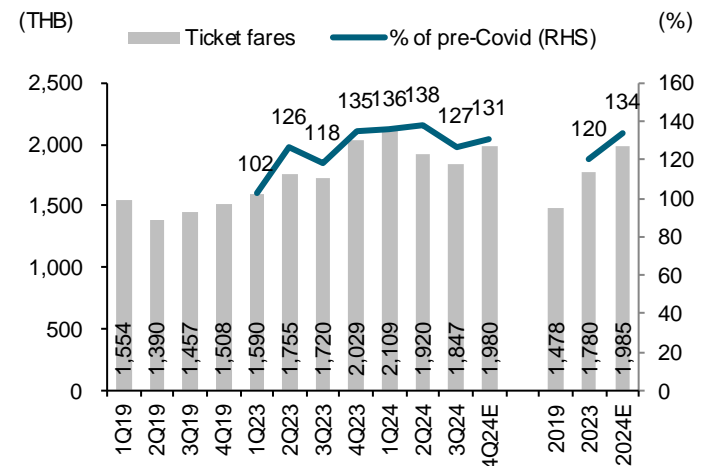
Source: AAV

**Exhibit 4: Passengers carried**

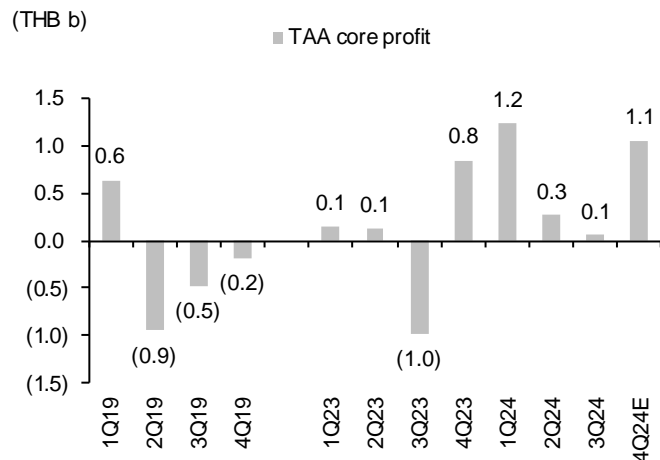
Source: AAV

**Exhibit 5: Load factor**

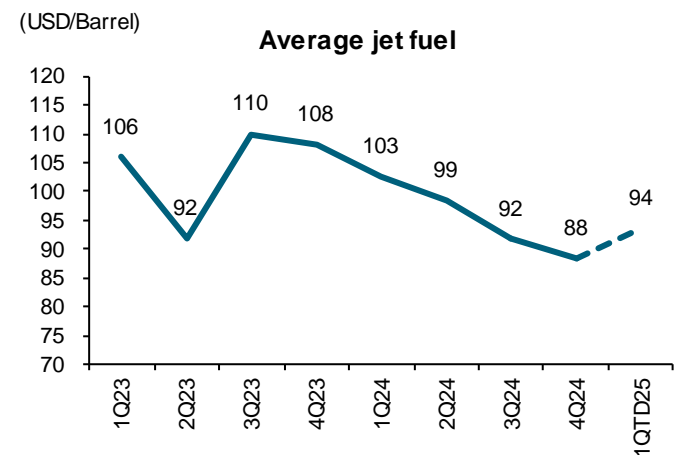
Source: AAV

**Exhibit 6: Average ticket fares**

Source: AAV

**Exhibit 7: Thai AirAsia (TAA) core profit**

Noted: tax adjusted by excluding tax related to FX gain/loss and assume 20% tax rate  
Source: AAV

