

avation PLC

Equity LSE: AVAP.L

Warrants LSE: AVAW.L

Bonds LU: AVTCAP



FY2025 Half Year Results

25 February 2025

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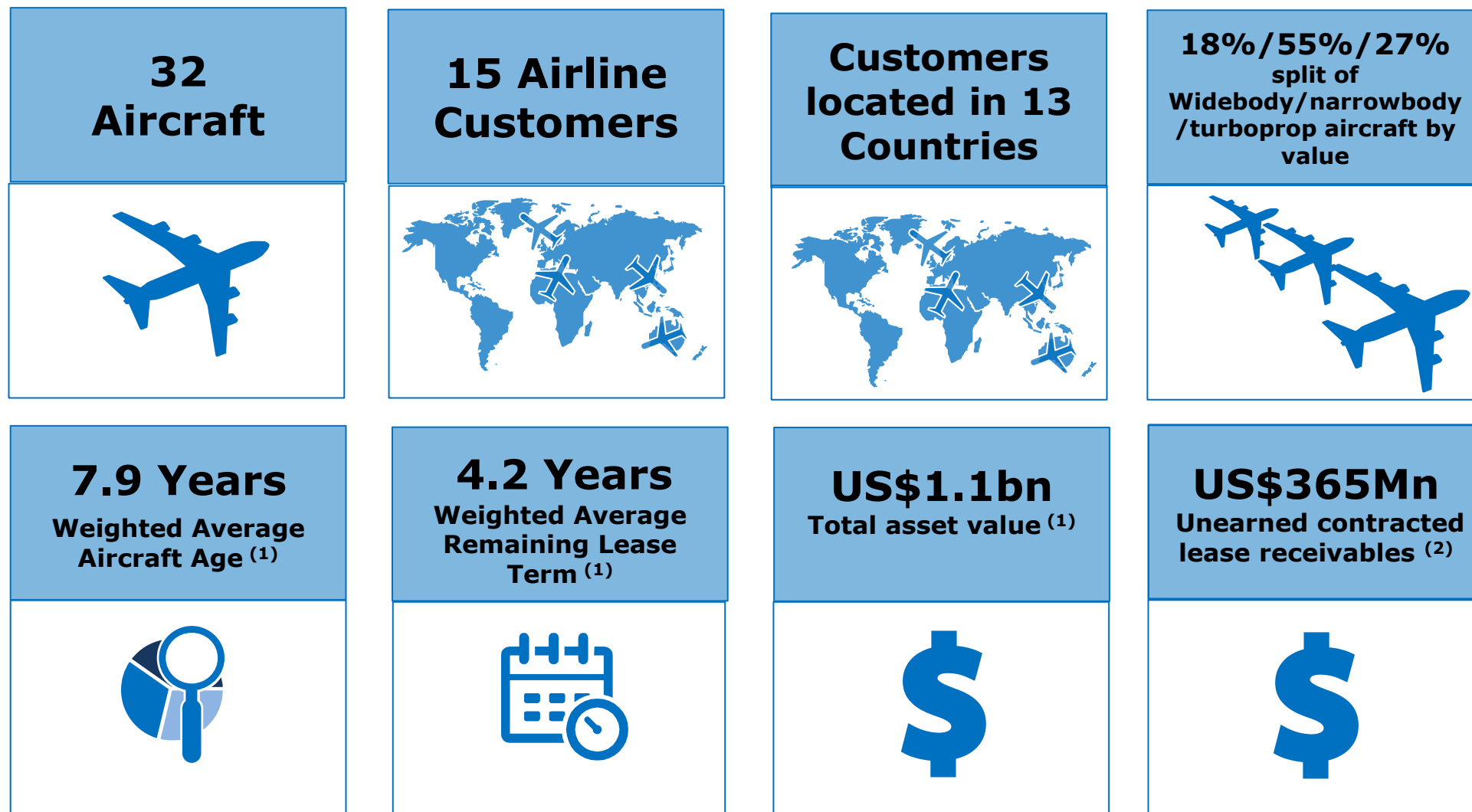
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Overview

