

Alaska Air Group

2024 outlook in-line excluding 737 MAX 9 grounding; maintain Buy

Reiterate Rating: BUY | PO: 50.00 USD | Price: 37.42 USD

2024 outlook in-line despite 737 MAX 9 grounding

ALK reported 4Q23 EPS of \$0.30, beating our/Visible Alpha consensus of \$0.18/\$0.20. For 2024, ALK's EPS outlook of \$3.00-\$5.00 was largely in line with our forecast after factoring in a nearly \$1 impact (\$150M pre-tax) from the 737 MAX 9 grounding (we had forecasted \$5.02 and Visible Alpha consensus was \$4.95). Similar to some other airlines this earnings season, ALK did not provide 2024 guidance building blocks, only tightening 2024 capacity growth to the low end of the +3-5% range. We maintain our Buy rating.

Gradual return to service through next week

ALK will gradually return its 737 MAX 9 fleet to service through the first week of February. After 3,000 grounding-related cancellations in January, ALK now expects 1Q24 capacity growth to be down mid-single digits year-over-year, while targeting +3% growth in 2024 vs our prior forecast of +5%. Management noted the likelihood of delays for ALK's 2024 MAX deliveries which may risk the growth target, while we think capacity constraints could be somewhat offset by higher yields.

Book-away presents a revenue risk; corporate could offset

ALK's \$150M pre-tax impact from the grounding pertains to lost revenue from flight cancellations with limited cost offsets. In our view, the near-term risk could stem from customer book away as the MAX 9 returns to service, a figure we quantified in our note following the grounding at \$40-50M. That said, ALK noted momentum in corporate travel into 2024, with business revenues now within 5% of 2019 levels and 26% growth in tech-company related travel. We think a continued strengthening of corporate demand into ALK's capacity constraints could help to offset any potential book away.

Lower estimates on the grounding; \$50 PO unchanged

We are lowering our 2024E EPS to \$4.21 from \$5.02 to reflect the impact of the grounding. However, ALK expects to eventually be compensated for the lost profits from Boeing, but a figure and timing is uncertain right now. As such, we add back the lost profits in our valuation analysis, which results in an unchanged \$50 Price Objective that remains based on 5.5x our 2024E EBITDAR.

| Estimates (Dec) (US\$) | 2022A | 2023A | 2024E | 2025E | 2026E |
|--|-------|--------|-------|-------|-------|
| EPS | 4.34 | 4.53 | 4.21 | 5.36 | 5.30 |
| GAAP EPS | 1.36 | 5.48 | 12.63 | 10.72 | 10.59 |
| EPS Change (YoY) | NM | 4.4% | -7.1% | 27.3% | -1.1% |
| Consensus EPS (Bloomberg) | | | 5.00 | 6.15 | 7.17 |
| DPS | 0 | 0 | 0 | 0 | 0 |
| Valuation (Dec) | | | | | |
| P/E | 8.6x | 8.3x | 8.9x | 7.0x | 7.1x |
| GAAP P/E | 27.5x | 6.8x | 3.0x | 3.5x | 3.5x |
| EV / EBITDA* | 6.8x | 6.1x | 6.1x | 5.3x | 5.2x |
| Free Cash Flow Yield* | -5.4% | -16.3% | -5.9% | -2.9% | -2.9% |
| * For full definitions of <i>IQ</i> method ^{≤M} measures, see page 4. | | | | | |

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Refer to important disclosures on page 5 to 7. Analyst Certification on page 3. Price
Objective Basis/Risk on page 3.

Timestamp: 26 January 2024 05:00AM EST

26 January 2024

Equity

| Key Changes | | |
|---------------|----------|----------|
| (US\$) | Previous | Current |
| 2024E Rev (m) | 10,732.1 | 10,465.9 |
| 2025E Rev (m) | 11,354.7 | 11,273.7 |
| 2026E Rev (m) | NA | 11,928.6 |
| 2024E EPS | 5.02 | 4.21 |
| 2025E EPS | 5.34 | 5.36 |
| 2026E EPS | NA | 5.30 |
| | | |

