

BANGKOK AIRWAYS

THAILAND / TRANSPORT & LOGISTICS

BA TB

BUY

UNCHANGED

REIT to unlock value, keep upside

- High potential to pass rising fuel cost on to passengers.
- BA plans to unlock Samui Airport's valuation by leasing it out to a REIT while retaining the long-term profit upside.
- Maintain 2023E core profit; ticket price hikes should offset the surging fuel cost.

TARGET PRICE	THB16.00
CLOSE	THB11.10
UP/DOWNSIDE	+44.1%
PRIOR TP	THB16.00
CHANGE IN TP	UNCHANGED
TP vs CONSENSUS	+34.5%

KEY STOCK DATA

YE Dec (THB m)	2021	2022E	2023E	2024E
Revenue	2,717	11,287	23,080	23,914
Net profit	(9,079)	(471)	1,631	1,710
EPS (THB)	(4.32)	(0.22)	0.78	0.81
vs Consensus (%)	-	nm	215.8	nm
EBITDA	(2,607)	589	2,293	2,405
Core net profit	(3,899)	(471)	1,631	1,710
Core EPS (THB)	(1.86)	(0.22)	0.78	0.81
Chg. In EPS est. (%)	nm	nm	0.0	nm
EPS growth (%)	nm	nm	nm	4.8
Core P/E (x)	(6.0)	(49.5)	14.3	13.6
Dividend yield (%)	-	-	4.2	4.4
EV/EBITDA (x)	(18.6)	78.5	18.0	16.3
Price/book (x)	1.8	1.8	1.6	1.5
Net debt/Equity (%)	192.3	181.0	126.2	104.7
ROE (%)	(23.8)	(3.6)	12.0	11.6

Expect to see ticket prices exceed pre-Covid level by 2023

We believe BA has the capability to pass on its rising fuel cost by raising ticket prices due to lower competition, based on airline trends in the US where fares for domestic routes have already bounced back thanks to a recovery in demand. For BA, the price of a ticket on its Suvarnabhumi-Samui route has risen from cTHB2,700 in 9M21 to cTHB3,500 in 4Q21 – only 10% less than pre-Covid. We think this is a sign of a strong recovery even though Samui's domestic passenger arrivals were still only 50% of the pre-Covid level in 4Q21. We expect BA's Samui route ticket fares to reach the pre-Covid level by 2H22 and exceed it in 2023.

BA to transfer leaseholder rights for Samui Airport to REIT

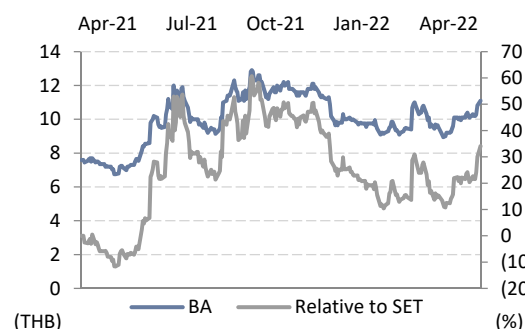
BA plans to transfer the leaseholder rights for Samui Airport to a newly established REIT by 3Q22 after terminating their agreement with Samui Property Fund (SPF) last year. The terms and conditions of the new REIT would favor BA compared to SPF as BA plans to pay only fixed payments to the REIT, unlike the SPF deal where BA made both fixed and variable payments. This means the upside for Samui Airport would still belong to BA. We expect BA to use the proceeds to repay its debt (c5% of interest expense) and prepare for its U-Tapao project.

2023E core profit should be diluted less than 10% from REIT deal

Our scenario analysis of BA's core profit based on the REIT's asset size and the fixed payments that BA would pay lead us to conclude that BA's core profit would shrink by less than 10% compared to our base case of THB1.6b as the reduction in Samui Airport profit would be partially offset by share income from the REIT (assuming BA holds at least a 30% stake) and lower interest expenses. In terms of SoTP valuation, the deal would become accretive, if the new REIT implies a dividend yield less than 6%. Overall, we see this deal as positive as it should allow BA to unlock Samui Airport's value, while keeping the upside.

2022E earnings revised lower while 2023E profit maintained

We revise down BA's 2022E earnings from a THB61m core profit to a THB471m core loss mainly due to the rising jet fuel cost in 2022. We believe BA can raise fares when demand recovers in 2H22 onwards. However, we maintain our 2023E earnings forecast and our SoTP-based TP of THB16/sh as ticket price hikes should offset the surging fuel cost.



Share price performance	1 Month	3 Month	12 Month
Absolute (%)	20.7	20.7	40.5
Relative to country (%)	19.2	19.8	31.1
Mkt cap (USD m)	694		
3m avg. daily turnover (USD m)	1.6		
Free float (%)	36		
Major shareholder	Prasartong-Osoth Puttipong (25%)		
12m high/low (THB)	13.00/6.35		
Issued shares (m)	2,100.00		

Sources: Bloomberg consensus; FSSIA estimates



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The Chairman of The Audit Committee and Independent Director of Finansia Syrus Securities PCL is also BA's Director.

Investment thesis

BA expects to turn its airline business around by focusing more on its Samui route (48% of passenger revenue in 2019), which commands a higher yield than other routes. BA also plans to reduce its fleet and cut some expenses. This should support its earnings visibility in the long run.

BA's non-airline business contributes more than half of its gross profit and should be a key driver for the company, especially the airport business based on the U-Tapao Airport project, of which BA holds a 45% stake, and Samui Airport.

Rising revenue from its airport business should be a key catalyst for BA as it would reduce the earnings volatility from its airline business.

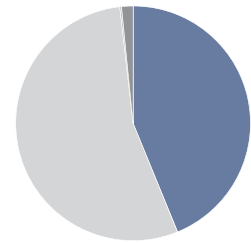
Company profile

BA offers air transportation services. The company operates flights and airports to various resort destinations, including Thailand, CLMV, China and India.

www.bangkokair.com

Principal activities (revenue, 2021)

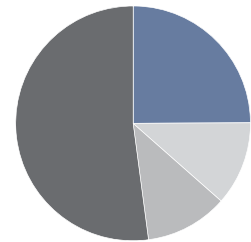
- Air fares - 43.8 %
- Revenue from sales and services - 54.4 %
- Freight - 0.2 %
- Passenger services - 1.6 %



Source: Bangkok Airways

Major shareholders

- Prasarttong-Osoth Puttipong - 24.9 %
- Prasarttong-Osoth Ariya - 11.6 %
- Prasarttong-Osoth Prasert - 11.4 %
- Others - 52.1 %



Source: Bangkok Airways

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) easing travel restriction rules between countries

Risks to our call

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.

Event calendar

Date	Event
May 2022	1Q22 results announcement

Key assumptions

	2022E	2023E	2024E
Number of aircraft (no.)	30	30	30
Passengers carried (m)	2.6	5.4	5.5
Load factor (%)	65.0	70.0	70.0
Average ticket fare (THB)	3,064	3,309	3,342
Fuel price net hedging (USD/bbl)	115.0	100.0	100.0
THB/USD	33.4	33.4	33.4

Source: FSSIA estimates

Earnings sensitivity

- For every 1% increase in load factor, we project a 2023 profit increase of 12% and vice versa, all else being equal.
- For every 1% increase in average ticket fare, we project a 2023 profit increase of 8% and vice versa, all else being equal.
- For every 1% increase in Brent spot price, we project a 2023 profit reduction of 2% and vice versa, all else being equal.

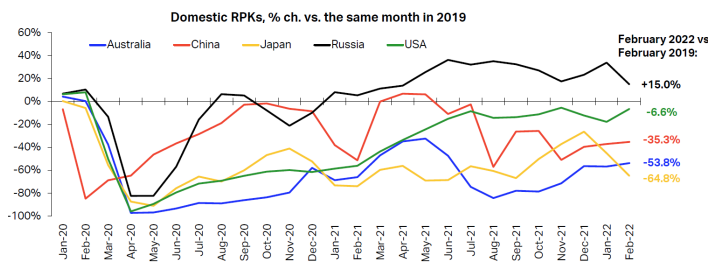
Source: FSSIA estimates

Higher ticket prices to offset higher fuel costs

We think investors are currently concerned about the rising cost of jet fuel from an average of USD87/barrel in 2021 to USD109/barrel in 1Q22 due to the ongoing conflict between Russia and Ukraine. We believe Thai airlines, including BA, have the capability to pass on their rising fuel cost to passengers via higher ticket fares due to lower domestic competition and the lower aircraft supply in Thailand. However, the rise in ticket prices should come after the demand recovery in 2H22, in our view.