**Exhibit 8: Jet fuel price trend, quarterly**

Note: Jet Fuel Singapore FOB Cargoes  
Source: Bloomberg

## Exhibit 9: AAV – 4Q24 results preview

	4Q23	1Q24	2Q24	3Q24	4Q24E	Change		2024E
	(THB m)	(THB m)	(THB m)	(THB m)	(THB m)	(q-q %)	(y-y %)	(THB m)
<b>Sales</b>	<b>12,668</b>	<b>14,018</b>	<b>11,670</b>	<b>11,086</b>	<b>13,391</b>	<b>21</b>	<b>6</b>	<b>50,765</b>
- Passenger revenue	10,336	11,470	9,510	9,066	10,942	21	6	41,473
- Other revenue	2,332	2,548	2,160	2,020	2,449	21	5	9,292
<b>Expense</b>	<b>(10,966)</b>	<b>(11,885)</b>	<b>(10,728)</b>	<b>(10,365)</b>	<b>(11,407)</b>	<b>10</b>	<b>4</b>	<b>(44,882)</b>
- Fuel and oil	(4,733)	(4,990)	(3,974)	(3,798)	(3,886)	2	(18)	(17,156)
- Non-fuel operating expenses	(6,233)	(6,894)	(6,755)	(6,566)	(7,521)	15	21	(27,727)
<b>Operating profit</b>	<b>1,702</b>	<b>2,133</b>	<b>942</b>	<b>721</b>	<b>1,984</b>	<b>175</b>	<b>17</b>	<b>5,882</b>
Interest income	9	10	13	17	17	0	82	53
Interest expense	(652)	(630)	(631)	(652)	(687)	5	5	(2,570)
<b>Pretax profit</b>	<b>1,059</b>	<b>1,513</b>	<b>324</b>	<b>86</b>	<b>1,314</b>	<b>1,427</b>	<b>24</b>	<b>3,365</b>
Income Tax	(638)	128	(21)	(808)	87	(111)	(114)	(808)
<b>Core profit</b>	<b>421</b>	<b>1,640</b>	<b>302</b>	<b>(722)</b>	<b>1,401</b>	<b>(294)</b>	<b>233</b>	<b>2,557</b>
<b>Core profit adjusting tax 1)</b>	<b>848</b>	<b>1,230</b>	<b>265</b>	<b>57</b>	<b>1,051</b>	<b>1,731</b>	<b>24</b>	<b>2,557</b>
Extraordinaries	2,393	(2,049)	(218)	4,168	(1,750)	(142)	(173)	0
- FX gain (loss)	2,314	(2,049)	(226)	4,236	(1,750)			0
- Derivative gain (loss)	70	0	8	(68)	0			0
- Others	9	0	0	0	0			0
Minority interest	0	0	0	0	0			0
<b>Reported net profit (AAV)</b>	<b>2,814</b>	<b>(409)</b>	<b>84</b>	<b>3,446</b>	<b>(349)</b>	<b>(110)</b>	<b>(112)</b>	<b>2,557</b>
Shares out (end Q, m)	9,879	9,879	9,879	9,879	9,879	0	0	12,850
<b>Core EPS</b>	<b>0.04</b>	<b>0.17</b>	<b>0.03</b>	<b>(0.07)</b>	<b>0.14</b>	<b>(294)</b>	<b>233</b>	<b>0.20</b>
<b>EPS</b>	<b>0.28</b>	<b>(0.04)</b>	<b>0.01</b>	<b>0.35</b>	<b>(0.04)</b>	<b>(110)</b>	<b>(112)</b>	<b>0.20</b>
Depreciation	(1,306)	(964)	(967)	(1,051)	(1,103)	5	(16)	(4,161)
EBITDA	3,008	3,097	1,909	1,772	3,087	74	3	10,043
<b>Key ratios</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(ppt)</b>	<b>(ppt)</b>	<b>(%)</b>
Operating profit margin	13	15	8	7	15	8	1	12
EBITDA margin	24	22	16	16	23	7	(1)	20
Net profit margin	22	(3)	1	31	(3)	(34)	(25)	5
<b>Operating stats</b>								
Passenger carried (m)	5.1	5.5	5.0	4.9	5.5			
Load factor (%)	90	93	91	90	89			
RPK (m seats-km)	5,477	5,787	5,247	5,233	0			
ASK (m seats-km)	6,189	6,278	5,856	5,996	6,590			
Average fare (THB)	2,029	2,109	1,920	1,847	1,980			
RASK (THB)	2.0	2.2	2.0	1.8	2.0			
CASK (THB)	1.8	2.0	1.9	1.8	1.8			
CASK ex-fuel (THB)	1.1	1.2	1.2	1.2	1.2			
Fuel cost per ASK (THB)	0.8	0.8	0.7	0.6	0.6			

Note: 1) tax adjusted by excluding tax related to FX gain/loss and assume 20% tax rate

Source: AAV; FSSIA estimates

## Exhibit 10: Rolling one-year forward P/BV band

AAV PBV (x)



Sources: Bloomberg; FSSIA estimates

**Exhibit 11: Peer comparisons, airline sector as of 24 Jan 2025**

Company	BBG	Rec	---- Share price ----		Up side	Market cap	----- PE -----			---- PBV ----		--- EV/ EBITDA ---	
			Current (LCY)	Target (LCY)			24E (x)	25E (x)	26E (x)	24E (x)	25E (x)	24E (x)	25E (x)
Thailand													
Bangkok Airways	BA TB	BUY	19.00	30.00	57.9	1,187	11.4	10.4	9.8	2.2	2.0	11.1	9.7
Asia Aviation	AAV TB	BUY	2.26	3.40	50.4	864	11.4	10.4	9.6	2.6	2.3	7.2	6.8
Thailand average						2,051	11.4	10.4	9.7	2.4	2.1	9.1	8.3
Regional													
Spring Airlines Co Ltd-A	601021 CH	n/a	53.98	n/a	n/a	7,270	20.6	16.5	12.9	3.0	2.6	12.0	9.5
Interglobe Aviation	INDIGO IN	n/a	4,161.80	n/a	n/a	18,746	25.6	20.7	18.5	21.6	10.9	10.6	9.0
China Southern Airlines	600029 CH	n/a	6.19	n/a	n/a	13,689	123.8	19.3	14.8	2.9	2.6	8.6	7.9
China Eastern Airlines	600115 CH	n/a	3.88	n/a	n/a	10,822	n/a	27.9	12.3	2.2	2.1	10.3	8.6
Spring Airlines	601021 CH	n/a	53.98	n/a	n/a	7,270	20.6	16.5	12.9	3.0	2.6	12.0	9.5
Air China	601111 CH	n/a	7.48	n/a	n/a	15,898	n/a	22.8	13.7	3.2	2.8	11.0	8.8
Korea Air Lines	003490 KS	n/a	24,600	n/a	n/a	6,307	6.8	6.0	5.9	0.9	0.8	3.8	3.5
Singapore Airlines	SIA SP	n/a	6.31	n/a	n/a	13,868	8.9	13.5	13.6	1.2	1.2	5.5	5.7
Japan Airlines	9201 JP	n/a	2,492.00	n/a	n/a	6,989	10.8	9.9	9.1	1.1	1.0	4.2	4.0
Ana Holdings	9202 JP	n/a	2,845.50	n/a	n/a	8,842	10.8	10.5	9.9	1.2	1.1	4.7	4.4
Cathay Pacific Airways	293 HK	n/a	10.50	n/a	n/a	8,679	8.5	8.1	7.7	1.2	1.1	5.2	5.1
Vietjet Aviation	VJC VN	n/a	99,800	n/a	n/a	2,155	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Regional average						120,534	26.3	15.6	11.9	3.8	2.6	8.0	6.9
Global													
Eva Airways	2618 TT	n/a	46.14	n/a	n/a	24,887	16.0	12.3	11.0	3.3	2.8	8.2	6.9
Ryanair	RYAAY US	n/a	1,500.00	n/a	n/a	4,005	8.0	7.7	7.0	1.9	1.5	1.3	1.2
Air Arabia	AIRARABIA UH	n/a	9.46	n/a	n/a	8,990	8.8	8.1	7.6	11.1	6.0	4.1	3.9
Easyjet (UK)	EZJ LN	n/a	486.50	n/a	n/a	4,586	6.9	6.5	5.9	1.1	1.0	2.2	2.1
Air Canada	AC CN	n/a	47.70	n/a	n/a	7,883	8.7	9.3	9.9	2.1	1.7	3.6	4.2
American Airline	AAL US	n/a	3.09	n/a	n/a	3,939	10.2	10.3	9.5	1.8	1.7	6.0	5.6
Qantas Airways	QAN AU	n/a	19.91	n/a	n/a	4,833	5.9	7.8	6.9	3.1	2.5	3.1	3.1
Alaska Airlines	ALK US	n/a	16.96	n/a	n/a	11,145	9.8	7.1	5.5	n/a	n/a	7.0	6.0
United Airlines	UAL US	n/a	69.95	n/a	n/a	8,880	16.0	11.5	8.9	1.9	1.7	8.2	5.7
Lufthansa	LHA GY	n/a	105.00	n/a	n/a	34,524	10.1	7.9	7.0	2.8	2.2	6.1	5.3
JetBlue Airways (US, Latin AM)	JBLU	n/a	6.18	n/a	n/a	7,743	7.1	5.4	4.4	0.7	0.6	3.2	2.8
Jet2	JET2 LN	n/a	8.07	n/a	n/a	2,799	n/a	n/a	n/a	0.9	1.0	14.3	8.9
Delta Air Lines	DAL US	n/a	67.18	n/a	n/a	43,350	11.1	8.9	8.1	3.0	2.3	6.6	5.7
Southwest Airlines (US)	LUV US	n/a	32.17	n/a	n/a	19,294	38.4	20.2	13.4	1.8	1.8	8.9	6.5
Global average						186,857	12.1	9.5	8.1	2.7	2.1	5.9	4.8
Overall average						309,442	17.3	12.1	9.8	3.1	2.3	7.0	5.9