Snapshot of Avation as at 31 December 2024 *ava*tion PLC

Diversified Fleet and Customer Base



1. Total Assets as at 31 December 2024.








2. Lease rentals receivable under non-cancellable operating and finance leases.

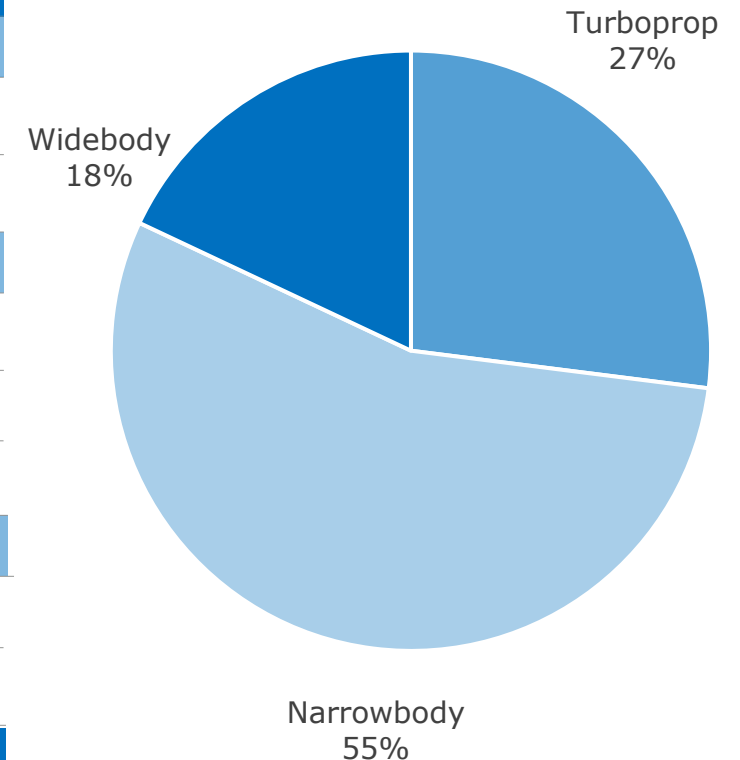
Aircraft Portfolio as at 31 December 2024

Popular aircraft with low average age

Balanced Fleet with Valuable Orderbook and Purchase Rights that create a significant growth opportunity

By Aircraft Value

| Aircraft Type | Fleet | Orders | Purchase Rights |
|------------------------------------------------------------------------------------------------|-----------|-----------|-----------------|
| Turboprop Aircraft | | | |
| ATR 72-600  | 13 | 11 | 24 |
| ATR 72-500  | 4 | - | - |
| Narrowbody Aircraft | | | |
| A321-200  | 6 | - | - |
| A320-200  | 2 | - | - |
| A220-300  | 5 | - | - |
| Widebody Aircraft | | | |
| A330-300  | 1 | - | - |
| B777-300ER  | 1 | - | - |
| Total | 32 | 11 | 24 |



Diversified fleet consisting of 18% widebody, 55% narrowbody and 27% turboprop aircraft by value

Airline Customers

15 Airline Customers in 13 Countries

| Airline | Aircraft | Number |
|---------------------|------------|--------|
| Vietjet | A321-200 | 6 |
| Air Baltic | A220-300 | 5 |
| Aerlink | ATR 72-500 | 3 |
| Mandarin | ATR 72-600 | 3 |
| Alliance Air | ATR 72-600 | 2 |
| Braathens | ATR 72-600 | 2 |
| US Bangla | ATR 72-600 | 2 |
| Cebu Pacific | ATR72-600 | 1 |
| Cebu Pacific | A320-200 | 1 |
| Philippine Airlines | B777-300ER | 1 |
| EVA Air | A330-300 | 1 |
| easyJet | A320-200 | 1 |
| Fiji Airways | ATR 72-600 | 1 |
| Yeti Airlines | ATR 72-500 | 1 |
| Air Tahiti | ATR 72-600 | 1 |
| PNG Air | ATR 72-600 | 1 |



- Approx. 81% Asia, 19% Europe.
- Asia-Pacific is the fastest growing region.