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Stock Data

| Price | 37.42 USD |
|-----------------------------|-----------------------|
| Price Objective | 50.00 USD |
| Date Established | 9-Jan-2024 |
| Investment Opinion | B-1-9 |
| 52-Week Range | 30.75 USD - 57.18 USD |
| Mrkt Val (mn) / Shares Out | 4,718 USD / 126.1 |
| (mn) | |
| Free Float | 99.6% |
| Average Daily Value (mn) | 157.37 USD |
| BofA Ticker / Exchange | ALK / NYS |
| Bloomberg / Reuters | ALK US / ALK.N |
| ROE (2024E) | 12.3% |
| Net Dbt to Eqty (Dec-2023A) | 86.0% |
| ESGMeter™ | Medium |

ESGMeter is not indicative of a company's future stock price performance and is not an investment recommendation or rating. ESGMeter is independent of BofA Global Research's equity investment rating, volatility risk rating, income rating, and price objective for that company. For full details, refer to "BofA ESGMeter Methodology".

iQprofile[™] Alaska Air Group

| 2022A 0.9% 14.6% | 2023A 3.3% | 2024E 5.6% | 2025E 6.6% | |
|-------------------------------|--|--|---|---|
| 0.9% | | | | 2026E |
| | 3.3% | 5.6% | 6.6% | 6.2% |
| 14.6% | | | 0.0 70 | 0.2% |
| . 1.0 /0 | 14.7% | 12.3% | 13.9% | 12.1% |
| 0.7% | 3.8% | 7.2% | 8.3% | 7.6% |
| (253) | (769) | (280) | (139) | (138) |
| | | | | |
| 2022A | 2023A | 2024E | 2025E | 2026E |
| 2.6x | 1.8x | 2.3x | 2.0x | 2.1x |
| 4.0x | 4.0x | 3.1x | 2.8x | 2.6x |
| 26.6% | 27.2% | 25.0% | 25.0% | 25.0% |
| 92.7% | 86.0% | 75.1% | 60.7% | 55.4% |
| 0.7x | 4.2x | 7.8x | 10.7x | 12.1x |
| | | | | |
| 2022A | 2023A | 2024E | 2025E | 2026E |
| 9,646 | 10,426 | 10,466 | 11,274 | 11,929 |
| 56.2% | 8.1% | 0.4% | 7.7% | 5.8% |
| NA | NA | NA | NA | NA |
| NA | NA | NA | NA | NA |
| 1,556 | 1,737 | 1,733 | 1,998 | 2,042 |
| 210.6% | 11.6% | -0.2% | 15.3% | 2.2% |
| 9 | , , | (41) | (44) | (31) |
| 556 | 584 | 534 | 670 | 654 |
| NM | 4.9% | -8.6% | 25.6% | -2.5% |
| | | | | |
| 2022A | 2023A | 2024E | 2025E | 2026E |
| 116 | | 1,067 | | 654 |
| 415 | 451 | 491 | 530 | 570 |
| | , , | | | 84 |
| . , | | | | 54 |
| | | , , | | 0 |
| | | | | (1,500) |
| | | | | -138 |
| | | | | 0.7% |
| | , , | , , | , , | (100) |
| | | | | (296) |
| (304) | 194 | (56) | (290) | (290) |
| | | | | 20245 |
| | | | | 2026E |
| | | | | 27 |
| | | | | 383 |
| | | | | 791 |
| | | | | 12,493 |
| | | | | 2,325 |
| | | | • | 16,018 511 |
| | | | | 4,289 |
| | | | | 2,659 |
| 2,601 | 2,734 | 2,778 | 2,834 | 2,889 |
| | | | | |
| 10 465 | 10 500 | 10 640 | 10 505 | 1() 34× |
| 10,465 3,816 | 10,500 4,113 | 10,640 4,547 | 10,505 5,117 | 10,348 5,670 |
| | 2022A 2.6x 4.0x 26.6% 92.7% 0.7x 2022A 9.646 56.2% NA NA 1,556 210.6% 9 556 NM 2022A 116 415 555 (5) 337 (1,671) -253 NM 0 0 (384) 2022A 338 296 2,406 8,823 2,418 14,281 523 3,989 3,352 | 2022A 2023A 2.6x 1.8x 4.0x 4.0x 26.6% 27.2% 92.7% 86.0% 0.7x 4.2x 2022A 2023A 9,646 10.426 56.2% 8.1% NA NA NA NA NA 11.6% 9 (71) 556 584 NM 4.9% 2022A 2023A 116 470 415 451 555 (336) (5) 22 337 443 (1,671) (1,819) -253 -769 NM -204.0% 0 (95) 0 0 (384) 194 2022A 2023A 338 281 296 383 2,406 2,041 8,823 9,583 2,418 | 2022A 2023A 2024E 2.6x 1.8x 2.3x 4.0x 4.0x 3.1x 26.6% 27.2% 25.0% 92.7% 86.0% 75.1% 0.7x 4.2x 7.8x 2022A 2023A 2024E 9,646 10,426 10,466 56.2% 8.1% 0.4% NA NA NA 1.556 1,737 1,733 210.6% 11.6% -0.2% 9 (71) (41) 556 584 534 NM 4.9% -8.6% 2022A 2023A 2024E 116 470 1,067 415 451 491 555 (336) 152 (5) | 2022A 2023A 2024E 2025E 2.6x 1.8x 2.3x 2.0x 4.0x 4.0x 3.1x 2.8x 26.6% 27.2% 25.0% 25.0% 92.7% 86.0% 75.1% 60.7% 0.7x 4.2x 7.8x 10.7x 2022A 2023A 2024E 2025E 9,646 10,426 10,466 11,274 56.2% 8.1% 0.4% 7.7% NA NA NA NA 1,556 1,737 1,733 1,998 210.6% 11.6% -0.2% 15.3% 9 (71) (41) (44) 556 584 534 670 NM 4.9% -8.6% 25.6% 2022A 2023A 2024E 2025E 116 470 1,067 670 415 451 491 530 555 (336) 152 105 </td |

