

India

**REDUCE** (no change)

Consensus ratings\*: Buy 17 Hold 3 Sell 2

Current price:	Rs4,162
Target price:	Rs3,030
Previous target:	Rs2,400
Up/downside:	-27.2%
InCred Research / Consensus:	-39.3%

Reuters:	
Bloomberg:	INDIGO IN
Market cap:	US\$22,146m
	Rs1,608,151m
Average daily turnover:	US\$81.1m
	Rs5889.2m
Current shares o/s:	384.9m
Free float:	37.0%

\*Source: Bloomberg

**Key changes in this note**

- Roll forward our valuation to Mar 2026F.
- Raise our FY26F PAT estimate by 16%.
- Introduce FY27F estimates.



Source: Bloomberg

Price performance	1M	3M	12M
Absolute (%)	(9.8)	(7.9)	43.0
Relative (%)	(7.1)	(3.2)	33.4

Major shareholders	% held
Promoter and Promoter Group	63.0
ICICI Prudential Asset management	2.4
SBI Funds management	2.2

**Research Analyst(s)**



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# InterGlobe Aviation Ltd

## Similar profit/ASK yoy despite the dip in fuel price

- 3Q operating PBT rose by 19% yoy driven by a 12% yoy rise in ASK.
- The industry fleet grew ahead of demand over the last one year.
- Roll forward our valuation; retain REDUCE rating with a higher TP of Rs3,030.

### Operating PBT up 19% yoy driven by a 12% yoy rise in ASK

Reported PAT dipped by 19% yoy to Rs24.4bn in 3QFY25 due to a Rs14bn forex loss. Excluding the forex loss, PAT (Rs38.4bn) rose by 26% yoy, partly boosted by claims booked from engine maker Pratt & Whitney (P&W: quantum not disclosed) in revenue in 2HFY24-3QFY25. InterGlobe Aviation (IndiGo) stated that grounded planes peaked in 2QFY25 (~75), currently ~60 and is expected to be 40 by Mar 2025F. As a result, vs. 2QFY24 (before the start of booking claims from P&W), ancillary revenue rose by 39% and other operating income increased 113%, despite just a 15.5% higher ASK. We estimate that claims booked in 3QFY25/2QFY25/3QFY24 of Rs7bn/ Rs5.8bn/Rs4.2bn, respectively, and consider this as extraordinary in our analysis. Excluding the estimated claims from P&W, operating PBT rose by 19% yoy, driven by a 12% yoy rise in ASK. PLF rose by 100bp yoy. Gross profit/ ASK rose by 10% yoy (Re 0.33) despite a similar RASK yoy due to a 16% yoy dip in fuel costs/ASK. RASK-CASK rose just by Re0.04 yoy due to the yoy rise in ownership costs and other expenses/ASK. IndiGo gave guidance of ~20% yoy ASK growth in 4QFY25F, with an early single-digit yoy dip in RASK. We expect RASK-CASK to dip 19% yoy in 4QFY25F.

### Industry fleet grew ahead of demand over the last one year

In 3Q, domestic industry traffic rose by 9.3% yoy, IndiGo grew by 12.1% yoy while the Tata group grew by 12.5% yoy. The Tata group's market share fell a tad from 29.6% in Aug 2024 to 26.4% in Dec 2024 – this was due to teething problems in the integration of Vistara with Air India in Nov 2024 & AIX connect with Air India Express in Oct 2024. This led IndiGo's market share to rise from 62.2% in Aug 2024 to 64.4% in Dec 2024 and SpiceJet's market share to rise from 2.3% in Aug 2024 to 3.3%. Over Nov 2023 to Jan 2025, Indian aviation companies' (ex-IndiGo) operating fleet rose by 14% & seats increased 19%. This was more than the growth in RPK (domestic + international) over 3QFY24 to Sep-Nov 2024 of 6.2% (ex-IndiGo), showing that supply of aircraft grew ahead of demand.