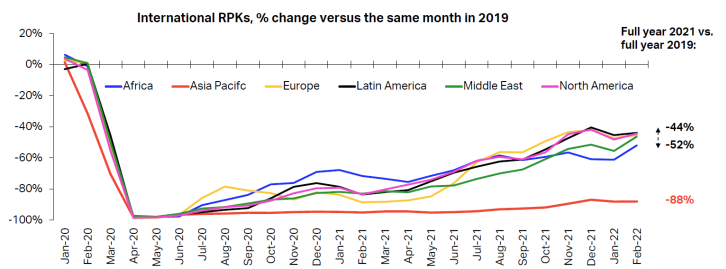
Our analysis of ticket price trends for countries like the US found that air traffic has already recovered to pre-Covid levels. According to [Bloomberg and Hopper Price Tracker](#), we see that the ticket prices on domestic routes have already reached the pre-Covid level thanks to a recovery in demand.

Exhibit 1: Domestic Revenue Passenger Kilometres (RPKs)



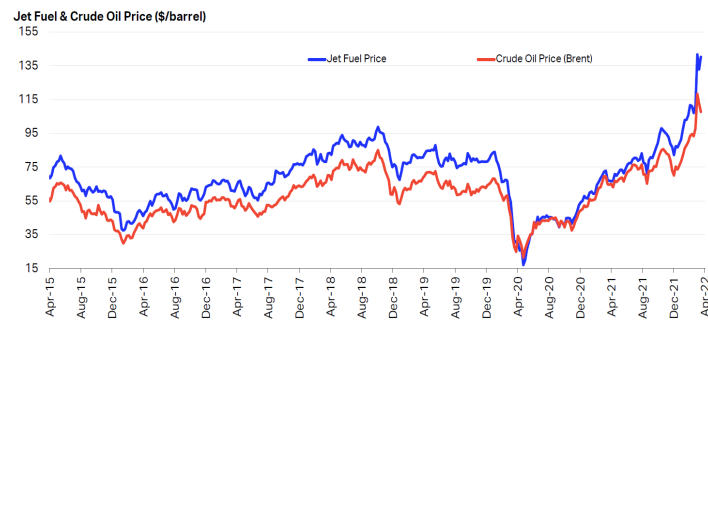
Source: The International Air Transport Association (IATA)

Exhibit 2: International Revenue Passenger Kilometres (RPKs)



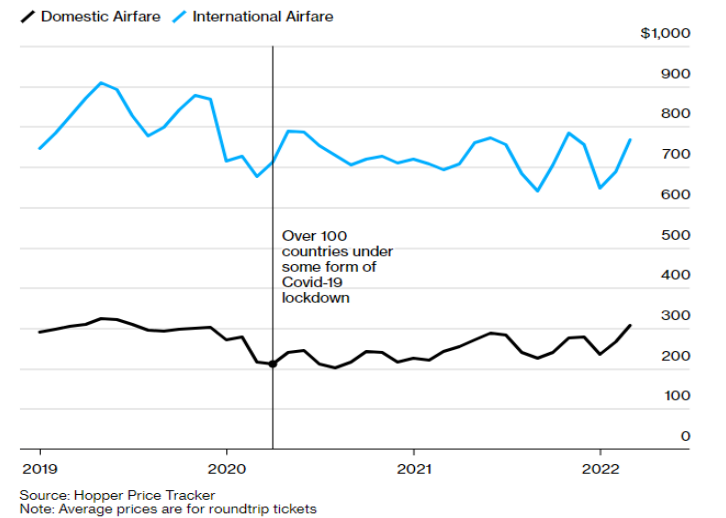
Source: IATA

Exhibit 3: Jet fuel price



Source: IATA

Exhibit 4: US airline ticket prices



Source: Hopper Price Tracker
Note: Average prices are for roundtrip tickets

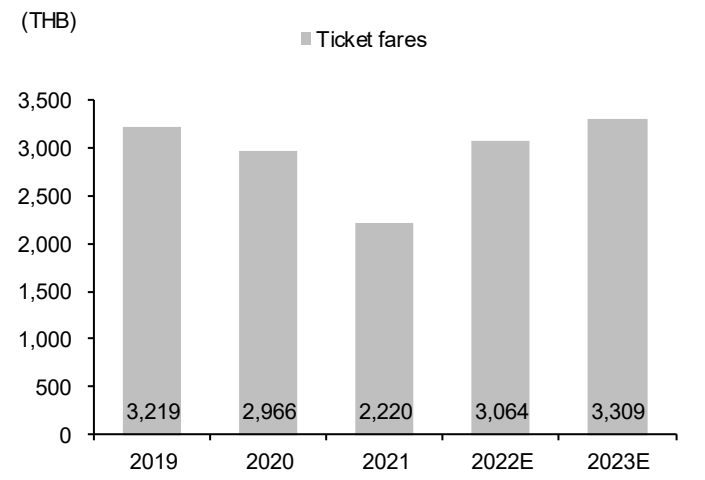
Sources: Bloomberg; Hopper Price Tracker

Samui route ticket prices to rise as global tourism recovers

The Samui route is BA's largest revenue contributor, accounting for about 48% in 2019. We tracked ticket prices on the Suvarnabhumi-Samui route and found that they have risen since 4Q21 to an average of cTHB3,500 from cTHB2,700 in 9M21. The fares were c10% less than pre-Covid, which we think represents a strong recovery sign even though Samui's domestic passengers carried number was only 50% of the pre-Covid level in 4Q21. We expect ticket prices to remain on an upward trend with the average fare reaching THB3,555 in April based on BA's website thanks to the impact of the Songkran holiday. Note that 2Q is normally low season for Samui tourism. Thus, we expect a significant improvement as the high season arrives in 3Q22.

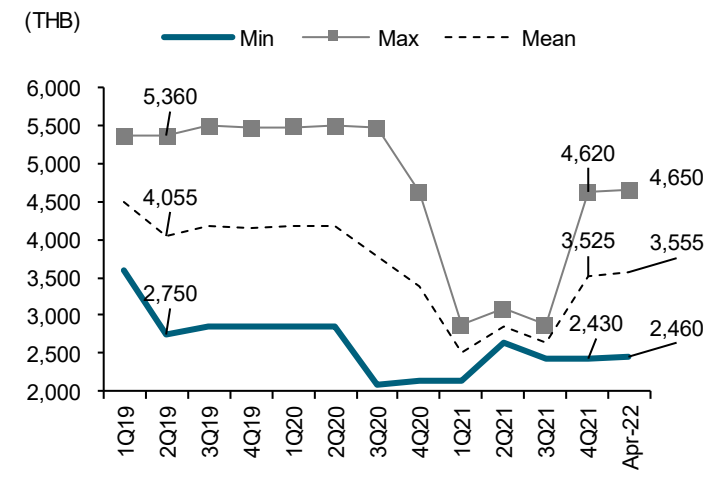
Overall, we expect BA's average fare price to increase from THB2,220 in 2021 to THB3,064 in 2022 (95% of pre-Covid levels) and THB3,309 in 2023 (103% of pre-Covid) driven by 1) BA partially passing on the rising fuel cost to ticket buyers and 2) BA's strategy to focus more on the Samui route which had a higher ticket price of cTHB4,300 pre-Covid vs BA's average fare price of THB3,219.

Exhibit 5: BA's average ticket price



Sources: BA; FSSIA estimate

Exhibit 6: Suvarnabhumi-Samui ticket price



Sources: Civil Aviation Authority of Thailand (CAAT), [Bangkokair](#)

Exhibit 7: Minimum fare for BKK-Samui route in April

Apr 2022						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11 4,350	12 4,350	13 4,350	14 4,350	15 3,260	16 2,460
17 2,160	18 2,910	19 2,460	20 2,910	21 2,910	22 2,910	23 2,460
24 2,460	25 2,460	26 2,460	27 2,460	28 2,910	29 3,510	30 3,260

Source: [Bangkokair](#)

Exhibit 8: Maximum fare for BKK-Samui route in April

Source: [Bangkokair](#)

Scenario analysis on transferring leaseholder rights for Samui Airport to a REIT

BA recently announced a plan to establish a Real Estate Investment Trust (REIT) and a subsidiary, Bangkok REIT Management, to act as a REIT manager. The new REIT will invest in the leaseholder rights of some of the assets used in the operation of Samui Airport (runway, apron, building). We note that last year, BA terminated the 15.5-year lease contract for Samui Airport held by Samui Property Fund (SPF) with a termination fee of THB18.1b.