Orderbook and Purchase Rights *av*ation PLC

Orderbook

- 11 ATR72-600 on order for delivery between Q1 2025 and Q2 2028.
- Market value \$23 million⁽¹⁾ per aircraft.
- All aircraft feature latest PW127-XT engines and are expected to be 100% SAF compatible by end 2025.
- Aircraft scheduled for delivery in March/April 2025 has been pre-sold for net cash proceeds of \$5 million.
- Aircraft scheduled for delivery in October and November 2025 have been placed for lease.

Purchase Rights

- 24 purchase rights for additional ATR72-600 for delivery by June 2034.

1. Cirium 31 December 2024

HY2025 Results

HY 2025 Summary

Total Income

US\$55.4 million

HY 2024: \$46.3 million

Operating profit

US\$18.8 million

HY 2024: \$17.5 million

Total Assets

US\$1.1 billion

FY 2024: \$1.1 billion

Earnings per Share

US 1.23 cents

HY 2024: (US12.42 cents)

EBITDA ⁽¹⁾

US\$55.6 million

HY 2024: \$38.3 million

Profit after tax

US\$0.87 million

HY 2024: loss of \$8.8 million

Net Indebtedness ⁽²⁾

US\$606.3 million

FY 2024: \$651.5 million

NAV per Share

£2.94 per share

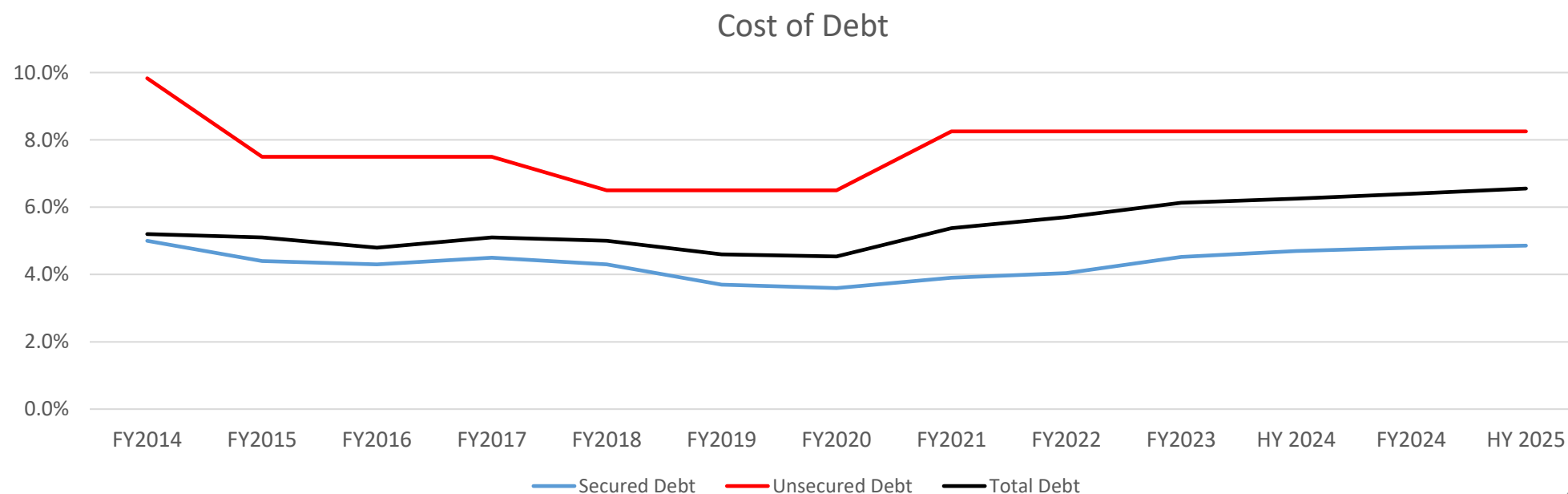
FY 2024: £2.85 per share

1. EBITDA = Profit before taxation + Finance expenses + Depreciation + Impairment + Unrealised loss on aircraft purchase rights and deposits paid for aircraft