### Roll forward our valuation; retain REDUCE with a new TP of Rs3,030

We raise our FY26F PAT estimate by 16%, factoring in a slightly better margin and introduce FY27F estimates. We roll forward our valuation to Mar 2026F (from Mar 2025F earlier) and maintain our REDUCE rating on IndiGo with a higher target price of Rs3,030 (Rs2,400 earlier). We value IndiGo at 8x FY27F EV/EBITDAR, vs. the last three-year median of 7.3x. We factor in Re0.19 RASK-CASK in FY26F/ 27F (like the average in FY16-20). Over the last three years, IndiGo traded in a wide range of one-year forward EV/ EBITDAR. It currently trades at 10.3x FY26F EV/ EBITDAR (40% premium to the median) and at a P/E of 48x FY26F. Sharp uptick in domestic traffic is an upside risk.

Financial Summary	Mar-23A	Mar-24A	Mar-25F	Mar-26F	Mar-27F
Revenue (Rsm)	541,965	681,343	759,975	802,763	878,772
Operating EBITDA (Rsm)	91,933	157,820	152,702	163,170	177,244
Net Profit (Rsm)	(3,180)	81,674	59,827	32,024	33,772
Core EPS (Rs)	50.2	172.7	121.1	83.0	87.5
Core EPS Growth	(135.4%)	244.0%	(29.9%)	(31.5%)	5.5%
FD Core P/E (x)	82.89	24.09	34.36	50.16	47.56
DPS (Rs)	0.0	0.0	0.0	0.0	0.0
Dividend Yield	0.00%	0.00%	0.00%	0.00%	0.00%
EV/EBITDA (x)	19.78	11.23	11.95	11.32	10.64
P/FCFE (x)	40.56	(96.87)	54.66	83.99	221.12
Net Gearing	(523.8%)	1,713.3%	531.7%	399.4%	333.2%
P/BV (x)	(25.46)	83.15	20.30	14.45	11.08
ROE	(31.4%)	(304.9%)	95.0%	0.0%	0.0%
% Change In Core EPS Estimates			210.96%		
InCred Research/Consensus EPS (x)					

SOURCE: INCRED RESEARCH, COMPANY REPORTS

## Similar profit/ASK yoy despite the dip in fuel price

**Figure 1: Revenue breakdown: IndiGo booked claims from Pratt & Whitney (P&W: quantum not disclosed) in revenue in 2HFY24-3QFY25; IndiGo mentioned that grounded planes peaked in 2Q (~75), currently at ~60 and are expected to be at 40 by Mar 2025F; ancillary revenue rose by 39% (vs. 2QFY24) and other operating income rose by 113% despite just a 15.5% higher ASK; we estimate the claims booked in 3QFY25/ 2QFY25/ 3QFY24 at Rs7bn/ Rs5.8bn/ Rs4.2bn (extraordinary income), respectively**

(Rs bn)	Growth (%)									
	3QFY24	vs. 2QFY24	4QFY24	vs. 2QFY24	1QFY25	vs. 2QFY24	2QFY25	vs. 2QFY24	3QFY25	vs. 2QFY24
Net Sales	194.5	30.2	178.3	19.3	195.7	31.0	169.7	13.6	221.1	48.0
Passenger revenue	171.6	31.3	156.0	19.4	165.0	26.3	143.6	9.9	192.7	47.4
Ancillary revenue	17.6	13.5	17.2	10.9	17.6	13.7	18.8	20.9	21.5	38.8
Others	5.3	65.2	5.0	55.9	13.1	303.1	7.4	127.1	6.9	113.0
ASK (bn)	36.5	3.2	34.8	(1.5)	36.3	2.8	38.2	8.2	40.8	15.5

SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 2: Reported financials – PAT dipped 19% yoy to Rs24.4bn due to a Rs14bn forex loss; adjusted PAT (Rs38.4bn; up 26% yoy) was boosted by claims booked with P&W**

(Rs bn)	3QFY25	3QFY24	% yoy chg	2QFY25	% qoq chg
Net Sales	221.1	194.5	14	169.7	30.3
Passenger revenue	192.7	171.6	12	143.6	34.2
Fuel expense	(64.2)	(68.4)	(6)	(66.1)	(2.8)
Gross margin %	71.0	64.8		61.1	
EBITDAR	102.3	81.2	26	53.7	90.7
EBITDAR margin %	46.3	41.8		31.6	
EBITDA	66.2	52.0	27	18.6	256.1
EBITDA margin %	29.9	26.7		11.0	
Other income	8.2	6.1		7.9	
Depreciation	(22.2)	(16.6)	33	(20.8)	6.6
Interest	(13.1)	(11.0)	19	(12.4)	5.5
Tax	(0.8)	(0.0)		(0.8)	
Adjusted PAT	38.4	30.5	26	(7.5)	(613.4)
Extraordinary income	(14.0)	(0.5)		(2.4)	
Reported PAT	24.4	30.0	(19)	(9.9)	(347.0)

SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 3: Financials considering the claims from P&W as extraordinary – operating PBT rose by 19% yoy, driven by a 12% yoy rise in ASK**

(Rs bn)	3QFY25	3QFY24	% yoy chg	2QFY25	% qoq chg
Net Sales	214.1	190.3	12	163.9	30.6
Passenger revenue	192.7	171.6	12	143.6	34.2
Fuel expense	(64.2)	(68.4)	(6)	(66.1)	(2.8)
Gross margin %	70.0	64.1		59.7	
EBITDAR	95.3	77.0	24	47.9	99.2
EBITDAR margin %	44.5	40.5		29.2	
EBITDA	59.2	47.8	24	12.8	362.9
EBITDA margin %	27.6	25.1		7.8	
Other income	8.2	6.1		7.9	
Depreciation	(22.2)	(16.6)	33	(20.8)	6.6
Interest	(13.1)	(11.0)	19	(12.4)	5.5
Tax	(0.8)	(0.0)		(0.8)	
Adjusted PAT	31.4	26.3	19	(13.3)	(336.5)
Extraordinary income	(7.0)	3.7		3.4	
Reported PAT	24.4	30.0	(19)	(9.9)	(347.0)

SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 4: Key metrics: ASK rose by 12% yoy and PLF rose by 1,00bp yoy; GM/ASK rose by 10% yoy (Re0.33) despite a similar RASK yoy due to a 16% yoy dip in fuel costs/ ASK; RASK-CASK rose by just by Re0.04 yoy due to a yoy rise in ownership costs and other expense/ ASK**

	3QFY25	3QFY24	% yoy chg	2QFY25	% qoq chg
ASK (bn)	40.8	36.5	11.9	38.2	6.8
PLF %	86.9	85.8		82.7	
Fleet	437	358	22.1	410	6.6
Revenue/ pax km (Rs)	6.0	6.1	(0.7)	5.2	16.4
RASK Operating (Rs)	5.2	5.2	0.5	4.3	22.3
<b>Gross profit / ASK (Rs)</b>	<b>3.67</b>	<b>3.34</b>	<b>9.9</b>	<b>2.56</b>	<b>43.4</b>
Salary / ASK	(0.4)	(0.4)	0.6	(0.4)	(3.1)
Ownership & maintenance cost/ ASK	(1.8)	(1.6)	12.2	(1.8)	(2.1)
Other costs/ ASK	(0.9)	(0.8)	12.8	(0.9)	4.8
<b>Operating PBT/ ASK</b>	<b>0.59</b>	<b>0.55</b>	<b>6.0</b>	<b>(0.53)</b>	<b>(209.9)</b>
Free cash (Rs bn)	289	192	50.5	244	18.7
Restricted cash (Rs bn)	149	132	12.5	150	(0.7)
Debt & Lease Liability (Rs bn)	651	512	27.3	592	10.0
Lease Liability (Rs bn)	496	446	11.3	478	3.8

SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 5: Our estimate of IndiGo's key metrics for 4QFY25 – IndiGo gave guidance of ~20% yoy ASK growth, with an early single-digit yoy dip in RASK; we expect RASK-CASK to dip 19%**

	4QFY25F	4QFY24	yoy chg %	3QFY25	qoq chg %
RASK ex-P&W compensation	4.87	5.02	(3)	5.25	(7)
Fuel/ ASK	1.57	1.72	(8)	1.57	0
CASK ex-fuel	3.09	3.04	1	3.09	0
RASK- CASK	0.21	0.26	(19)	0.59	(64)
ASK (bn)	40.7	34.8	17	40.8	(0)
Operating PBT (Rs bn)	8.5	9.0	(6)	23.9	(64)

SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 6: Domestic aviation traffic: In 3QFY25, domestic industry traffic rose by 9.3% yoy, IndiGo grew by 12.1% yoy while the Tata group grew by 12.5% yoy; The Tata group's market share declined a tad from 29.6% in Aug 2024 to 26.4% in Dec 2024 – this was due to teething problems in the integration of Vistara with Air India in Nov 2024 and AIX connect with Air India Express in Oct 2024; this resulted in IndiGo's market share rising from 62.2% in Aug 2024 to 64.4% in Dec 2024 and SpiceJet's market share rising from 2.3% in Aug 2024 to 3.3%**

	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24	Jul 24	Aug 24	Sep 24	Oct 24	Nov 24	Dec 24
Total	13.1	12.7	13.4	13.3	13.9	13.3	13.0	13.2	13.1	13.7	14.3	14.9
yoy growth %	3.8	4.6	3.6	2.4	4.7	6.0	7.5	5.9	6.5	8.0	12.1	7.9
IndiGo	7.9	7.6	8.1	8.0	8.5	8.0	8.1	8.2	8.2	8.6	9.1	9.6
yoy growth %	15.4	12.7	10.4	8.0	4.5	1.4	4.5	3.8	5.4	9.0	14.8	12.4
SpiceJet	0.7	0.7	0.7	0.6	0.6	0.5	0.4	0.3	0.3	0.3	0.4	0.5
yoy growth %	(19.1)	(23.1)	(15.1)	(16.8)	(23.1)	(10.2)	(19.5)	(44.2)	(52.1)	(46.9)	(43.6)	(37.0)
Tata	3.7	3.7	3.8	3.8	3.9	3.9	3.8	3.9	3.9	3.9	3.9	3.9
yoy growth %	16.5	22.8	17.3	19.2	13.1	20.4	21.6	18.1	18.9	15.4	16.8	6.0
Akasa	0.6	0.6	0.6	0.6	0.7	0.6	0.6	0.6	0.6	0.6	0.7	0.7
yoy growth %	67.3	57.1	40.5	13.0	5.6	2.6	(3.0)	12.3	10.8	17.4	25.4	14.2
Others	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
yoy growth %	(52.7)	4.7	10.7	3.1	(9.9)	7.0	4.5	2.4	(1.6)	(5.5)	4.2	3.4

SOURCE: INCRED RESEARCH, COMPANY REPORTS, DIRECTORATE GENERAL OF CIVIL AVIATION

**Figure 7: Recent fleet addition and traffic growth for Indian aviation companies: Over Nov 2023 to Jan 2025, Indian aviation companies' (ex-IndiGo) operating fleet rose by 14% and seats rose by 19%; this was more than the growth in RPK (domestic + international) over 3QFY24 to Sep-Nov 2024 of 6.2% (ex-IndiGo), indicating the supply of planes growing ahead of demand**

	Nov 2023		Jan 2025		Growth %		RPK (m)		
	Planes	seats	Planes	seats	Planes	Seats	3QFY24	Sep-Nov 2024	Growth %
IndiGo	299	55,422	354	70,556	18.4	27.3	31,285	33,389	6.7
Tata	236	48,126	284	59,981	20.3	24.6	28,851	31,789	10.2
SpiceJet	37	6,203	23	3,776	(37.8)	(39.1)	3,399	1,762	(48.2)
Akasa	20	3,780	27	5,103	35.0	35.0	1,706	2,495	46.2
<b>Total</b>	<b>592</b>	<b>1,13,531</b>	<b>688</b>	<b>1,39,416</b>	<b>16.2</b>	<b>22.8</b>	<b>65,241</b>	<b>69,434</b>	<b>6.4</b>
<b>Total ex-IndiGo</b>	<b>293</b>	<b>58,109</b>	<b>334</b>	<b>68,860</b>	<b>14.0</b>	<b>18.5</b>	<b>33,956</b>	<b>36,045</b>	<b>6.2</b>