BA expects the terms and conditions of the new REIT to be more favorable for BA compared to the previous agreement with SPF. First, BA plans to pay only a fixed payment to the REIT, unlike with SPF where BA paid both a fixed fee (THB570m per year) and a variable fee (cTHB829m in 2019). This means the potential upside of Samui Airport would belong to BA. Secondly, BA will continue to renovate Samui Airport and the upside from non-aero revenue (i.e. commercial space) would belong to BA. The timeline for leasing Samui Airport to the REIT is scheduled by 3Q22. BA would use the proceeds to repay its debt (c5% interest expense) and prepare for its U-Tapao project.

Our scenario analysis looks at the impact on BA's core profit based on the REIT's asset size and the fixed payments that BA would pay to the REIT. Our key assumptions are 1) BA would hold a 30% stake in the new REIT and 2) BA would use the proceeds to repay debts and reduce its interest expenses.

We conclude that BA's 2023E core profit would be reduced by less than 10% compared to our base case of THB1.6b, as any reduction in Samui Airport's profit would be partially offset by share income from the REIT and lower interest expenses. In terms of SoTP valuation, it would depend on the implied dividend yield of the REIT. If the implied dividend of the newly set up REIT is higher than 6%, it would dilute our SoTP to cTHB14-15/shr. On the other hand, the deal becomes accretive if the REIT implies a dividend yield of less than 6%.

Exhibit 9: Scenario analysis of BA's 2023E core profit and SoTP under a REIT

	Implied yield	Fixed payment	REIT Size	Airport profit	Share income from REIT ¹⁾	BA's core profit	Airport business value ²⁾	REIT value to BA ¹⁾	IBD	SoTP	SoTP
	(%)	(THB b)	(THB b)	(THB m)	(THB m)	(THB b)	(THB b)	(THB b)	(THB b)	(THB b)	(THB/shr)
Base case				518	0	1.63	22.0	0.0	18.1	33.6	16.0
Case 1	5	0.8	16.0	282	240	1.63	6.9	4.8	6.9	34.5	16.4
Case 2	5	1.0	20.0	172	300	1.58	3.4	6.0	4.1	35.1	16.7
Case 3	5	1.2	24.0	12	360	1.48	0.2	7.2	1.3	35.9	17.1
Case 4	6	0.8	13.3	214	240	1.57	7.2	4.0	8.7	32.2	15.3
Case 5	6	1.0	16.7	138	300	1.55	3.6	5.0	6.4	31.9	15.2
Case 6	6	1.2	20.0	12	360	1.48	0.2	6.0	4.1	31.9	15.2
Case 7	7	0.8	11.4	166	240	1.52	7.5	3.4	10.1	30.5	14.5
Case 8	7	1.0	14.3	78	300	1.49	3.9	4.3	8.1	29.8	14.2
Case 9	7	1.2	17.1	(10)	360	1.46	0.3	5.1	6.1	29.1	13.9

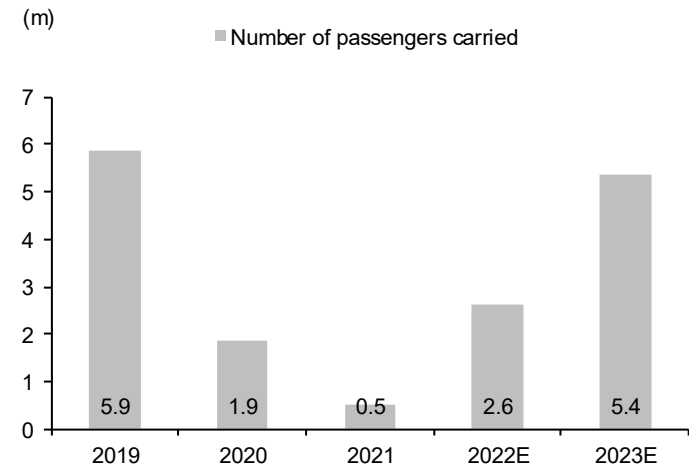
Note: 1) Assume BA holds a 30% stake in REIT, 2) calculated from profit excluding interest expense and pegged at 20x P/E

Source: FSSIA estimate

Forecast and TP revision

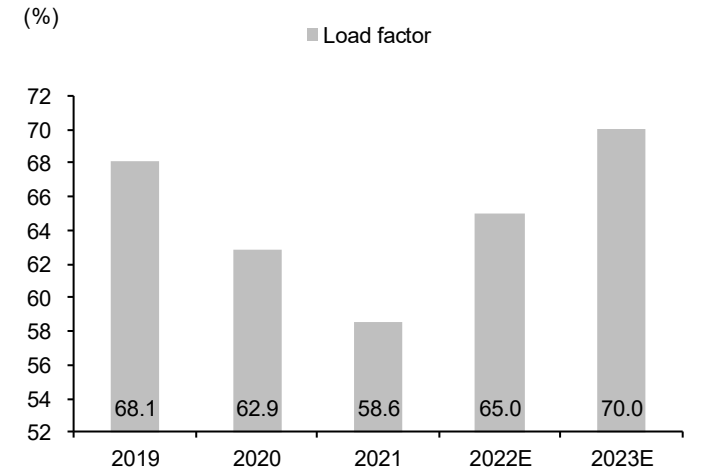
We revise down BA's 2022E earnings from a THB61m core profit to a THB471m core loss mainly due to the increase in the jet fuel cost since the beginning of 2022. While we believe BA can raise its ticket prices in line with the demand recovery in 2H22 onwards, a mismatch could lead to a larger loss. However, we maintain our 2023E core earnings forecast of THB1.6b consisting of a THB0.6b profit for its airport and airport related businesses, THB0.5b in share income from its cargo business, THB0.6b in dividend income and break-even from its airline business.