2. Net indebtedness = Total loans and borrowings - Unrestricted cash and bank balances.

Debt Analysis

| | HY2025 | FY2024 |
|-----------------------------------------------|--------|--------|
| Total loans and borrowings (US\$ million) | 638.4 | 675.1 |
| Net indebtedness (US\$ million) | 606.3 | 651.5 |
| Weighted average cost of debt | 6.6% | 6.4% |
| Weighted average cost of secured debt | 4.9% | 4.8% |
| Proportion of fixed/hedged interest rate debt | 96.5% | 96.4% |
| Proportion of unsecured debt/total debt | 48.5% | 44.8% |



Key Ratios

| Comparative Ratios | HY2025 | FY2024 |
|-----------------------------------------|--------|--------|
| Net asset value per share (US\$) (A) | \$3.67 | \$3.62 |
| Net asset value per share (£) | £2.94 | £2.85 |
| Lease yield (B) | 11.4% | 10.7% |
| Admin expense (ex warrants)/Revenue (C) | 8.3% | 8.7% |
| Credit Ratios | | |
| Debt/Equity | 2.6X | 2.6x |
| Net debt/EBITDA | 5.7X | 7.3X |
| Net debt/Total assets | 56.1% | 57.0% |
| EBITDA/Interest expense | 2.3X | 1.8x |

A. Net asset value per share = Equity/Shares in issue (GBP:USD = 1.25 at 31 Dec 2024) (FY2024: 1.27)

B. Lease revenue/Average fleet assets (excl. finance lease)

C. Administrative expenses less non-cash warrant expense

Liquidity Update as at 31 Dec 2024

| | HY2025 | FY2024 |
|---------------------------|----------|----------|
| Total cash | \$125.6m | \$117.9m |
| Unrestricted | \$32.2m | \$23.6m |
| Restricted ⁽¹⁾ | \$93.4m | \$94.3m |
| Finance lease receivables | \$13.6m | \$41.4m |
| Current | \$1.7m | \$28.6m |
| Non-current | \$11.9m | \$12.8m |
| Unencumbered aircraft | 5 | 5 |
| Turboprop | 2 ATR72 | 2 ATR72 |
| Narrowbody | 3 A321 | 3 A321 |