Sources: Bloomberg; FSSIA estimates

## Financial Statements

### Asia Aviation

Profit and Loss (THB m) Year Ending Dec	2022	2023	2024E	2025E	2026E
Revenue	18,012	42,207	50,765	53,416	54,860
Cost of goods sold	(23,693)	(36,812)	(42,217)	(44,456)	(45,634)
<b>Gross profit</b>	<b>(5,681)</b>	<b>5,395</b>	<b>8,547</b>	<b>8,960</b>	<b>9,225</b>
Other operating income	-	-	-	-	-
Operating costs	(1,711)	(2,967)	(2,665)	(2,938)	(3,017)
<b>Operating EBITDA</b>	<b>(1,278)</b>	<b>7,421</b>	<b>10,043</b>	<b>10,361</b>	<b>10,547</b>
Depreciation	(6,114)	(4,992)	(4,161)	(4,339)	(4,339)
Goodwill amortisation	-	-	-	-	-
<b>Operating EBIT</b>	<b>(7,392)</b>	<b>2,429</b>	<b>5,882</b>	<b>6,023</b>	<b>6,208</b>
Net financing costs	(2,190)	(2,258)	(2,517)	(2,522)	(2,423)
Associates	0	0	0	0	0
Recurring non-operating income	0	0	0	0	0
Non-recurring items	(1,084)	356	0	0	0
<b>Profit before tax</b>	<b>(10,666)</b>	<b>527</b>	<b>3,365</b>	<b>3,501</b>	<b>3,785</b>
Tax	2,452	(61)	(808)	(700)	(757)
<b>Profit after tax</b>	<b>(8,214)</b>	<b>466</b>	<b>2,557</b>	<b>2,800</b>	<b>3,028</b>
Minority interests	184	0	0	0	0
Preferred dividends	-	-	-	-	-
Other items	-	-	-	-	-
<b>Reported net profit</b>	<b>(8,030)</b>	<b>466</b>	<b>2,557</b>	<b>2,800</b>	<b>3,028</b>
<b>Non-recurring items &amp; goodwill (net)</b>	<b>1,084</b>	<b>(356)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Recurring net profit</b>	<b>(6,946)</b>	<b>110</b>	<b>2,557</b>	<b>2,800</b>	<b>3,028</b>
<b>Per share (THB)</b>					
Recurring EPS *	(0.57)	0.01	0.20	0.22	0.24
Reported EPS	(0.66)	0.04	0.20	0.22	0.24
DPS	0.00	0.00	0.08	0.09	0.09
Diluted shares (used to calculate per share data)	12,164	12,850	12,850	12,850	12,850
<b>Growth</b>					
Revenue (%)	337.5	134.3	20.3	5.2	2.7
Operating EBITDA (%)	nm	nm	35.3	3.2	1.8
Operating EBIT (%)	nm	nm	142.2	2.4	3.1
Recurring EPS (%)	nm	nm	2,232.2	9.5	8.1
Reported EPS (%)	nm	nm	449.0	9.5	8.1
<b>Operating performance</b>					
Gross margin inc. depreciation (%)	(31.5)	12.8	16.8	16.8	16.8
Gross margin exc. depreciation (%)	2.4	24.6	25.0	24.9	24.7
Operating EBITDA margin (%)	(7.1)	17.6	19.8	19.4	19.2
Operating EBIT margin (%)	(41.0)	5.8	11.6	11.3	11.3
Net margin (%)	(38.6)	0.3	5.0	5.2	5.5
Effective tax rate (%)	25.6	35.7	24.0	20.0	20.0
Dividend payout on recurring profit (%)	-	-	40.0	40.0	40.0
Interest cover (X)	(3.4)	1.1	2.3	2.4	2.6
Inventory days	6.6	5.2	5.4	5.7	5.7
Debtor days	25.4	8.9	10.1	12.5	15.1
Creditor days	34.3	19.3	19.9	21.2	21.4
Operating ROIC (%)	(18.9)	6.4	17.7	17.7	18.0
ROIC (%)	(10.1)	3.0	8.5	8.8	9.0
ROE (%)	(49.3)	1.3	26.4	23.6	22.1
ROA (%)	(8.1)	2.4	6.5	6.7	6.6
* Pre-exceptional, pre-goodwill and fully diluted					
<b>Revenue by Division (THB m)</b>					
Ticket sales	14,268	33,565	41,473	43,737	44,900
Ancillaries	3,319	7,676	8,326	8,694	8,925
Other revenue	426	966	966	985	1,035