Exhibit 10: Passengers carried



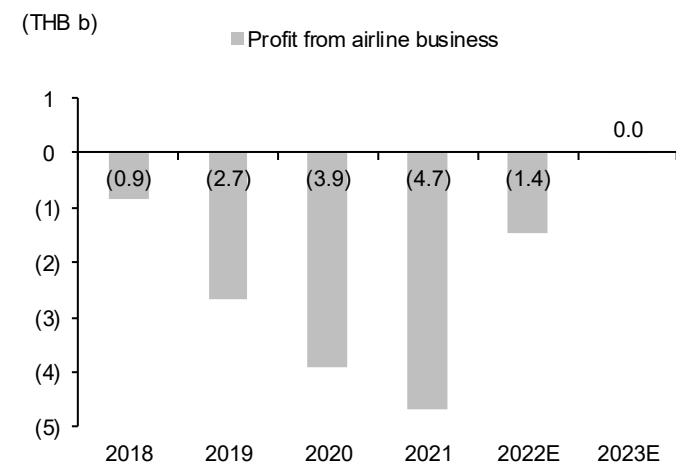
Sources: BA; FSSIA estimate

Exhibit 11: Load factor



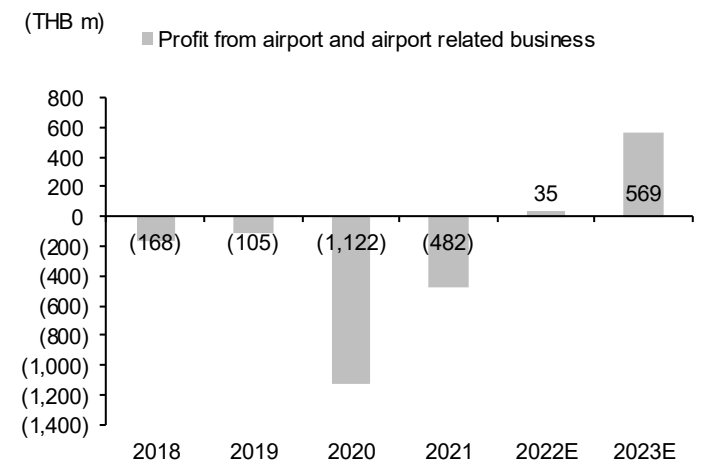
Sources: BA; FSSIA estimate

Exhibit 12: Profit from airline business

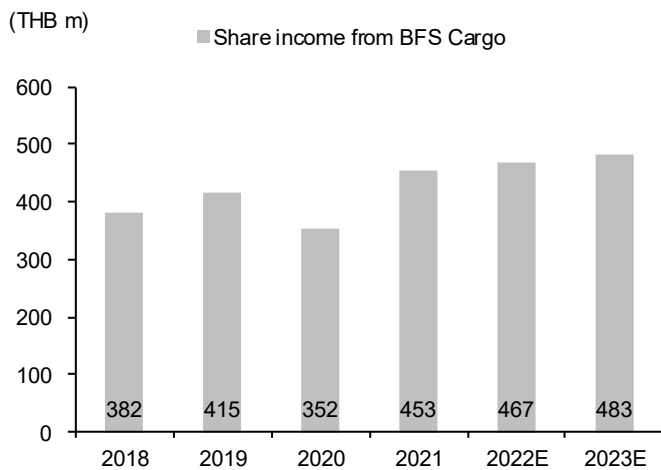


Source: FSSIA estimates

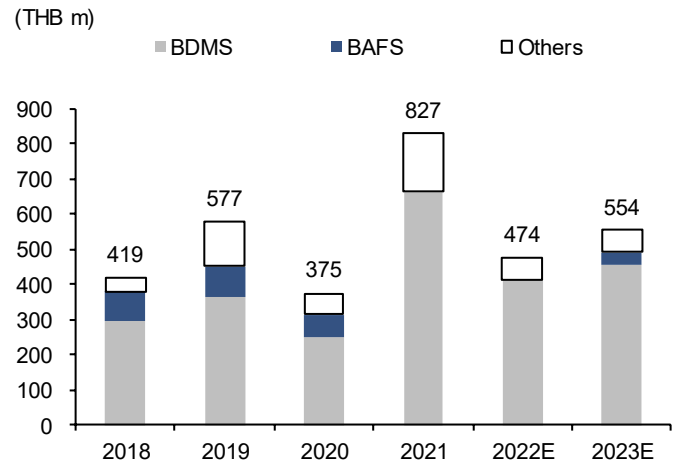
Exhibit 13: Profit from airport & airport related business



Source: FSSIA estimates

Exhibit 14: Share income from cargo business

Sources: BA; FSSIA estimate

Exhibit 15: Dividend income

Sources: BA; FSSIA estimate

Exhibit 16: Forecast revisions

	Current			Previous			Change (%)		
	2022E	2023E	2024E	2022E	2023E	2024E	2022E	2023E	2024E
Passengers carried (m)	2.6	5.4	5.5	3.8	5.5	n/a	(29.9)	(1.8)	n/a
Load factor (%)	65	70	70	68	70	n/a	(3.0)	0.0	n/a
Average ticket fare (THB)	3,064	3,309	3,342	3,021	3,170	n/a	1.4	4.4	n/a
Fuel prices net hedging (USD/bbl)	115	100	100	81	85	n/a	42.5	17.3	n/a
Revenue (THB m)	11,287	23,080	23,914	15,692	24,440	n/a	(28.1)	(5.6)	n/a
EBITDA (THB m)	589	2,293	2,405	1,740	3,461	n/a	(66.1)	(33.7)	n/a
Core net profit (THB m)	(471)	1,631	1,710	61	1,631	n/a	(866.9)	0.0	n/a

Note: Change of items in percentage terms are represented in ppt change

Sources: BA; FSSIA estimates

Therefore, we maintain our SoTP-based TP of THB16/shr based on 1) the airport and airport-related business pegged to 20x 2023E P/E; 2) the valuation of Bangkok Dusit Medical Services (BDMS TB, BUY) and Bangkok Aviation Fuel Services (BAFS TB, BUY) based on our TPs of THB29/shr and THB40/shr, respectively, with a 20% holding discount applied; 3) the airline business pegged to 0.7x P/BV; and 4) the cargo business pegged to 12x P/E.

Exhibit 17: SoTP valuation

SoTP Base case	(THB b)	(THB/share)	Comments
BDMS	19.2	9.2	Fair price at our TP THB29/shr with 20% holding discount
BAFS	2.0	1.0	Fair price at our TP THB40/shr with 20% holding discount
Airport and airport related business	22.0	10.5	Net profit THB1.1b and pegged at 20x P/E multiple
Airline business	2.4	1.2	0.7x P/BV multiple of THB3.5b owned aircraft book value
Cargo business	6.0	2.9	Share income of THB0.5b and pegged at 12x P/E multiple
Net Interest-bearing debt	(18.1)	(8.6)	At end 2022E
Total value	33.6	16.0	

Source: FSSIA estimates

1Q22 results preview

We estimate passengers carried to increase to 370k in 1Q22 from 264k in 4Q21, equivalent to 21% of pre-Covid levels driven mainly by an increase in domestic passengers carried which should recover to c30% of pre-Covid levels. Load factor should be flat q-q at 63%. As a result, we expect passenger revenue to improve to 16% of pre-Covid levels in 1Q22 (vs 14% in 4Q21). Airport operations should also improve q-q from higher passenger service charges and landing and parking fees. In addition, BA's lease payments have ceased since 4Q21 after the lease contract with SPF was terminated. However, improvements in operating profit would have been offset by the higher spot jet fuel cost of USD109/barrel in 1Q22 (vs USD88 in 4Q21). Overall, we expect a 1Q22 core loss of THB0.9b, in line with its 4Q21 core loss.

Exhibit 18: 1Q22 result preview

	1Q21	2Q21	3Q21	4Q21	1Q22E	Change		2022E
	(THB m)	(THB m)	(THB m)	(THB m)	(THB m)	(q-q %)	(y-y %)	(THB m)
Sales	671	573	401	1,072	1,528	42	128	11,287
- Passenger revenue	302	211	66	612	944	54	213	13,730
- Other revenue	369	362	335	460	584	27	58	4,031
Expense	(1,866)	(1,837)	(1,823)	(2,140)	(2,550)	19	37	(13,047)
Operating Profit	(1,195)	(1,264)	(1,422)	(1,068)	(1,022)	4	14	(1,760)
Dividend income	0	568	0	258	0			
Net other income	438	109	179	136	179	31	(59)	1,859
Interest income	1	2	0	3	3	0	334	6
Interest expense	(335)	(365)	(298)	(267)	(280)	5	(16)	(1,088)
Pretax profit*	(1,091)	(949)	(1,541)	(937)	(1,120)	(20)	(3)	(983)
Income Tax	102	5	78	(68)	100	(246)	(2)	75
Associates	152	153	108	40	112	182	(27)	437
Minority interest	11	12	10	17	17	0	55	0
Core profit	(826)	(779)	(1,346)	(949)	(891)	6	(8)	(471)
Extraordinaries	80	93	(5,631)	807	0			0
- FX	(167)	(96)	(289)	79	0			0
- Derivative	248	189	93	(0)	0			0
- Others	0	0	(5,435)	728	0			0
Net profit	(746)	(686)	(6,977)	(141)	(891)	(531)	(20)	(471)
Shares out (end Q, m)	2,100	2,100	2,100	2,100	2,100	0	0	2,100
Pre-ex EPS	(0.39)	(0.37)	(0.64)	(0.45)	(0.42)	6	(8)	(0.22)
EPS	(0.36)	(0.33)	(3.32)	(0.07)	(0.42)	(531)	(20)	(0.22)
Depreciation	(613)	(591)	(567)	(571)	(571)	0	(7)	(2,349)
EBITDA	(582)	(673)	(855)	(496)	(451)	(9)	(23)	589
Key Ratios						(ppt)	(ppt)	
Operating profit margin (%)	(178)	(221)	(355)	(100)	(67)	33	111	(16)
EBITDA margin (%)	(87)	(118)	(213)	(46)	(29)	17	57	5
Net profit margin (%)	(111)	(120)	(1,740)	(13)	(58)	(45)	53	(4)
Operating stats								
Passenger carried (m)	0.2	0.1	0.0	0.3	0.4			
Load factor (%)	59	58	35	63	63			
RPK (m seats-km)	92	55	15	153	269			
ASK (m seats-km)	156	94	41	244	427			
Average fare (THB)	1,985	2,244	2,502	2,319	2,550			
RASK (THB)	4.9	3.6	6.0	3.1	2.6			
CASK (THB)	9.2	14.7	33.2	7.8	4.6			
CASK ex-fuel (THB)	8.7	14.2	32.6	7.1	3.8			