(1) Includes cash investments in fixed term deposits

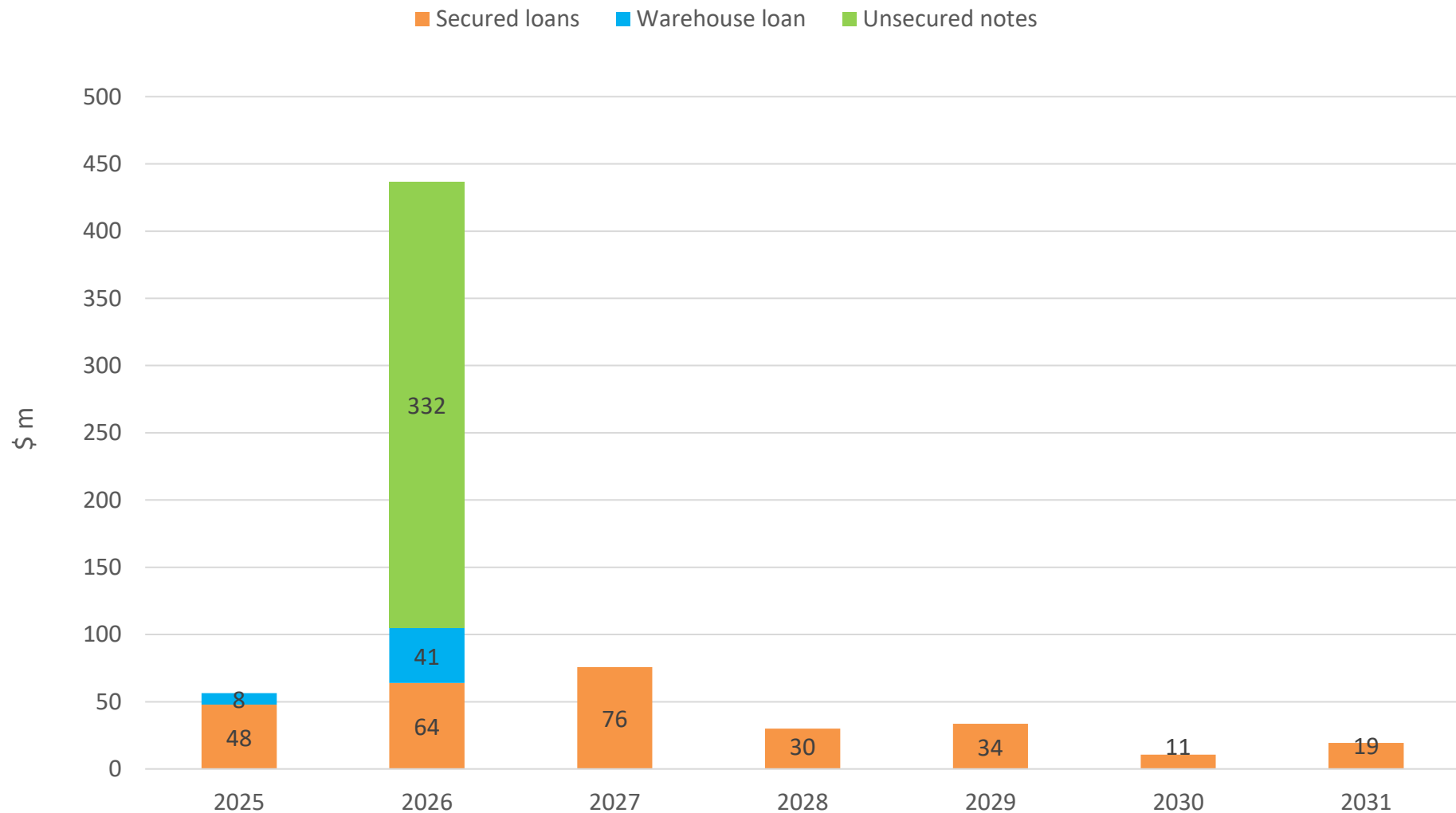
Maturities and loan covenants:

- No significant loan maturities in FY25.
- Warehouse loan matures in Sept 2026.
- \$331.6m unsecured notes mature in Oct 2026.

Additional liquidity sources in FY26:

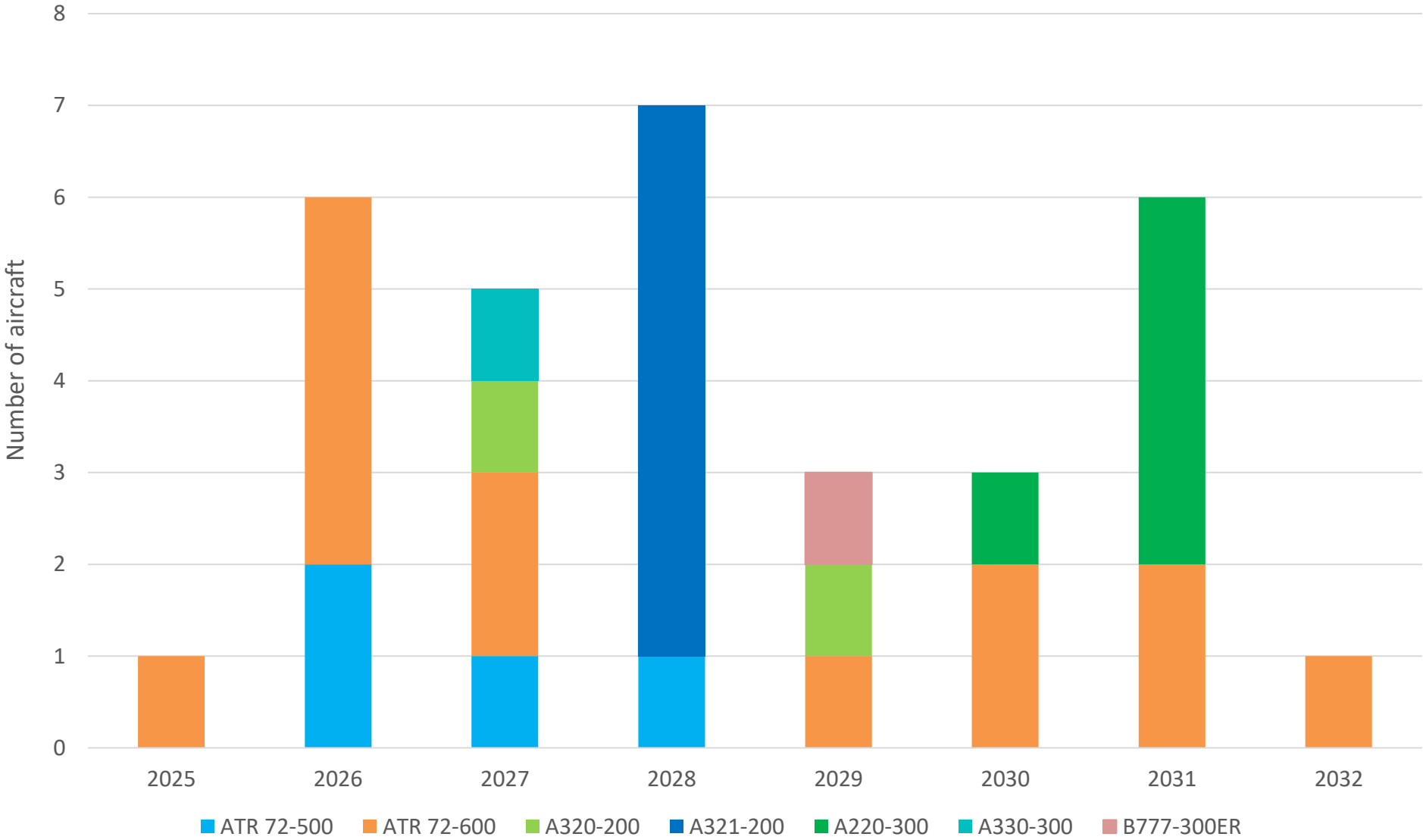
- \$13.1m trade and other receivables.
- New US\$85 million portfolio financing facility.
- Potential to re-finance existing aircraft via notes or term loans.
- Potential to monetise PAL shares.