Sources: Asia Aviation; FSSIA estimates



## Financial Statements

### Asia Aviation

Cash Flow (THB m) Year Ending Dec	2022	2023	2024E	2025E	2026E
Recurring net profit	(6,946)	110	2,557	2,800	3,028
Depreciation	6,114	4,992	4,161	4,339	4,339
Associates & minorities	-	-	-	-	-
Other non-cash items	(9,528)	(1,172)	0	0	0
Change in working capital	2,058	(1,025)	(2,480)	(125)	(277)
<b>Cash flow from operations</b>	<b>(8,302)</b>	<b>2,905</b>	<b>4,239</b>	<b>7,014</b>	<b>7,091</b>
Capex - maintenance	(31)	(2,468)	(5,355)	(4,467)	(4,482)
Capex - new investment	-	-	-	-	-
Net acquisitions & disposals	0	0	0	0	0
Other investments (net)	-	-	-	-	-
<b>Cash flow from investing</b>	<b>(31)</b>	<b>(2,468)</b>	<b>(5,355)</b>	<b>(4,467)</b>	<b>(4,482)</b>
Dividends paid	0	0	0	(1,023)	(1,120)
Equity finance	4,000	1,200	0	0	0
Debt finance	(1,384)	(693)	1,000	500	500
Other financing cash flows	1,155	(457)	0	0	0
<b>Cash flow from financing</b>	<b>3,771</b>	<b>50</b>	<b>1,000</b>	<b>(523)</b>	<b>(620)</b>
Non-recurring cash flows	-	-	-	-	-
Other adjustments	0	0	0	0	0
<b>Net other adjustments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Movement in cash</b>	<b>(4,562)</b>	<b>487</b>	<b>(117)</b>	<b>2,024</b>	<b>1,989</b>
Free cash flow to firm (FCFF)	(6,113.25)	2,728.13	1,453.58	5,117.05	5,163.16
Free cash flow to equity (FCFE)	(8,561.78)	(713.27)	(116.57)	3,046.96	3,108.88

#### Per share (THB)

FCFF per share	(0.50)	0.22	0.12	0.42	0.42
FCFE per share	(0.70)	(0.06)	(0.01)	0.25	0.26
Recurring cash flow per share	(0.85)	0.31	0.52	0.56	0.57

Balance Sheet (THB m) Year Ending Dec	2022	2023	2024E	2025E	2026E
Tangible fixed assets (gross)	36,791	34,626	37,133	38,668	40,216
Less: Accumulated depreciation	(4,010)	(4,369)	(5,683)	(7,088)	(8,494)
<b>Tangible fixed assets (net)</b>	<b>32,781</b>	<b>30,257</b>	<b>31,451</b>	<b>31,579</b>	<b>31,722</b>
<b>Intangible fixed assets (net)</b>	<b>23,684</b>	<b>23,683</b>	<b>23,683</b>	<b>23,683</b>	<b>23,683</b>
Long-term financial assets	-	-	-	-	-
Invest. in associates & subsidiaries	0	0	0	0	0
Cash & equivalents	798	1,285	1,168	3,192	5,181
A/C receivable	854	1,199	1,615	2,052	2,501
Inventories	401	508	608	641	660
Other current assets	3,184	7,013	8,435	8,875	9,115
<b>Current assets</b>	<b>5,236</b>	<b>10,005</b>	<b>11,825</b>	<b>14,760</b>	<b>17,456</b>
Other assets	2,984	3,850	3,850	3,850	3,850
<b>Total assets</b>	<b>64,686</b>	<b>67,794</b>	<b>70,808</b>	<b>73,871</b>	<b>76,711</b>
Common equity	7,954	8,412	10,970	12,747	14,655
Minorities etc.	0	0	0	0	0
<b>Total shareholders' equity</b>	<b>7,954</b>	<b>8,412</b>	<b>10,970</b>	<b>12,747</b>	<b>14,655</b>
Long term debt	42,262	41,812	42,812	43,312	43,812
Other long-term liabilities	734	821	821	821	821
<b>Long-term liabilities</b>	<b>42,997</b>	<b>42,633</b>	<b>43,633</b>	<b>44,133</b>	<b>44,633</b>
A/C payable	1,464	1,893	2,265	2,387	2,457
Short term debt	1,493	1,250	1,250	1,250	1,250
Other current liabilities	10,778	13,605	12,691	13,354	13,715
<b>Current liabilities</b>	<b>13,734</b>	<b>16,749</b>	<b>16,206</b>	<b>16,991</b>	<b>17,422</b>
<b>Total liabilities and shareholders' equity</b>	<b>64,686</b>	<b>67,794</b>	<b>70,808</b>	<b>73,871</b>	<b>76,711</b>
Net working capital	(7,803)	(6,778)	(4,298)	(4,173)	(3,897)
Invested capital	51,646	51,011	54,685	54,938	55,358

\* Includes convertibles and preferred stock which is being treated as debt

#### Per share (THB)

Book value per share	0.65	0.65	0.85	0.99	1.14
Tangible book value per share	(1.29)	(1.19)	(0.99)	(0.85)	(0.70)

#### Financial strength

Net debt/equity (%)	540.0	496.6	391.0	324.5	272.1
Net debt/total assets (%)	66.4	61.6	60.6	56.0	52.0
Current ratio (x)	0.4	0.6	0.7	0.9	1.0
CF interest cover (x)	(2.9)	0.7	1.0	2.2	2.3