Note: Pretax profit exclude associates
Sources: BA; FSSIA estimate

Exhibit 19: Peers comparison, airline sector as of 11 Apr-22

Company	BBG	Rec	---Share price---		Up side (%)	Market Cap (USD m)	----- PE -----			---- PBV ----		- EV/ EBITDA -	
			Current (LCY)	Target (LCY)			22E (x)	23E (x)	24E (x)	22E (x)	23E (x)	22E (x)	23E (x)
Thailand													
Bangkok Airways	BA TB	BUY	11.1	16	44.1	694	(49.5)	14.3	13.6	1.8	1.6	78.5	18.0
Asia Aviation	AAV TB	BUY	2.72	3.5	28.7	939	(22.9)	18.0	16.5	1.5	1.5	12.6	7.0
Thailand average						1,632	(36.2)	16.1	15.1	1.6	1.6	45.6	12.5
Regional													
Spring Airlines Co Ltd-A	601021 CH	n/a	43.11	n/a	n/a	6,204	75.2	21.9	21.9	2.5	2.2	18.0	12.3
Interglobe Aviation	INDIGO IN	n/a	1,991.55	n/a	n/a	10,110	n/a	46.5	46.5	n/a	n/a	94.7	10.9
Cebu Air Inc	CEB PM	n/a	48.70	n/a	n/a	575	n/a	n/a	n/a	n/a	n/a	55.2	n/a
Singapore Airlines	SIA SP	n/a	5.37	n/a	n/a	11,674	n/a	383.6	383.6	1.5	1.5	13.5	7.1
Japan Airlines	9201 JP	n/a	2,155.00	n/a	n/a	7,510	n/a	92.1	92.1	1.2	1.2	n/a	6.7
Ana Holdings	9202 JP	n/a	2,409.50	n/a	n/a	9,302	n/a	62.9	62.9	1.3	1.2	75.7	9.3
Cathay Pacific Airways	293 HK	n/a	7.34	n/a	n/a	6,028	n/a	20.2	20.2	0.8	0.8	9.1	6.4
Spicejet (India)	SJET IN	n/a	58.60	n/a	n/a	463	n/a	n/a	n/a	n/a	n/a	n/a	20.2
Tigerair Taiwan	6757 TT	n/a	35.30	n/a	n/a	498	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vietjet Aviation	VJC VN	n/a	138,400	n/a	n/a	3,278	120.5	24.2	24.2	n/a	n/a	39.2	15.6
Regional average						55,644	97.8	93.0	93.0	1.4	1.4	43.6	11.1
Global													
Eva Airways	2618 TT	n/a	33.65	n/a	n/a	6,101	11.5	20.9	20.9	1.8	1.8	4.9	5.2
Air New Zealand	AIR NZ	n/a	0.85	n/a	n/a	1,470	n/a	n/a	n/a	1.5	2.2	n/a	7.8
Air Arabia	AIRARABIA UH	n/a	1.94	n/a	n/a	2,465	10.3	9.7	9.7	1.5	1.5	5.8	5.5
Easyjet (UK)	EZJ LN	n/a	523.20	n/a	n/a	5,370	n/a	12.9	12.9	1.5	1.3	7.0	4.5
Gol Linhas Aereas Intel. (Brazil)	GOLL4 BS	n/a	16.81	n/a	n/a	1,386	n/a	21.4	21.4	n/a	n/a	11.2	6.9
JetBlue Airways (US, Latin AM)	JBLU	n/a	11.90	n/a	n/a	3,788	n/a	8.2	8.2	1.0	0.8	8.4	3.4
Norwegian Air Shuttle (Norway)	NWARF US	n/a	1.25	n/a	n/a	1,207	64.6	10.1	10.1	4.7	3.1	4.8	2.8
Southwest Airlines (US)	LUV US	n/a	41.24	n/a	n/a	24,413	37.2	12.9	12.9	2.2	1.9	7.5	4.6
Global average						46,199	30.9	13.7	13.7	2.0	1.8	7.1	5.1
Overall average						103,475	30.9	48.7	48.6	1.8	1.6	27.9	8.6

Sources: Bloomberg; FSSIA estimates

Financial Statements

Bangkok Airways

Profit and Loss (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Revenue	7,666	2,717	11,287	23,080	23,914
Cost of goods sold	(8,015)	(3,773)	(8,666)	(17,140)	(17,778)
Gross profit	(349)	(1,056)	2,621	5,940	6,136
Other operating income	-	-	-	-	-
Operating costs	(2,384)	(1,551)	(2,032)	(3,647)	(3,731)
Operating EBITDA	(2,733)	(2,607)	589	2,293	2,405
Depreciation	(2,843)	(2,342)	(2,349)	(2,408)	(2,489)
Goodwill amortisation	-	-	-	-	-
Operating EBIT	(5,576)	(4,949)	(1,760)	(115)	(84)
Net financing costs	(1,084)	(1,258)	(1,082)	(958)	(823)
Associates	555	453	437	453	468
Recurring non-operating income	2,399	2,142	2,296	2,913	3,001
Non-recurring items	678	(5,180)	0	0	0
Profit before tax	(3,583)	(9,246)	(546)	1,840	2,094
Tax	(100)	117	75	(194)	(325)
Profit after tax	(3,683)	(9,129)	(471)	1,646	1,769
Minority interests	45	50	0	(14)	(58)
Preferred dividends	-	-	-	-	-
Other items	-	-	-	-	-
Reported net profit	(3,639)	(9,079)	(471)	1,631	1,710
Non-recurring items & goodwill (net)	(678)	5,180	0	0	0
Recurring net profit	(4,316)	(3,899)	(471)	1,631	1,710
Per share (THB)					
Recurring EPS *	(2.06)	(1.86)	(0.22)	0.78	0.81
Reported EPS	(1.73)	(4.32)	(0.22)	0.78	0.81
DPS	0.00	0.00	0.00	0.47	0.49
Diluted shares (used to calculate per share data)	2,100	2,100	2,100	2,100	2,100
Growth					
Revenue (%)	(68.0)	(64.6)	315.5	104.5	3.6
Operating EBITDA (%)	nm	nm	nm	289.2	4.9
Operating EBIT (%)	nm	nm	nm	nm	nm
Recurring EPS (%)	nm	nm	nm	nm	4.8
Reported EPS (%)	nm	nm	nm	nm	4.8
Operating performance					
Gross margin inc. depreciation (%)	(41.6)	(125.1)	2.4	15.3	15.2
Gross margin of key business (%)	(41.6)	(125.1)	2.4	15.3	15.2
Operating EBITDA margin (%)	(35.6)	(96.0)	5.2	9.9	10.1
Operating EBIT margin (%)	(72.7)	(182.2)	(15.6)	(0.5)	(0.4)
Net margin (%)	(56.3)	(143.5)	(4.2)	7.1	7.2
Effective tax rate (%)	(2.1)	2.6	15.0	14.0	20.0
Dividend payout on recurring profit (%)	-	-	-	60.0	60.0
Interest cover (X)	(2.9)	(2.2)	0.5	2.9	3.5
Inventory days	22.5	44.3	20.1	9.9	8.7
Debtor days	46.1	51.9	10.2	4.0	5.7
Creditor days	98.0	100.9	67.2	49.1	52.4
Operating ROIC (%)	(44.3)	(32.6)	(11.4)	(1.0)	(0.9)
ROIC (%)	(7.3)	(6.2)	1.1	6.1	6.3
ROE (%)	(17.4)	(23.8)	(3.6)	12.0	11.6
ROA (%)	(5.8)	(5.5)	0.9	5.2	5.1
* Pre-exceptional, pre-goodwill and fully diluted					
Revenue by Division (THB m)					
Air fares	5,589	1,191	8,079	17,805	18,512
Revenue from sales and services	1,849	1,477	2,876	4,512	4,617
Freight	50	6	86	191	198
Passenger services	177	43	246	572	587