Company Sector

Airlines

Company Description

Alaska Air Group is the 5th largest airline in the U.S. based on revenue passenger miles and flies to more than 120 destinations throughout North America. Alaska focuses on primarily longer stage-length routes and contracts with Horizon and SkyWest Airlines, Inc. for shorter-haul capacity. Further, ALK focuses on point-to-point traffic on the West Coast with its mainline capacity as follows: 24% on the West Coast, 40% transcon/midcon, 18% Hawaii/Costa Rica/Belize, 12% Alaska, and 6% Mexico.

Investment Rationale

ALK is an exceptionally well-run airline, in our view, with a strong cost focus and solid balance sheet. ALK's net debt is significantly lower than 2019 levels and it did so without issuing equity during the pandemic. ALK has accelerated its fleet consolidation and expects to remove all of the less efficient Airbus aircraft by 2023. By returning to its low cost roots with solid cost controls, we believe ALK is well positioned to capitalize on strong travel demand.

Stock Data

Average Daily Volume

4,205,406

Quarterly Earnings Estimates

| | 2023 | 2024 |
|----|--------|--------|
| Q1 | -0.61A | -0.86E |
| Q2 | 3.00A | 1.86E |
| Q3 | 1.83A | 2.08E |
| 04 | 0.30A | 1.15E |

Price objective basis & risk

Alaska Air Group (ALK)

Our \$50 price objective for ALK is based on approximately 5.5x our 2024E EBITDAR. Our target multiple is approximately at the middle of its historical 3-7x middle range. We believe this is reasonable given its balance sheet strength and cost focus.

Downside risks to our price objective are higher fuel prices, general economic weakness, unfavorable government regulation/taxes, safety concerns, and terrorism/geopolitical events.

Analyst Certification

I, Andrew G. Didora, CFA, hereby certify that the views expressed in this research report accurately reflect my personal views about the subject securities and issuers. I also certify that no part of my compensation was, is, or will be, directly or indirectly, related to the specific recommendations or view expressed in this research report.

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US - Airlines and Cruise Coverage Cluster

| Investment rating | Company | BofA Ticker | Bloomberg symbol | Analyst |
|-------------------|--------------------------------|-------------|------------------|-----------------------|
| BUY | | | | |
| | Air Canada | YAC | AC CN | Andrew G. Didora, CFA |
| | Air Canada | ACDVF | ACDVF US | Andrew G. Didora, CFA |
| | Alaska Air Group | ALK | ALK US | Andrew G. Didora, CFA |
| | Carnival Corporation | CCL | CCL US | Andrew G. Didora, CFA |
| | Carnival Plc | CUKPF | CCL LN | Andrew G. Didora, CFA |
| | Delta Air Lines | DAL | DAL US | Andrew G. Didora, CFA |
| | United Airlines Holdings | UAL | UAL US | Andrew G. Didora, CFA |
| NEUTRAL | | | | |
| | Frontier Airlines | ULCC | ULCC US | Andrew G. Didora, CFA |
| | Norwegian Cruise Line Holdings | NCLH | NCLH US | Andrew G. Didora, CFA |
| | Royal Caribbean Group | RCL | RCL US | Andrew G. Didora, CFA |
| | Southwest | LUV | LUV US | Andrew G. Didora, CFA |
| UNDERPERFORM | | | | |
| | Allegiant Travel Company | ALGT | ALGT US | Andrew G. Didora, CFA |
| | American Airlines Group | AAL | AAL US | Andrew G. Didora, CFA |
| | JetBlue Airways | JBLU | JBLU US | Andrew G. Didora, CFA |
| | Spirit Airlines | SAVE | SAVE US | Andrew G. Didora, CFA |
| RSTR | | | | |
| | Hawaiian Holdings | HA | HA US | Andrew G. Didora, CFA |
| | | | | |