Valuation	2022	2023	2024E	2025E	2026E
<b>Recurring P/E (x) *</b>	<b>(4.0)</b>	<b>264.9</b>	<b>11.4</b>	<b>10.4</b>	<b>9.6</b>
<b>Recurring P/E @ target price (x) *</b>	<b>(6.0)</b>	<b>398.4</b>	<b>17.1</b>	<b>15.6</b>	<b>14.4</b>
Reported P/E (x)	(3.4)	62.3	11.4	10.4	9.6
Dividend yield (%)	-	-	3.5	3.9	4.2
Price/book (x)	3.5	3.5	2.6	2.3	2.0
Price/tangible book (x)	(1.7)	(1.9)	(2.3)	(2.7)	(3.2)
EV/EBITDA (x) **	(55.1)	9.5	7.2	6.8	6.5
EV/EBITDA @ target price (x) **	(66.0)	11.5	8.6	8.2	7.9
EV/invested capital (x)	1.4	1.4	1.3	1.3	1.2

\* Pre-exceptional, pre-goodwill and fully diluted \*\* EBITDA includes associate income and recurring non-operating income

Sources: Asia Aviation; FSSIA estimates



# Asia Aviation PCL (AAV TB)

## FSSIA ESG rating


**43.83 /100**

### Exhibit 12: FSSIA ESG score implication

Rating	Score	Implication
★★★★★	>79-100	Leading its industry peers in managing the most significant ESG risks which not only better cost efficiency but also lead to higher profitability.
★★★★	>59-79	A mixed track record of managing the most significant ESG risks and opportunities relative to industry peers.
★★★	>39-59	<b>Relevant ESG materiality matrix has been constructively addressed, well-managed and incorporated into day-to-day operations, in which targets and achievements are evaluated annually.</b>
★★	>19-39	Relevant ESG materiality matrix has been identified with key management in charge for progress to be followed up on and to provide intensive disclosure. Most targets are conventional and achievable.
★	1-19	The company has adopted the United Nations Sustainable Development Goals (UN SDGs), established sustainability management guidelines and fully complies with regulations or ESG suggested guidance from related organizations such as the SET and SEC.

Sources: FSSIA estimates

### Exhibit 13: ESG – peer comparison

	FSSIA ESG score	Domestic ratings						Global ratings						Bloomberg	
		DJSI	SET ESG	SET ESG Rating	CG score	AGM level	Thai CAC	Morningstar ESG risk	ESG Book	MSCI	Moody's	Refinitiv	S&P Global	ESG score	Disclosure score
SET100	69.20	5.34	4.40	4.40	4.76	4.65	3.84	Medium	51.76	BBB	20.87	58.72	63.91	3.72	28.17
Coverage	67.12	5.11	4.15	4.17	4.83	4.71	3.53	Medium	52.04	BB	16.97	56.85	62.09	3.40	31.94
AAV	43.83	--	Y	Y	5.00	4.00	--	High	48.81	--	--	42.50	--	3.11	48.18
AOT	77.96	Y	Y	Y	5.00	5.00	--	Low	64.96	A	39.00	50.87	77.00	4.19	55.78
BA	18.75	--	--	--	4.00	4.00	--	High	--	--	--	--	16.00	--	--
PSL	55.45	--	Y	Y	5.00	5.00	Certified	Medium	59.76	BB	--	--	51.00	--	--
RCL	27.51	--	--	--	4.00	4.00	--	High	41.46	--	--	20.37	13.00	.94	30.36
TTA	65.35	--	Y	Y	5.00	5.00	Certified	Medium	56.56	AA	--	50.79	25.00	3.31	56.20

Sources: [SETTRADE.com](https://www.settrade.com); FSSIA's compilation

### Exhibit 14: ESG score by Bloomberg

FY ending Dec 31	FY 2019	FY 2020	FY 2021	FY 2022
<b>ESG financial materiality scores - ESG score</b>	<b>—</b>	<b>—</b>	<b>3.70</b>	<b>3.11</b>
BESG environmental pillar score	—	—	3.04	1.77
BESG social pillar score	—	—	4.66	4.21
BESG governance pillar score	—	—	3.34	3.86
<b>ESG disclosure score</b>	<b>35.67</b>	<b>43.31</b>	<b>47.08</b>	<b>48.18</b>
Environmental disclosure score	11.48	27.82	28.99	30.75
Social disclosure score	19.29	20.86	36.03	37.61
Governance disclosure score	76.10	81.10	76.10	76.10
<b>Environmental</b>				
Emissions reduction initiatives	Yes	Yes	Yes	Yes
Climate change policy	Yes	Yes	Yes	Yes
Climate change opportunities discussed	No	No	No	Yes
Risks of climate change discussed	No	No	Yes	Yes
GHG scope 1	1,947	696	203	663
GHG scope 2 location-based	2	2	1	1
GHG Scope 3	—	—	—	143
Carbon per unit of production	—	—	—	—
Biodiversity policy	No	No	No	No
Energy efficiency policy	Yes	Yes	Yes	Yes
Total energy consumption	—	—	—	—
Renewable energy use	—	—	—	—
Electricity used	3	2	2	2
Fuel used - natural gas	—	—	—	—