Sources: Bangkok Airways; FSSIA estimates

Financial Statements

Bangkok Airways

Cash Flow (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Recurring net profit	(4,316)	(3,899)	(471)	1,631	1,710
Depreciation	2,843	2,342	2,349	2,408	2,489
Associates & minorities	-	-	-	-	-
Other non-cash items	119	(4,921)	0	14	58
Change in working capital	(1,571)	(1,232)	1,022	1,972	180
Cash flow from operations	(2,926)	(7,709)	2,900	6,026	4,438
Capex - maintenance	(5,495)	(722)	(564)	(1,154)	(1,196)
Capex - new investment	-	-	-	-	-
Net acquisitions & disposals	3,924	114	0	0	0
Other investments (net)	-	-	-	-	-
Cash flow from investing	(1,571)	(608)	(564)	(1,154)	(1,196)
Dividends paid	(203)	0	0	0	(979)
Equity finance	0	0	0	0	0
Debt finance	3,648	6,094	(4,006)	(1,700)	(2,700)
Other financing cash flows	(6,086)	2,168	0	0	0
Cash flow from financing	(2,641)	8,262	(4,006)	(1,700)	(3,679)
Non-recurring cash flows	-	-	-	-	-
Other adjustments	0	0	0	0	0
Net other adjustments	0	0	0	0	0
Movement in cash	(7,138)	(55)	(1,670)	3,172	(437)
Free cash flow to firm (FCFF)	(3,379.37)	(7,052.04)	3,423.71	5,831.91	4,075.84
Free cash flow to equity (FCFE)	(6,934.75)	(55.35)	(1,670.47)	3,172.45	542.38

Per share (THB)

FCFF per share	(1.61)	(3.36)	1.63	2.78	1.94
FCFE per share	(3.30)	(0.03)	(0.80)	1.51	0.26
Recurring cash flow per share	(0.64)	(3.08)	0.89	1.93	2.03

Balance Sheet (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Tangible fixed assets (gross)	27,882	27,064	27,628	28,782	29,978
Less: Accumulated depreciation	(9,622)	(10,424)	(12,772)	(15,181)	(17,670)
Tangible fixed assets (net)	18,260	16,640	14,855	13,601	12,308
Intangible fixed assets (net)	0	0	0	0	0
Long-term financial assets	-	-	-	-	-
Invest. in associates & subsidiaries	28,305	28,191	28,191	28,191	28,191
Cash & equivalents	2,181	2,126	455	3,628	3,191
A/C receivable	401	373	256	256	495
Inventories	477	438	515	418	434
Other current assets	198	169	701	1,433	1,485
Current assets	3,257	3,106	1,927	5,735	5,605
Other assets	779	1,002	1,002	1,002	1,002
Total assets	50,602	48,939	45,976	48,530	47,106
Common equity	19,591	13,198	12,728	14,359	15,091
Minorities etc.	14	(36)	(36)	(22)	37
Total shareholders' equity	19,606	13,162	12,691	14,337	15,127
Long term debt	20,234	26,515	22,509	20,809	18,109
Other long-term liabilities	5,290	5,305	5,305	5,305	5,305
Long-term liabilities	25,524	31,820	27,814	26,114	23,414
A/C payable	1,119	967	2,222	2,393	2,707
Short term debt	1,105	917	917	917	917
Other current liabilities	3,248	2,073	2,332	4,768	4,940
Current liabilities	5,472	3,957	5,471	8,078	8,565
Total liabilities and shareholders' equity	50,602	48,939	45,976	48,530	47,106
Net working capital	(3,292)	(2,060)	(3,082)	(5,054)	(5,234)
Invested capital	44,053	43,773	40,967	37,741	36,267

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

Per share (THB)

Book value per share	9.33	6.28	6.06	6.84	7.19
Tangible book value per share	9.33	6.28	6.06	6.84	7.19

Financial strength

Net debt/equity (%)	97.7	192.3	181.0	126.2	104.7
Net debt/total assets (%)	37.9	51.7	50.0	37.3	33.6
Current ratio (x)	0.6	0.8	0.4	0.7	0.7
CF interest cover (x)	(5.4)	1.0	(0.5)	4.3	1.7

Valuation	2020	2021	2022E	2023E	2024E
Recurring P/E (x) *	(5.4)	(6.0)	(49.5)	14.3	13.6
Recurring P/E @ target price (x) *	(7.8)	(8.6)	(71.4)	20.6	19.6
Reported P/E (x)	(6.4)	(2.6)	(49.5)	14.3	13.6
Dividend yield (%)	-	-	-	4.2	4.4
Price/book (x)	1.2	1.8	1.8	1.6	1.5
Price/tangible book (x)	1.2	1.8	1.8	1.6	1.5
EV/EBITDA (x) **	(15.5)	(18.6)	78.5	18.0	16.3
EV/EBITDA @ target price (x) **	(19.3)	(22.6)	95.9	22.5	20.6
EV/invested capital (x)	1.0	1.1	1.1	1.1	1.1

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

Sources: Bangkok Airways; FSSIA estimates

Corporate Governance report of Thai listed companies 2020

EXCELLENT LEVEL										
AAV	ADVANC	AF	AIRA	AKP	AKR	ALT	AMA	AMATA	AMATAV	ANAN
AOT	AP	ARIP	ARROW	ASP	BAFS	BANPU	BAY	BCP	BCPG	BDMS
BEC	BEM	BGRIM	BIZ	BKI	BLA	BOL	BPP	BRR	BTS	BWG
CENTEL	CFRESH	CHEWA	CHO	CIMBT	CK	CKP	CM	CNT	COL	COMAN
COTTO	CPALL	CPF	CPI	CPN	CSS	DELTA	DEMCO	DRT	DTAC	DTC
DV8	EA	EASTW	ECF	ECL	EGCO	EPG	ETE	FNS	FPI	FPT
FSMART	GBX	GC	GCAP	GEL	GFPT	GGC	GPSC	GRAMMY	GUNKUL	HANA
HARN	HMPRO	ICC	ICI	III	ILINK	INTUCH	IRPC	IVL	JKN	JSP
JWD	K	KBANK	KCE	KKP	KSL	KTB	KTC	LANNA	LH	LHFG
LIT	LPN	MAKRO	MALEE	MBK	MBKET	MC	MCOT	METCO	MFEC	MINT
MONO	MOONG	MSC	MTC	NCH	NCL	NEP	NKI	NOBLE	NSI	NVD
NYT	OISHI	ORI	OTO	PAP	PCSGH	PDJ	PG	PHOL	PLANB	PLANET
PLAT	PORT	PPS	PR9	PREB	PRG	PRM	PSH	PSL	PTG	PTT
PTTEP	PTTGC	PYLON	Q-CON	QH	QTC	RATCH	RS	S	S & J	SAAM
SABINA	SAMART	SAMTEL	SAT	SC	SCB	SCC	SCCC	SCG	SCN	SDC
SEAFCO	SEAOIL	SE-ED	SELIC	SENA	SIRI	SIS	SITHAI	SMK	SMPC	SNC
SONIC	SORKON	SPALI	SPI	SPRC	SPVI	SSSC	SST	STA	SUSCO	SUTHA
SVI	SYMC	SYNTEC	TACC	TASCO	TCAP	TFMAMA	THANA	THANI	THCOM	THG
THIP	THRE	THREL	TIP	TIPCO	TISCO	TK	TKT	TTB	TMILL	TNDT
TNL	TOA	TOP	TPBI	TQM	TRC	TRC	TSC	TSR	TSTE	TSTH
TTCL	TTW	TU	TVD	TVI	TVO	TWPC	U	UAC	UBIS	UV
VGI	VIH	WACOAL	WAVE	WHA	WHAUP	WICE	WINNER	TRUE		