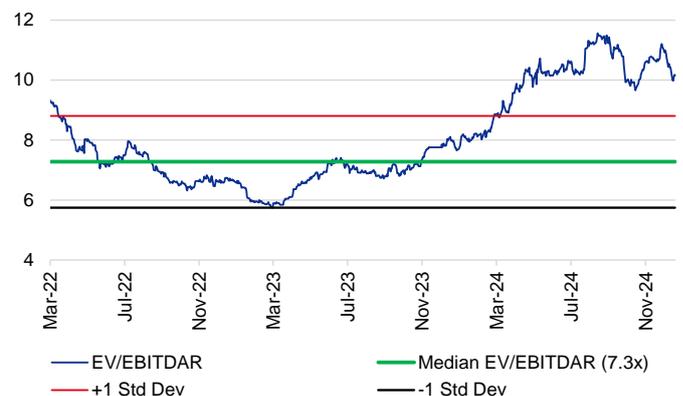
SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 8: Our revised earnings estimates**

(Rs bn)	FY25F		FY26F		FY27F
	Old	New	Old	New	
Sales	708.3	760.0	761.6	802.8	878.8
% change		7.3		5.4	
EBITDAR	187.1	220.2	190.5	228.6	250.0
% change		17.7		20.0	
EBITDA	130.4	152.7	127.5	163.2	177.2
% change		17.1		28.0	
Adj. PAT	19.3	28.7	29.0	33.5	35.3
% change		48.7		15.6	

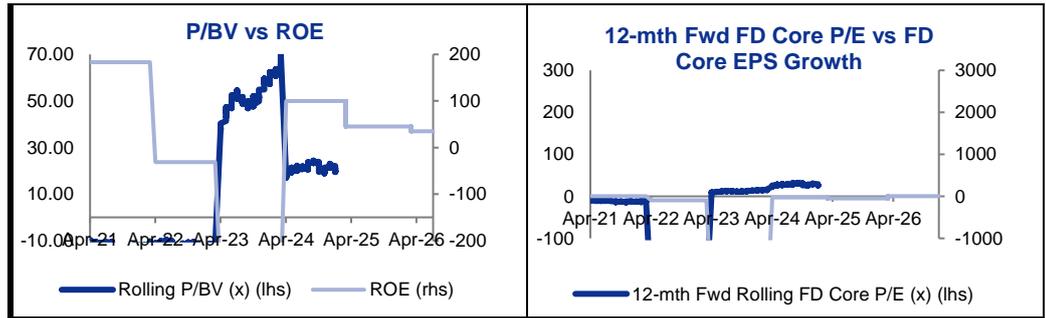
SOURCE: INCRED RESEARCH, COMPANY REPORTS

**Figure 9: Over the last three years, IndiGo traded in a wide range of one-year forward EV/ EBITDAR; the median is 7.3x, it is currently trading at 10.3x FY26F EV/ EBITDAR (40% premium to the median)**



SOURCE: INCRED RESEARCH, COMPANY REPORTS; BLOOMBERG

BY THE NUMBERS



Profit & Loss

(Rs mn)	Mar-23A	Mar-24A	Mar-25F	Mar-26F	Mar-27F
<b>Total Net Revenues</b>	<b>541,965</b>	<b>681,343</b>	<b>759,975</b>	<b>802,763</b>	<b>878,772</b>
<b>Gross Profit</b>	<b>305,504</b>	<b>442,298</b>	<b>501,325</b>	<b>538,715</b>	<b>590,960</b>
<b>Operating EBITDA</b>	<b>91,933</b>	<b>157,820</b>	<b>152,702</b>	<b>163,170</b>	<b>177,244</b>
Depreciation And Amortisation	(51,012)	(64,056)	(84,283)	(81,763)	(89,122)
<b>Operating EBIT</b>	<b>40,921</b>	<b>93,764</b>	<b>68,419</b>	<b>81,407</b>	<b>88,122</b>
Financial Income/(Expense)	(31,317)	(41,694)	(50,210)	(48,709)	(53,093)
Pretax Income/(Loss) from Assoc.					
Non-Operating Income/(Expense)	9,746	13,321	31,000	10,000	10,000
<b>Profit Before Tax (pre-EI)</b>	<b>19,350</b>	<b>65,392</b>	<b>49,209</b>	<b>42,698</b>	<b>45,030</b>
Exceptional Items	(22,530)	15,039	13,767		
<b>Pre-tax Profit</b>	<b>(3,180)</b>	<b>80,431</b>	<b>62,976</b>	<b>42,698</b>	<b>45,030</b>
Taxation		1,242	(3,149)	(10,675)	(11,257)
Exceptional Income - post-tax					
<b>Profit After Tax</b>	<b>(3,180)</b>	<b>81,674</b>	<b>59,827</b>	<b>32,024</b>	<b>33,772</b>
Minority Interests					
Preferred Dividends					
FX Gain/(Loss) - post tax					
Other Adjustments - post-tax					
<b>Net Profit</b>	<b>(3,180)</b>	<b>81,674</b>	<b>59,827</b>	<b>32,024</b>	<b>33,772</b>
Recurring Net Profit	19,350	66,635	46,748	32,024	33,772
<b>Fully Diluted Recurring Net Profit</b>	<b>19,350</b>	<b>66,635</b>	<b>46,748</b>	<b>32,024</b>	<b>33,772</b>