Sources: Bloomberg; FSSIA's compilation

**Exhibit 15: ESG score by Bloomberg (cont.)**

FY ending Dec 31	FY 2019	FY 2020	FY 2021	FY 2022
Fuel used - crude oil/diesel	No	No	No	No
Waste reduction policy	Yes	Yes	Yes	Yes
Hazardous waste	—	0	0	0
Total waste	0	0	0	0
Waste recycled	—	—	—	—
Waste sent to landfills	—	—	—	—
Environmental supply chain management	No	Yes	Yes	Yes
Water policy	No	No	Yes	Yes
Water consumption	16	10	6	7
<b>Social</b>				
Human rights policy	Yes	Yes	Yes	Yes
Policy against child labor	No	No	No	No
Quality assurance and recall policy	Yes	Yes	Yes	Yes
Consumer data protection policy	Yes	Yes	Yes	Yes
Equal opportunity policy	No	No	Yes	Yes
Gender pay gap breakout	No	No	No	No
Pct women in workforce	—	—	36	36
Pct disabled in workforce	—	1	1	1
Business ethics policy	Yes	Yes	Yes	Yes
Anti-bribery ethics policy	Yes	Yes	Yes	Yes
Health and safety policy	Yes	Yes	Yes	Yes
Lost time incident rate - employees	0	0	0	0
Total recordable incident rate - employees	—	—	1	1
Training policy	Yes	Yes	Yes	Yes
Fair remuneration policy	No	No	No	No
Number of employees – CSR	5,974	5,586	5,003	4,677
Employee turnover pct	3	4	4	5
Total hours spent by firm - employee training	—	—	150,090	121,602
Social supply chain management	Yes	Yes	Yes	Yes
<b>Governance</b>				
<b>Board size</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>12</b>
<b>No. of independent directors (ID)</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>
No. of women on board	0	0	0	1
No. of non-executive directors on board	5	5	7	4
Company conducts board evaluations	Yes	Yes	Yes	Yes
No. of board meetings for the year	6	7	7	4
Board meeting attendance pct	87	98	98	94
Board duration (years)	3	3	3	3
Director share ownership guidelines	No	No	No	No
Age of the youngest director	—	46	—	—
Age of the oldest director	—	64	—	—
<b>No. of executives / company managers</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>
No. of female executives	0	0	0	0
Executive share ownership guidelines	No	No	No	No
<b>Size of audit committee</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
No. of ID on audit committee	3	3	3	3
Audit committee meetings	5	4	5	4
Audit meeting attendance %	87	100	100	100
<b>Size of compensation committee</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
No. of ID on compensation committee	3	3	3	2
No. of compensation committee meetings	2	2	3	2
Compensation meeting attendance %	100	100	100	100
<b>Size of nomination committee</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
No. of nomination committee meetings	2	2	3	2
Nomination meeting attendance %	100	100	100	100
<b>Sustainability governance</b>				
Verification type	No	No	No	No