VERY GOOD LEVEL										
2S	ABM	ACE	ACG	ADB	AEC	AEONTS	AGE	AH	AHC	AIT
ALLA	AMANAHA	AMARIN	APCO	APCS	APURE	AQUA	ASAP	ASEFA	ASIA	ASIAN
ASIMAR	ASK	ASN	ATP30	AUCT	AWC	AYUD	B	BA	BAM	BBL
BFIT	BGC	BJC	BJCHI	BROOK	BTW	CBG	CEN	CGH	CHARAN	CHAYO
CHG	CHOTI	CHOW	CI	CIG	CMC	COLOR	COM7	CPL	CRC	CRD
CSC	CSP	CWT	DCC	DCON	DDD	DOD	DOHOME	EASON	EE	ERW
ESTAR	FE	FLOYD	FN	FORTH	FSS	FTE	FVC	GENCO	GJS	GL
GLAND	GLOBAL	GLOCON	GPI	GULF	GYT	HPT	HTC	ICN	IFS	ILM
IMH	INET	INSURE	IRC	IRCP	IT	ITD	ITEL	J	JAS	JCK
JCKH	JMART	JMT	KBS	KCAR	KGI	KIAT	KOOL	KTIS	KWC	KWM
L&E	LALIN	LDC	LHK	LOXLEY	LPH	LRH	LST	M	MACO	MAJOR
MBAX	MEGA	META	MFC	MGT	MILL	MITSIB	MK	MODERN	MTI	MVP
NETBAY	NEX	NINE	NTV	NWR	OCC	OGC	OSP	PATO	PB	PDG
PDI	PICO	PIMO	PJW	PL	PM	PPP	PRIN	PRINC	PSTC	PT
QLT	RCL	RICHY	RML	RPC	RWI	S11	SALEE	SAMCO	SANKO	SAPPE
SAWAD	SCI	SCP	SE	SEG	SFP	SGF	SHR	SIAM	SINGER	SKE
SKR	SKY	SMIT	SMT	SNP	SPA	SPC	SPCG	SR	SRICHA	SSC
SSF	STANLY	STI	STPI	SUC	SUN	SYNEX	T	TAE	TAKUNI	TBSP
TCC	TCMC	TEAM	TEAMG	TFG	TIGER	TITLE	TKN	TKS	TM	TMC
TMD	TMI	TMT	TNITY	TNP	TNR	TOG	TPA	TPAC	TPCORP	TPOLY
TPS	TRITN	TRT	TRU	TSE	TVT	TWP	UEC	UMI	UOBKH	UP
UPF	UPOIC	UT	UTP	UWC	VL	VNT	VPO	WIJK	WP	XO
YUASA	ZEN	ZIGA	ZMICO							

GOOD LEVEL										
7UP	A	ABICO	AJ	ALL	ALUCON	AMC	APP	ARIN	AS	AU
B52	BC	BCH	BEAUTY	BGT	BH	BIG	BKD	BLAND	BM	BR
BROCK	BSBM	BSM	BTNC	CAZ	CCP	CGD	CITY	CMAN	CMO	CMR
CPT	CPW	CRANE	CSR	D	EKH	EP	ESSO	FMT	GIFT	GREEN
GSC	GTB	HTECH	HUMAN	IHL	INOX	INSET	IP	JTS	JUBILE	KASET
KCM	KKC	KUMWEL	KUN	KWG	KYE	LEE	MATCH	MATI	M-CHAI	MCS
MDX	MJD	MM	MORE	NC	NDR	NER	NFC	NNCL	NPK	NUSA
OCEAN	PAF	PF	PK	PLE	PMTA	POST	PPM	PRAKIT	PRECHA	PRIME
PROUD	PTL	RBF	RCI	RJH	ROJNA	RP	RPH	RSP	SF	SFLEX
SGP	SISB	SKN	SLP	SMART	SOLAR	SPG	SQ	SSP	STARK	STC
SUPER	SVOA	TC	TCCC	THMUI	TIW	TNH	TOPP	TPCH	TIPIP	TPLAS
TTI	TYCN	UKEM	UMS	VCOM	VRANDA	WIN	WORK	WPH		

Description

Score Range

Excellent

90-100

Very Good

80-89

Good

70-79

Disclaimer:

The disclosure of the survey results of the Thai Institute of Directors Association ("IOD") regarding corporate governance is made pursuant to the policy of the Office of the Securities and Exchange Commission. The survey of the IOD is based on the information of a company listed on the Stock Exchange of Thailand and the Market for Alternative Investment disclosed to the public and able to be accessed by a general public investor. The result, therefore, is from the perspective of a third party. It is not an evaluation of operation and is not based on inside information.

The survey result is as of the date appearing in the Corporate Governance Report of Thai Listed Companies. As a result, the survey results may be changed after that date. FSS International Investment Advisory Company Limited does not confirm nor certify the accuracy of such survey results.

* CGR scoring should be considered with news regarding wrong doing of the company or director or executive of the company such unfair practice on securities trading, fraud, and corruption SEC imposed a civil sanction against insider trading of director and executive; ** delisted

Source: Thai Institute of Directors Association (IOD); FSSIA's compilation

Anti-corruption Progress Indicator 2020

CERTIFIED										
2S	ADVANC	AI	AIE	AIRA	AKP	AMA	AMANAHA	AP	AQUA	ARROW
ASK	ASP	AYUD	B	BAFS	BANPU	BAY	BBL	BCH	BCP	BCPG
BGC	BGRIM	BJCHI	BKI	BLA	BPP	BROOK	BRR	BSBM	BTS	BWG
CEN	CENTEL	CFRESH	CGH	CHEWA	CHOTI	CHOW	CIG	CIMBT	CM	CMC
COL	COM7	CPALL	CPF	CPI	CPN	CSC	DCC	DELTA	DEMCO	DIMET
DRT	DTAC	DTC	EASTW	ECL	EGCO	FE	FNS	FPI	FPT	FSS
FTE	GBX	GC	GCAP	GEL	GFPT	GGC	GJS	GPSC	GSTEEL	GUNKUL
HANA	HARN	HMPRO	HTC	ICC	ICHI	IFS	INET	INSURE	INTUCH	IRPC
ITEL	IVL	K	KASET	KBANK	KBS	KCAR	KCE	KGI	KKP	KSL
KTB	KTC	KWC	L&E	LANNA	LHFG	LHK	LPN	LRH	M	MAKRO
MALEE	MBAX	MBK	MBKET	MC	MCOT	MFC	MFEC	MINT	MONO	MOONG
MPG	MSC	MTC	MTI	NBC	NEP	NINE	NKI	NMG	NNCL	NSI
NWR	OCC	OCEAN	OGC	ORI	PAP	PATO	PB	PCSGH	PDG	PDI
PDJ	PE	PG	PHOL	PL	PLANB	PLANET	PLAT	PM	PPP	PPPM
PPS	PREB	PRG	PRINC	PRM	PSH	PSL	PSTC	PT	PTG	PTT
PTTEP	PTTGC	PYLON	Q-CON	QH	QLT	QTC	RATCH	RML	RWI	S & J
SABINA	SAT	SC	SCB	SCC	SCCC	SCG	SCN	SEAOIL	SE-ED	SELIC
SENA	SGP	SIRI	SITHAI	SMIT	SMK	SMPC	SNC	SNP	SORKON	SPACK
SPC	SPI	SPRC	SRICHA	SSF	SSSC	SST	STA	SUSCO	SVI	SYNTEC
TAE	TAKUNI	TASCO	TBSP	TCAP	TCMC	TFG	TFI	TFMAMA	THANI	THCOM
THIP	THRE	THREL	TIP	TIPCO	TISCO	TKT	TTB	TMD	TMILL	TMT
TNITY	TNL	TNP	TNR	TOG	TOP	TPA	TPCORP	TPP	TRU	TSC
TSTH	TTCL	TU	TVD	TVI	TVO	TWPC	U	UBIS	UEC	UKEM
UOBKH	UWC	VGI	VIH	VNT	WACOAL	WHA	WHAUP	WICE	WIJK	XO
ZEN	TRUE									

DECLARED										
7UP	ABICO	AF	ALT	AMARIN	AMATA	AMATAV	ANAN	APURE	B52	BKD
BM	BROCK	BUI	CHO	CI	COTTO	DDD	EA	EFORL	EP	ERW
ESTAR	ETE	EVER	FSMART	GPI	ILINK	IRC	J	JKN	JMART	JMT
JSP	JTS	KWG	LDC	MAJOR	META	NCL	NOBLE	NOK	PK	PLE
ROJNA	SAAM	SAPPE	SCI	SE	SHANG	SINGER	SKR	SPALI	SSP	STANLY
SUPER	SYNEX	THAI	TKS	TOPP	TRITN	TTA	UPF	UV	WIN	ZIGA

Level	
Certified	This level indicates practical participation with thoroughly examination in relation to the recommended procedures from the audit committee or the SEC's certified auditor, being a certified member of Thailand's Private Sector Collective Action Coalition Against Corruption programme (Thai CAC) or already passed examination to ensure independence from external parties.
Declared	This level indicates determination to participate in the Thailand's Private Sector Collective Action Coalition Against Corruption programme (Thai CAC)

Disclaimer:

The disclosure of the Anti-Corruption Progress Indicators of a listed company on the Stock Exchange of Thailand, which is assessed by Thaipat Institute, is made in order to comply with the policy and sustainable development plan for the listed companies of the Office of the Securities and Exchange Commission. Thaipat Institute made this assessment based on the information received from the listed company, as stipulated in the form for the assessment of Anti-corruption which refers to the Annual Registration Statement (Form 56-1), Annual Report (Form 56-2), or other relevant documents or reports of such listed company. The assessment result is therefore made from the perspective of Thaipat Institute that is a third party. It is not an assessment of operation and is not based on any inside information. Since this assessment is only the assessment result as of the date appearing in the assessment result, it may be changed after that date or when there is any change to the relevant information. Nevertheless, FSS International Investment Advisory Company Limited does not confirm, verify, or certify the accuracy and completeness of the assessment results.