*IQ*method[™] Measures Definitions

| Business Performance | Numerator | Denominator |
|-----------------------------|---|---|
| Return On Capital Employed | NOPAT = (EBIT + Interest Income) \times (1 $-$ Tax Rate) + Goodwill Amortization | Total Assets — Current Liabilities + ST Debt + Accumulated Goodwill Amortization |
| Return On Equity | Net Income | Shareholders' Equity |
| Operating Margin | Operating Profit | Sales |
| Earnings Growth | Expected 5 Year CAGR From Latest Actual | N/A |
| Free Cash Flow | Cash Flow From Operations — Total Capex | N/A |
| Quality of Earnings | Numerator | Denominator |
| Cash Realization Ratio | Cash Flow From Operations | Net Income |
| Asset Replacement Ratio | Capex | Depreciation |
| Tax Rate | Tax Charge | Pre-Tax Income |
| Net Debt-To-Equity Ratio | Net Debt = Total Debt - Cash & Equivalents | Total Equity |
| Interest Cover | EBIT | Interest Expense |
| Valuation Toolkit | Numerator | Denominator |
| Price / Earnings Ratio | Current Share Price | Diluted Earnings Per Share (Basis As Specified) |
| Price / Book Value | Current Share Price | Shareholders' Equity / Current Basic Shares |
| Dividend Yield | Annualised Declared Cash Dividend | Current Share Price |
| Free Cash Flow Yield | Cash Flow From Operations – Total Capex | Market Cap = Current Share Price × Current Basic Shares |
| Enterprise Value / Sales | EV = Current Share Price × Current Shares + Minority Equity + Net Debt + Other LT Liabilities | Sales |

EV / EBITDA Enterprise Value Basic EBIT + Depreciation + Amortization

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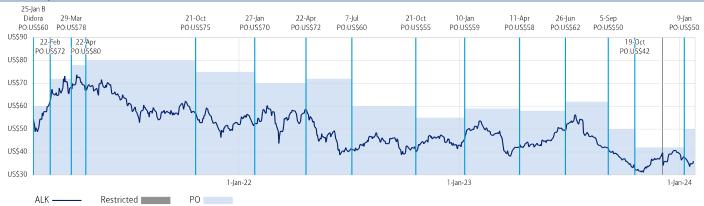
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Disclosures

Important Disclosures

Alaska Air Group (ALK) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading "Fundamental Equity Opinion Key". Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.

Equity Investment Rating Distribution: Transport/Infrastructure Group (as of 31 Dec 2023)

| Coverage Universe | Count | Percent | Inv. Banking Relationships R1 | Count | Percent |
|-------------------|-------|---------|-------------------------------|-------|---------|
| Buy | 67 | 50.38% | Buy | 44 | 65.67% |
| Hold | 31 | 23.31% | Hold | 13 | 41.94% |
| Sell | 35 | 26.32% | Sell | 17 | 48.57% |

Equity Investment Rating Distribution: Global Group (as of 31 Dec 2023)

| Coverage Universe | Count | Percent | Inv. Banking Relationships R1 | Count | Percent |
|--|-------|------------------|-------------------------------|-------|---------|
| Buy | 1895 | 53.62% | Buy | 1083 | 57.15% |
| Hold | 832 | 23.54% | Hold | 454 | 54.57% |
| Sell | 807 | 22.84% | Sell | 383 | 47.46% |
| Diameter and the second | | water control of | | | |

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Investment rating Total return expectation (within 12-month period of date of initial rating) Ratings dispersion guidelines for coverage cluster^{R2}

| Buy | ≥ 10% | ≤ 70% |
|--------------|-------|-------|
| Neutral | ≥ 0% | ≤ 30% |
| Underperform | N/A | ≥ 20% |

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