Sources: Bloomberg; FSSIA's compilation

## Disclaimer for ESG scoring

ESG score	Methodology	Rating																				
The Dow Jones Sustainability Indices ( <a href="#">DJSI</a> ) By S&P Global	The DJSI World applies a transparent, rules-based component selection process based on the companies' Total Sustainability Scores resulting from the annual S&P Global Corporate Sustainability Assessment (CSA). Only the top-ranked companies within each industry are selected for inclusion.	Be a member and invited to the annual S&P Global Corporate Sustainability Assessment (CSA) for DJSI. Companies with an S&P Global ESG Score of less than 45% of the S&P Global ESG Score of the highest scoring company are disqualified. The constituents of the DJSI indices are selected from the Eligible Universe.																				
SET ESG Ratings List ( <a href="#">SETESG</a> ) by The Stock Exchange of Thailand ( <a href="#">SET</a> )	SET ESG quantifies responsibility in Environmental and Social issues by managing business with transparency in Governance, updated annually. Candidates must pass the preemptive criteria, with two crucial conditions: 1) no irregular trading of the board members and executives; and 2) free float of >150 shareholders, and combined holding must be >15% of paid-up capital. Some key disqualifying criteria include: 1) CG score of below 70%; 2) independent directors and free float violation; 3) executives' wrongdoing related to CG, social & environmental impacts; 4) equity in negative territory; and 5) earnings in red for > 3 years in the last 5 years.	To be eligible for <b>SETESG inclusion</b> , verified data must be scored at a minimum of 50% for each indicator, unless the company is a part of DJSI during the assessment year. The scoring will be fairly weighted against the nature of the relevant industry and materiality. <b>SETESG Index</b> is extended from the SET ESG Ratings companies whose 1) market capitalization > THB5b (~USD150b); 2) free float >20%; and 3) liquidity >0.5% of paid-up capital for at least 9 out of 12 months. The SETTHSI Index is a market capitalisation-weighted index, cap 5% quarterly weight at maximum, and no cap for number of stocks.																				
<b>CG Score</b> by Thai Institute of Directors Association (Thai IOD)	An indicator of CG strength in sustainable development, measured annually by the Thai IOD, with support from the Stock Exchange of Thailand (SET). The results are from the perspective of a third party, not an evaluation of operations.	Scores are rated in six categories: 5 for Excellent (90-100), 4 for Very Good (80-89), 3 for Good (70-79), 2 for Fair (60-69), 1 for Pass (60-69), and not rated for scores below 50. Weightings include: 1) the rights; 2) and equitable treatment of shareholders (weight 25% combined); 3) the role of stakeholders (25%); 4) disclosure & transparency (15%); and 5) board responsibilities (35%).																				
<b>AGM level</b> By Thai Investors Association (TIA) with support from the SEC	It quantifies the extent to which shareholders' rights and equitable treatment are incorporated into business operations and information is transparent and sufficiently disclosed. All form important elements of two out of five the CG components to be evaluated annually. The assessment criteria cover AGM procedures before the meeting (45%), at the meeting date (45%), and after the meeting (10%). <i>(The first assesses 1) advance circulation of sufficient information for voting; and 2) facilitating how voting rights can be exercised. The second assesses 1) the ease of attending meetings; 2) transparency and verifiability; and 3) openness for Q&amp;A. The third involves the meeting minutes that should contain discussion issues, resolutions and voting results.)</i>	The scores are classified into four categories: 5 for Excellent (100), 4 for Very Good (90-99), 3 for Fair (80-89), and not rated for scores below 79.																				
<a href="#">Thai CAC</a> By Thai Private Sector Collective Action Against Corruption (CAC)	The core elements of the Checklist include corruption risk assessment, establishment of key controls, and the monitoring and developing of policies. The Certification is good for three years. <i>(Companies deciding to become a CAC certified member start by submitting a Declaration of Intent to kick off an 18-month deadline to submit the CAC Checklist for Certification, including risk assessment, in place of policy and control, training of managers and employees, establishment of whistleblowing channels, and communication of policies to all stakeholders.)</i>	The document will be reviewed by a committee of nine professionals. A passed Checklist will move for granting certification by the CAC Council approvals whose members are twelve highly respected individuals in professionalism and ethical achievements.																				
<a href="#">Morningstar Sustainalytics</a>	The Sustainalytics' ESG risk rating provides an overall company score based on an assessment of how much of a company's exposure to ESG risk is unmanaged. <i>Sources to be reviewed include corporate publications and regulatory filings, news and other media, NGO reports/websites, multi-sector information, company feedback, ESG controversies, issuer feedback on draft ESG reports, and quality &amp; peer reviews.</i>	A company's ESG risk rating score is the sum of unmanaged risk. The more risk is unmanaged, the higher ESG risk is scored. <table><tr><th>NEGL</th><th>Low</th><th>Medium</th><th>High</th><th>Severe</th></tr><tr><td>0-10</td><td>10-20</td><td>20-30</td><td>30-40</td><td>40+</td></tr></table>	NEGL	Low	Medium	High	Severe	0-10	10-20	20-30	30-40	40+										
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<a href="#">ESG Book</a>	The ESG score identifies sustainable companies that are better positioned to outperform over the long term. The methodology considers the principle of financial materiality including information that significantly helps explain future risk-adjusted performance. Materiality is applied by over-weighting features with higher materiality and rebalancing these weights on a rolling quarterly basis.	The total ESG score is calculated as a weighted sum of the features scores using materiality-based weights. The score is scaled between 0 and 100 with higher scores indicating better performance.																				
<a href="#">MSCI</a>	MSCI ESG ratings aim to measure a company's management of financially relevant ESG risks and opportunities. It uses a rules-based methodology to identify industry leaders and laggards according to their exposure to ESG risks and how well they manage those risks relative to peers. <table><tr><td><b>AAA</b></td><td>8.571-10.000</td><td rowspan="3"><b>Leader:</b></td><td rowspan="3">leading its industry in managing the most significant ESG risks and opportunities</td></tr><tr><td><b>AA</b></td><td>7.143-8.570</td></tr><tr><td><b>A</b></td><td>5.714-7.142</td></tr><tr><td><b>BBB</b></td><td>4.286-5.713</td><td rowspan="3"><b>Average:</b></td><td rowspan="3">a mixed or unexceptional track record of managing the most significant ESG risks and opportunities relative to industry peers</td></tr><tr><td><b>BB</b></td><td>2.857-4.285</td></tr><tr><td><b>B</b></td><td>1.429-2.856</td></tr><tr><td><b>CCC</b></td><td>0.000-1.428</td><td><b>Laggard:</b></td><td>lagging its industry based on its high exposure and failure to manage significant ESG risks</td></tr></table>		<b>AAA</b>	8.571-10.000	<b>Leader:</b>	leading its industry in managing the most significant ESG risks and opportunities	<b>AA</b>	7.143-8.570	<b>A</b>	5.714-7.142	<b>BBB</b>	4.286-5.713	<b>Average:</b>	a mixed or unexceptional track record of managing the most significant ESG risks and opportunities relative to industry peers	<b>BB</b>	2.857-4.285	<b>B</b>	1.429-2.856	<b>CCC</b>	0.000-1.428	<b>Laggard:</b>	lagging its industry based on its high exposure and failure to manage significant ESG risks
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<a href="#">Moody's ESG solutions</a>	Moody's assesses the degree to which companies take into account ESG objectives in the definition and implementation of their strategy policies. It believes that a company integrating ESG factors into its business model and relatively outperforming its peers is better positioned to mitigate risks and create sustainable value for shareholders over the medium to long term.																					
<a href="#">Refinitiv ESG rating</a>	Designed to transparently and objectively measure a company's relative ESG performance, commitment and effectiveness across 10 main themes, based on publicly available and auditable data. The score ranges from 0 to 100 on relative ESG performance and insufficient degree of transparency in reporting material ESG data publicly. <i>(Score ratings are 0 to 25 = poor; &gt;25 to 50 = satisfactory; &gt;50 to 75 = good; and &gt;75 to 100 = excellent.)</i>																					
<a href="#">S&amp;P Global</a>	The S&P Global ESG Score is a relative score measuring a company's performance on and management of ESG risks, opportunities, and impacts compared to its peers within the same industry classification. The score ranges from 0 to 100.																					
<b>Bloomberg</b>	ESG Score	Bloomberg score evaluating the company's aggregated Environmental, Social and Governance (ESG) performance. The score is based on Bloomberg's view of ESG financial materiality. The score is a weighted generalized mean (power mean) of Pillar Scores, where the weights are determined by the pillar priority ranking. Values range from 0 to 10; 10 is the best.																				
Bloomberg	ESG Disclosure Score	Disclosure of a company's ESG used for Bloomberg ESG score. The score ranges from 0 for none to 100 for disclosure of every data point, measuring the amount of ESG data reported publicly, and not the performance on any data point.																				

[Rating](#) regarding the sustainable development of Thai listed companies, both on the SET and MAI, are publicly available on the website of the Securities and Exchange Commission of Thailand (SEC). Currently, ratings available are 1) "**CG Score**"; 2) "**AGM Level**"; 3) "**Thai CAC**"; and 4) **THSI**. The ratings are updated on an annual basis. FSSIA does not confirm nor certify the accuracy of such ratings.

Source: FSSIA's compilation

GENERAL DISCLAIMER

ANALYST(S) CERTIFICATION

Teerapol Udomvej, CFA FSS International Investment Advisory Securities Co., Ltd

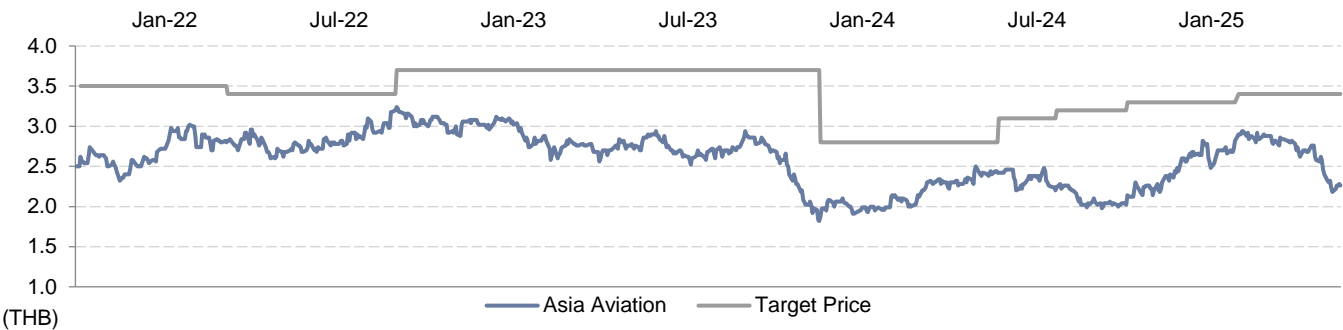
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History of change in investment rating and/or target price