Cash Flow

(Rs mn)	Mar-23A	Mar-24A	Mar-25F	Mar-26F	Mar-27F
<b>EBITDA</b>	<b>91,933</b>	<b>157,820</b>	<b>152,702</b>	<b>163,170</b>	<b>177,244</b>
Cash Flow from Invt. & Assoc.					
Change In Working Capital	23,207	(18,374)	(1,072)	(1,086)	2,717
(Incr)/Decr in Total Provisions					
Other Non-Cash (Income)/Expense					
Other Operating Cashflow					
Net Interest (Paid)/Received	(31,317)	(41,694)	(50,210)	(48,709)	(53,093)
Tax Paid		1,242	(3,149)	(10,675)	(11,257)
<b>Cashflow From Operations</b>	<b>83,823</b>	<b>98,996</b>	<b>98,271</b>	<b>102,700</b>	<b>115,611</b>
Capex	(98,531)	(142,956)	(174,771)	(148,987)	(178,635)
Disposals Of FAs/subsidiaries					
Acq. Of Subsidiaries/investments	(35,254)	(48,952)	(38,347)		
Other Investing Cashflow	9,746	12,079	30,162	8,994	8,793
<b>Cash Flow From Investing</b>	<b>(124,039)</b>	<b>(179,828)</b>	<b>(182,957)</b>	<b>(139,993)</b>	<b>(169,843)</b>
Debt Raised/(repaid)	79,763	64,258	114,074	56,419	61,496
Proceeds From Issue Of Shares					
Shares Repurchased					
Dividends Paid					
Preferred Dividends					
Other Financing Cashflow	(37,226)	11,026			
<b>Cash Flow From Financing</b>	<b>42,537</b>	<b>75,284</b>	<b>114,074</b>	<b>56,419</b>	<b>61,496</b>
Total Cash Generated	2,321	(5,548)	29,388	19,126	7,265
<b>Free Cashflow To Equity</b>	<b>39,548</b>	<b>(16,574)</b>	<b>29,388</b>	<b>19,126</b>	<b>7,265</b>
<b>Free Cashflow To Firm</b>	<b>(8,898)</b>	<b>(39,139)</b>	<b>(34,475)</b>	<b>11,416</b>	<b>(1,139)</b>

SOURCE: INCRED RESEARCH, COMPANY REPORTS

BY THE NUMBERS...cont'd

<b>Balance Sheet</b>					
<b>(Rs mn)</b>	<b>Mar-23A</b>	<b>Mar-24A</b>	<b>Mar-25F</b>	<b>Mar-26F</b>	<b>Mar-27F</b>
Total Cash And Equivalents	118,372	181,804	206,077	239,246	261,817
Total Debtors	5,199	6,425	7,600	8,028	8,788
Inventories	5,911	6,248	7,600	8,028	8,788
Total Other Current Assets	66,391	96,130	106,397	112,387	123,028
<b>Total Current Assets</b>	<b>195,872</b>	<b>290,607</b>	<b>327,673</b>	<b>367,688</b>	<b>402,421</b>
Fixed Assets	276,477	359,887	450,276	517,381	606,753
Total Investments	115,580	164,532	202,879	202,879	202,879
Intangible Assets	314	494	592	711	853
Total Other Non-Current Assets	2,949	4,192	5,030	6,036	7,244
<b>Total Non-current Assets</b>	<b>395,320</b>	<b>529,104</b>	<b>658,777</b>	<b>727,007</b>	<b>817,728</b>
Short-term Debt					
Current Portion of Long-Term Debt					
Total Creditors					
Other Current Liabilities	205,682	287,592	280,431	300,233	330,418
<b>Total Current Liabilities</b>	<b>205,682</b>	<b>287,592</b>	<b>280,431</b>	<b>300,233</b>	<b>330,418</b>
Total Long-term Debt	448,542	512,800	626,874	683,292	744,789
Hybrid Debt - Debt Component					
Total Other Non-Current Liabilities					
<b>Total Non-current Liabilities</b>	<b>448,542</b>	<b>512,800</b>	<b>626,874</b>	<b>683,292</b>	<b>744,789</b>
Total Provisions					
<b>Total Liabilities</b>	<b>654,224</b>	<b>800,392</b>	<b>907,305</b>	<b>983,526</b>	<b>1,075,207</b>
Shareholders Equity	(63,031)	19,319	79,146	111,170	144,942
Minority Interests					
<b>Total Equity</b>	<b>(63,031)</b>	<b>19,319</b>	<b>79,146</b>	<b>111,170</b>	<b>144,942</b>