Liability Structure & Loan Maturities *avation* PLC



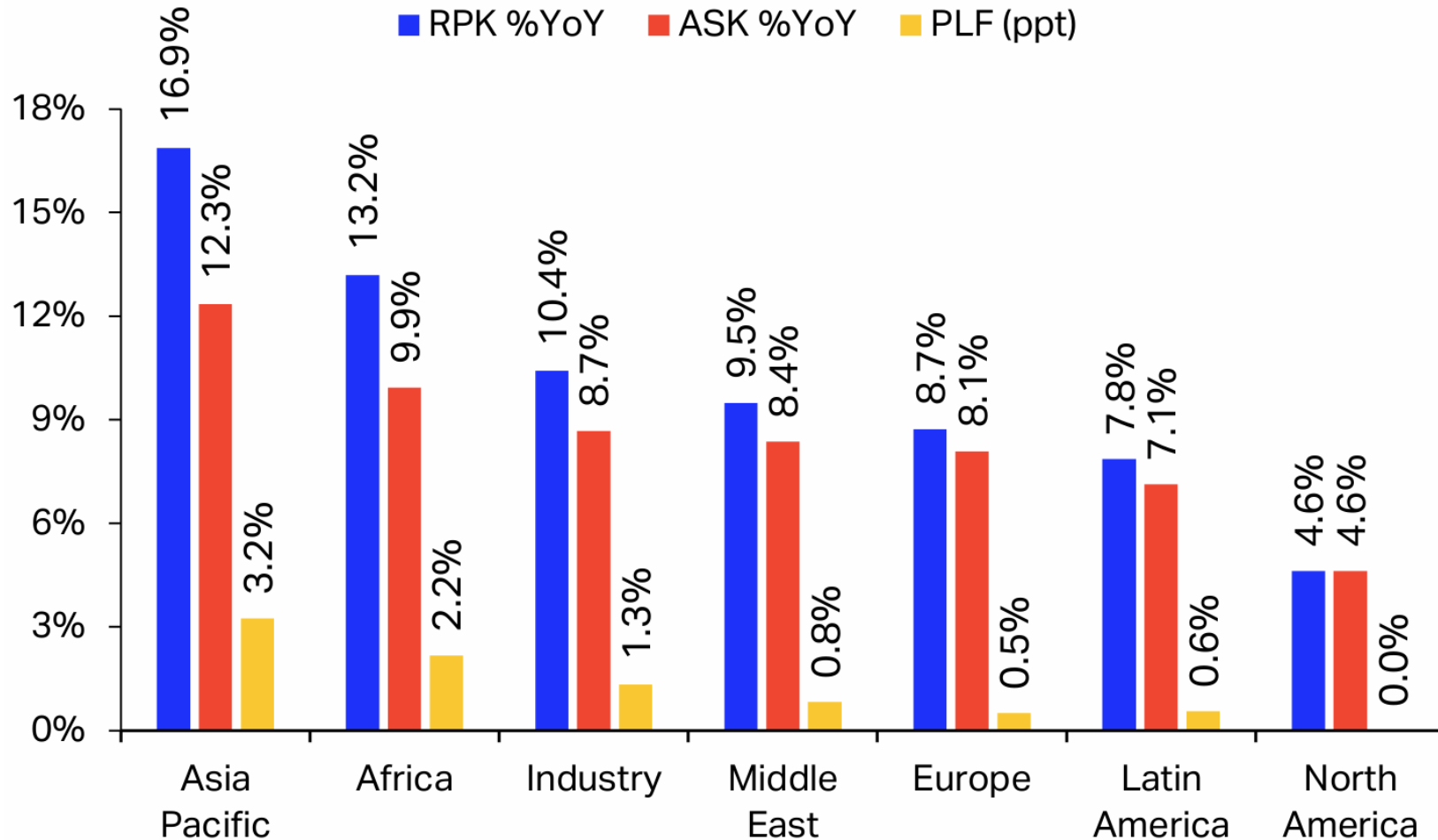
Avation is currently exploring options to refinance unsecured notes due October 2026