Note: Companies participating in Thailand's Private Sector Collective Action Coalition Against Corruption programme (Thai CAC) under Thai Institute of Directors (as of June 24, 2019) are categorised into: 1) companies that have declared their intention to join CAC, and; 2) companies certified by CAC.

Source: The Securities and Exchange Commission, Thailand; * FSSIA's compilation

GENERAL DISCLAIMER

ANALYST(S) CERTIFICATION

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

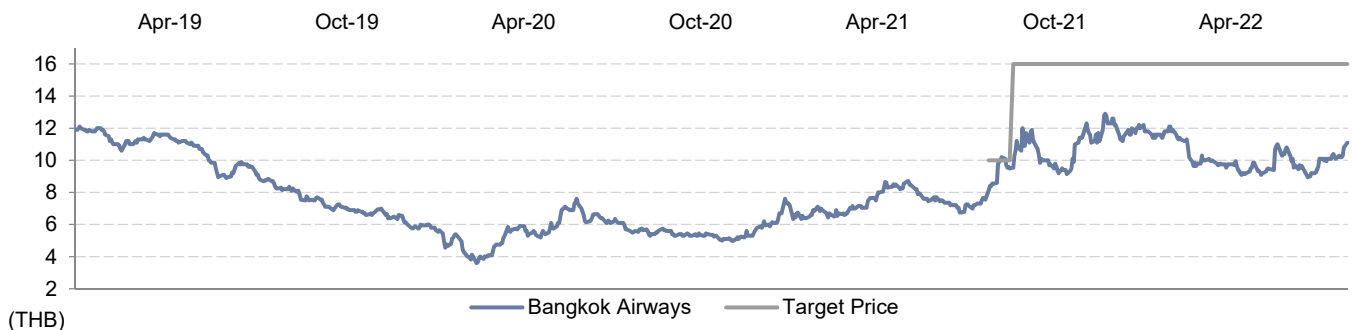
The individual(s) identified above certify(ies) that (i) all views expressed in this report accurately reflect the personal view of the analyst(s) with regard to any and all of the subject securities, companies or issuers mentioned in this report; and (ii) no part of the compensation of the analyst(s) was, is, or will be, directly or indirectly, related to the specific recommendations or views expressed herein.

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History of change in investment rating and/or target price

Bangkok Airways (BA TB)



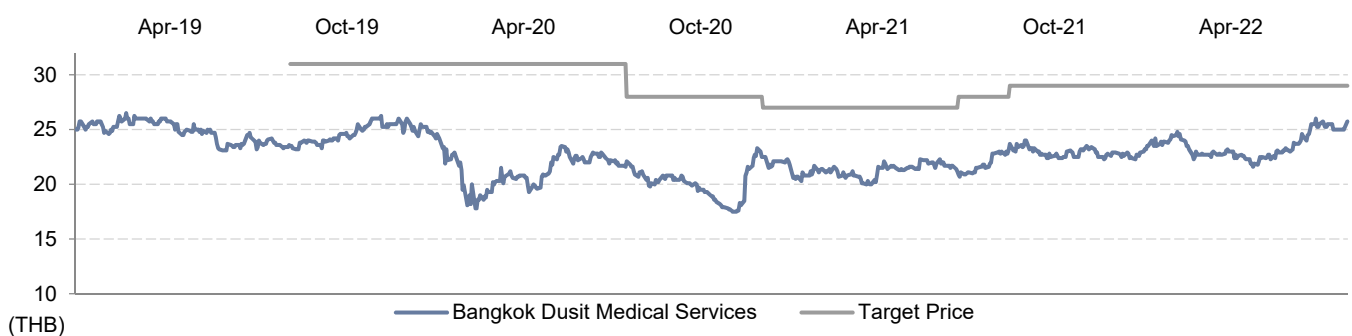
Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
04-Jun-2021	BUY	10.00	25-Jun-2021	BUY	16.00	-	-	-

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

Price and TP are in local currency

Source: FSSIA estimates

Bangkok Dusit Medical Services (BDMS TB)



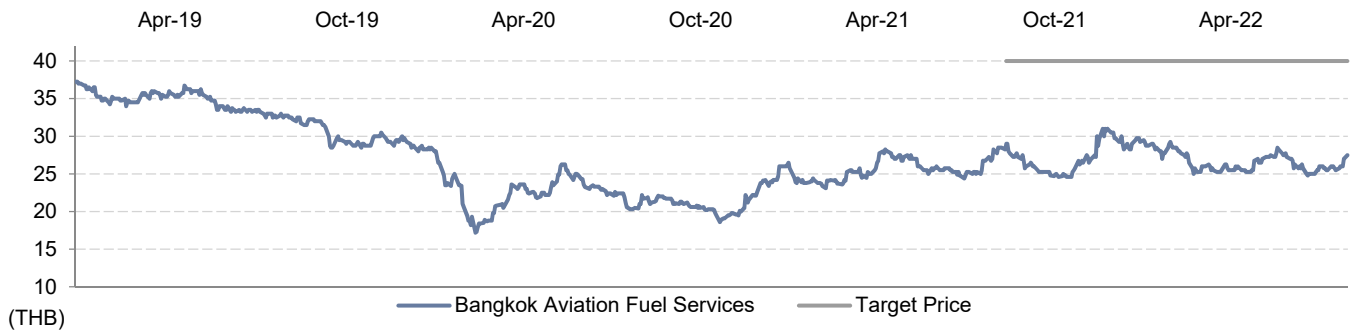
Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
16-Oct-2019	BUY	31.00	24-Nov-2020	BUY	27.00	24-Jun-2021	BUY	29.00
30-Jul-2020	BUY	28.00	11-May-2021	BUY	28.00			

Teerapol Udomvej, CFA started covering this stock from 30-Jul-2020

Price and TP are in local currency

Source: FSSIA estimates

Bangkok Aviation Fuel Services (BAFS TB)



Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
21-Jun-2021	BUY	40.00	-	-	-	-	-	-

Suwat Sinsadok, CFA, FRM, ERP started covering this stock from 21-Jun-2021

Price and TP are in local currency

Source: FSSIA estimates

Asia Aviation (AAV TB)



Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
30-Sep-2019	BUY	3.80	29-Mar-2021	BUY	3.80	21-Oct-2021	BUY	3.50
12-Nov-2019	BUY	3.30	18-May-2021	BUY	3.40			
21-Dec-2020	BUY	3.40	16-Aug-2021	BUY	3.20			

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

Price and TP are in local currency

Source: FSSIA estimates

Company	Ticker	Price	Rating	Valuation & Risks
Bangkok Airways	BA TB	THB 11.10	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.
Bangkok Dusit Medical Services	BDMS TB	THB 25.75	BUY	Downside risks to our DCF-based target price include 1) a slowdown in international patients due to economic concerns, political protests or floods; 2) regulatory risks from drug price and medical bill controls; and 3) higher-than-expected capex and opex for CoE projects.
Bangkok Aviation Fuel Services	BAFS TB	THB 27.50	BUY	Downside risks to our SoTP-based target price include a slower than expected vaccination rate, leading to slower demand in tourism activities, plus uncertainty in the fuel volume demand in the north which could lead to volatility in Fuel Pipeline Transportation Limited (FPT)'s income.
Asia Aviation	AAV TB	THB 2.72	BUY	Downside risks to our P/BV 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.

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

FSSIA may incorporate the recommendations and target prices of companies currently covered by FSS Research into equity research reports, denoted by an 'FSS' before the recommendation. FSS Research is part of Finansia Syrus Securities Public Company Limited, which is the parent company of FSSIA.

All share prices are as at market close on 11-Apr-2022 unless otherwise stated.

RECOMMENDATION STRUCTURE

Stock ratings

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

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.