<b>Key Ratios</b>					
	<b>Mar-23A</b>	<b>Mar-24A</b>	<b>Mar-25F</b>	<b>Mar-26F</b>	<b>Mar-27F</b>
Revenue Growth	109.0%	25.7%	11.5%	5.6%	9.5%
Operating EBITDA Growth	524.9%	71.7%	(3.2%)	6.9%	8.6%
Operating EBITDA Margin	17.0%	23.2%	20.1%	20.3%	20.2%
Net Cash Per Share (Rs)	(856.37)	(857.55)	(1,090.21)	(1,150.44)	(1,251.29)
BVPS (Rs)	(163.49)	50.05	205.05	288.02	375.52
Gross Interest Cover	1.31	2.25	1.36	1.67	1.66
Effective Tax Rate			5.0%	25.0%	25.0%
Net Dividend Payout Ratio					
Accounts Receivables Days	2.87	3.11	3.37	3.55	3.49
Inventory Days	7.71	9.28	9.77	10.80	10.66
Accounts Payables Days					
ROIC (%)	32.2%	61.9%	36.8%	27.4%	25.0%
ROCE (%)	11.8%	20.4%	11.1%	10.9%	10.5%
Return On Average Assets	9.7%	15.2%	11.0%	8.8%	8.5%

<b>Key Drivers</b>					
	<b>Mar-23A</b>	<b>Mar-24A</b>	<b>Mar-25F</b>	<b>Mar-26F</b>	<b>Mar-27F</b>
Av. Seat Km (ASK, Yoy Chg %)	62.6%	21.8%	11.5%	9.0%	9.0%
Rev. Psg Km (RPK, Yoy Chg %)	81.5%	27.5%	10.8%	9.0%	9.0%
Passenger Load Factor (%)	82.1%	85.9%	85.4%	85.4%	85.4%
Pax yld per RPK	6,332.0	6,384.4	N/A	N/A	N/A
Pax rev. per ASK	4.7	4.9	4.9	4.7	4.8
Total Cost Per ATK	4.6	4.4	4.8	4.5	4.6
Fuel Cost Per ATK	2.1	1.7	1.7	1.6	1.6
Non-fuel Cost Per ATK	2.5	2.7	3.1	3.0	3.0
Fleet Size (no. Of Planes)	302	362	N/A	N/A	N/A

SOURCE: INCRED RESEARCH, COMPANY REPORTS

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- Add** The stock's total return is expected to exceed 10% over the next 12 months.
- Hold** The stock's total return is expected to be between 0% and positive 10% over the next 12 months.
- Reduce** The stock's total return is expected to fall below 0% or more over the next 12 months.

*The total expected return of a stock is defined as the sum of the: (i) percentage difference between the target price and the current price and (ii) the forward net dividend yields of the stock. Stock price targets have an investment horizon of 12 months.*

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- Neutral** A Neutral rating means stocks in the sector have, on a market cap-weighted basis, a neutral absolute recommendation.
- Underweight** An Underweight rating means stocks in the sector have, on a market cap-weighted basis, a negative absolute recommendation.

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- Overweight** An Overweight rating means investors should be positioned with an above-market weight in this country relative to benchmark.
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