Asia Aviation (AAV TB)



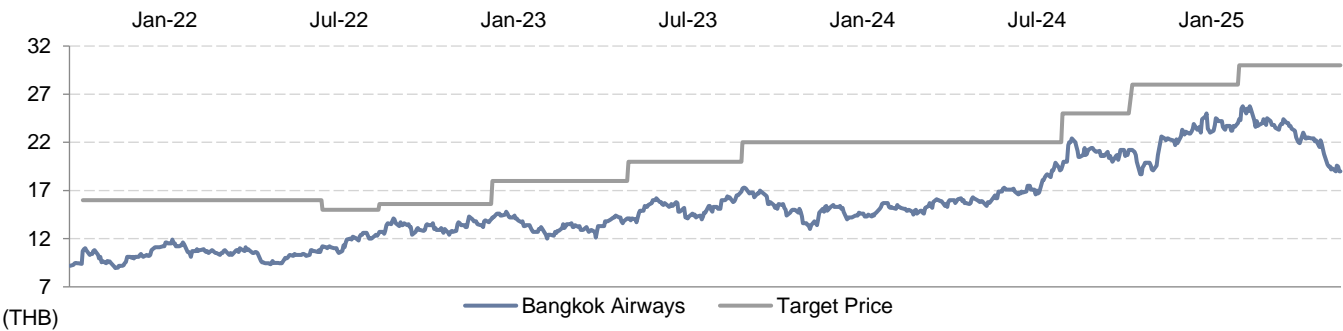
Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
31-Jan-2022	BUY	3.50	01-Nov-2023	BUY	2.80	23-Jul-2024	BUY	3.30
07-Jun-2022	BUY	3.40	03-Apr-2024	BUY	3.10	25-Oct-2024	BUY	3.40
31-Oct-2022	BUY	3.70	23-May-2024	BUY	3.20			

Teerapol Udomvej, CFA started covering this stock from 21-Dec-2020

Price and TP are in local currency

Source: FSSIA estimates

Bangkok Airways (BA TB)



Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
07-Feb-2022	BUY	16.00	25-Jan-2023	BUY	18.00	29-May-2024	BUY	25.00
01-Sep-2022	BUY	15.00	22-May-2023	BUY	20.00	26-Jul-2024	BUY	28.00
20-Oct-2022	BUY	15.60	28-Aug-2023	BUY	22.00	28-Oct-2024	BUY	30.00

Teerapol Udomvej, CFA started covering this stock from 04-Jun-2021

Price and TP are in local currency

Source: FSSIA estimates

Company	Ticker	Price	Rating	Valuation & Risks
Asia Aviation	AAV TB	THB 2.26	BUY	Downside risks to our P/E multiple target price include 1) extraordinary events such as political turmoil and natural disasters; 2) higher-than-expected fuel expenses following an increase in oil prices; and 3) the slower-than-expected recovery of international tourist numbers.
Bangkok Airways	BA TB	THB 19.00	BUY	Downside risks to our SoTP-based TP include 1) extraordinary events such as political turmoil and natural disasters; 2) higher-than-expected fuel expenses following an increase in oil prices; and 3) the slower-than-expected recovery of international tourist numbers.

Source: FSSIA estimates

#### Additional Disclosures

Target price history, stock price charts, valuation and risk details, and equity rating histories applicable to each company rated in this report is available in our most recently published reports. You can contact the analyst named on the front of this note or your representative at Finansia Syrus Securities Public Company Limited.

All share prices are as at market close on 24-Jan-2025 unless otherwise stated.

## RECOMMENDATION STRUCTURE

### Stock ratings

Stock ratings are based on absolute upside or downside, which we define as (target price\* - current price) / current price.

BUY (B). The upside is 10% or more.

HOLD (H). The upside or downside is less than 10%.

REDUCE (R). The downside is 10% or more.

Unless otherwise specified, these recommendations are set with a 12-month horizon. Thus, it is possible that future price volatility may cause a temporary mismatch between upside/downside for a stock based on market price and the formal recommendation.

\* In most cases, the target price will equal the analyst's assessment of the current fair value of the stock. However, if the analyst doesn't think the market will reassess the stock over the specified time horizon due to a lack of events or catalysts, then the target price may differ from fair value. In most cases, therefore, our recommendation is an assessment of the mismatch between current market price and our assessment of current fair value.

### Industry Recommendations

**Overweight.** The analyst expects the fundamental conditions of the sector to be positive over the next 12 months.

**Neutral.** The analyst expects the fundamental conditions of the sector to be maintained over the next 12 months.

**Underweight.** The analyst expects the fundamental conditions of the sector to be negative over the next 12 months.

### Country (Strategy) Recommendations

**Overweight (O).** Over the next 12 months, the analyst expects the market to score positively on two or more of the criteria used to determine market recommendations: index returns relative to the regional benchmark, index sharpe ratio relative to the regional benchmark and index returns relative to the market cost of equity.

**Neutral (N).** Over the next 12 months, the analyst expects the market to score positively on one of the criteria used to determine market recommendations: index returns relative to the regional benchmark, index sharpe ratio relative to the regional benchmark and index returns relative to the market cost of equity.

**Underweight (U).** Over the next 12 months, the analyst does not expect the market to score positively on any of the criteria used to determine market recommendations: index returns relative to the regional benchmark, index sharpe ratio relative to the regional benchmark and index returns relative to the market cost of equity.