Lease Expiry Chart



Market outlook & Strategy

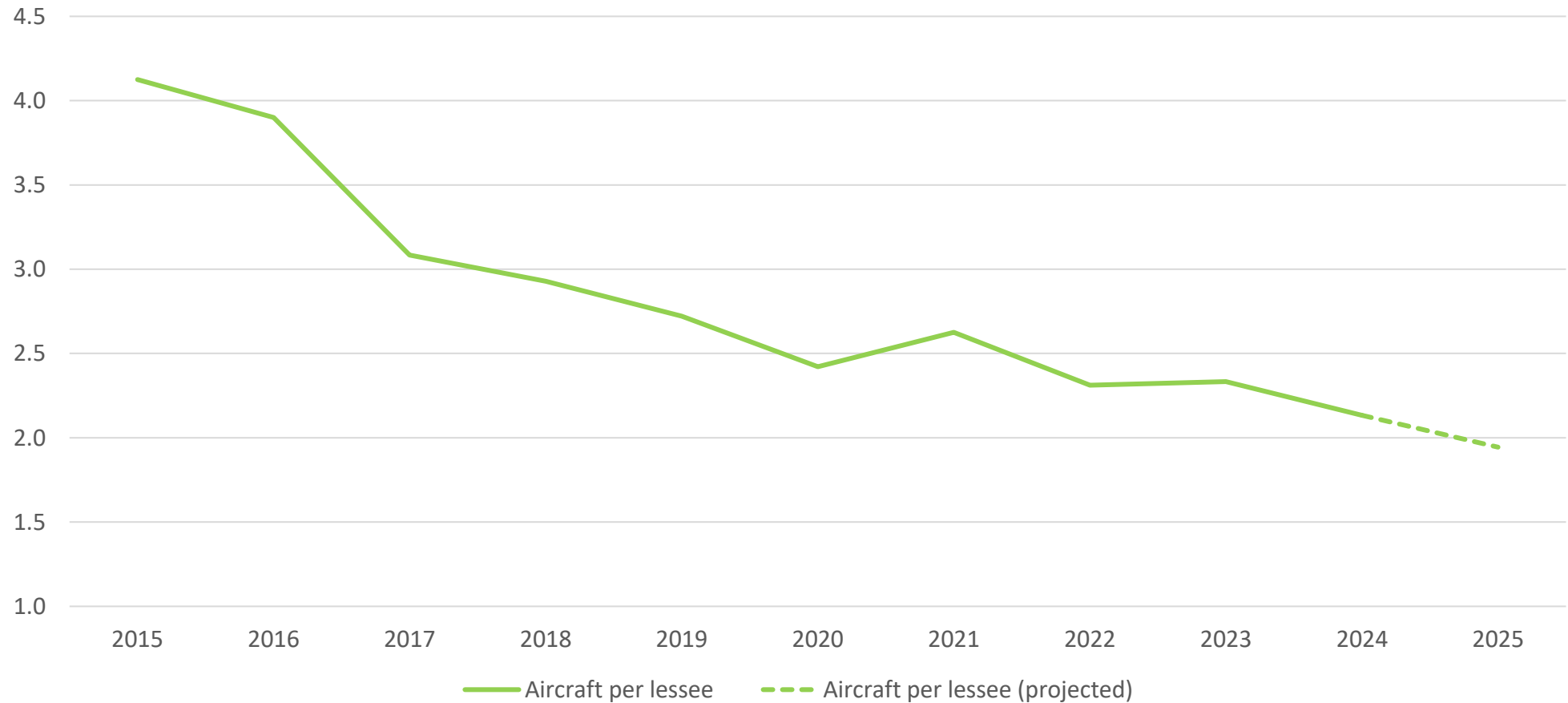
Industry and regional RPK, ASK, and PLF growth in 2024



Source: IATA monthly statistics

Revenue concentration risk reducing *avation* PLC

Aircraft per lessee



Focus on reducing revenue concentration risk and improving credit quality

-
- Asia-Pacific is the fastest growing regional market and is an important market
 - Continue to place ATR aircraft from our orderbook and 2025/26 lease expiries
 - Identify growth opportunities in the secondary market for leased narrowbody aircraft
 - Reduce revenue concentrations, boost fleet credit quality
 - Access debt or term loan markets for refinancing on improved terms

Strong air travel market, especially Asia

Fleet fully utilised, in demand

Access to growth via orderbook and secondary market

Continuing to reduce revenue concentrations, boost credit risk profile

Strong cashflow generation and reduced leverage provide a platform for growth

Question & Answer Section

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