

ASIA AVIATION AAV TB

THAILAND / TRANSPORT & LOGISTICS

BUY

UNCHANGED

แนวโน้มดูดีขึ้นใน 2H22

- Flight capacity รวมน่าจะเพิ่มจาก 30% ใน 2Q22 เป็น 80% ใน 4Q22 นำโดยเส้นทางเที่ยวบินในประเทศ อินเดีย และกลุ่มประเทศ CLMV
- ค่าธรรมเนียมเชื้อเพลิงน่าจะดันราคาตั๋วขึ้นถึง 30% สำหรับเที่ยวบินต่างประเทศ; กำลังขออนุมัติเก็บค่าธรรมเนียมดังกล่าวจากเที่ยวบินในประเทศในปัจจุบัน
- กลับมาเริ่มบินเที่ยวบินนำร่องไปจีน

TARGET PRICE	THB3.40
CLOSE	THB2.78
UP/DOWNSIDE	+22.3%
PRIOR TP	THB3.40
CHANGE IN TP	UNCHANGED
TP vs CONSENSUS	+21.5%

คาดการณ์ดำเนินงานของ AAV จะปรับตัวดีขึ้นอย่างมีนัยสำคัญใน 2H22

AAV คาดว่า Flight capacity สำหรับเส้นทางในประเทศจะเพิ่มจาก 50% ใน 2Q22 เป็นสูงกว่าระดับก่อน Covid ภายใน 4Q22 เนื่องจากบริษัท ใช้สนามบินสุวรรณภูมิเป็นศูนย์การบินแห่งที่สอง (10% ของ Capacity รวมในปัจจุบัน) AAV คาดว่าเที่ยวบินต่างประเทศจะเพิ่มเป็น 50% ของระดับก่อน Covid ภายใน 4Q22 จาก 10% ใน 2Q22 นำโดยเส้นทางที่เชื่อมต่อประเทศไทยไปยังอินเดีย ซึ่ง AAV มีส่วนแบ่งตลาดประมาณ 30% และเส้นทางไปยังกลุ่มประเทศ CLMV

ค่าธรรมเนียมเชื้อเพลิงจะช่วยลดผลกระทบจากต้นทุนน้ำมันอากาศยานที่สูงขึ้น

เราคาดว่าค่าธรรมเนียมเชื้อเพลิงจะช่วยบรรเทาผลกระทบจากต้นทุนน้ำมันอากาศยานที่สูงขึ้น AAV เก็บค่าธรรมเนียมเชื้อเพลิงสำหรับเที่ยวบินต่างประเทศอยู่ที่ประมาณ 300-600 บาทหรือประมาณ 15-30% ของค่าตัวเฉลี่ย หมายเหตุราคาตั๋วเฉลี่ยของ AAV สำหรับเส้นทางต่างประเทศอยู่ที่ประมาณ 2,000 บาทใน 2019 และบริษัท ไม่ได้คิดค่าธรรมเนียมเชื้อเพลิงในช่วงดังกล่าว เพราะฉะนั้นเราจึงคาดว่าราคาตั๋วจะค่อย ๆ เพิ่มขึ้นจาก 1,018 บาทใน 1Q22 เป็นประมาณ 1,400 บาทใน 4Q22 (เทียบกับ 1,478 บาทใน 2019) นอกจากนี้สมาคมสายการบินแห่งประเทศไทย (The Airlines Association of Thailand) ยังได้ขอให้สำนักงานการบินพลเรือนแห่งประเทศไทย (CAAT) พิจารณานโยบายให้สายการบินเก็บค่าธรรมเนียมเชื้อเพลิงสำหรับเที่ยวบินในประเทศ เราคาดว่า AAV จะเก็บค่าธรรมเนียม ประมาณ 200 บาทหรือ 20% ของราคาตั๋วในประเทศเฉลี่ยที่ 1,000 บาท ถ้าได้รับอนุมัติ บัญชีดังกล่าวจะให้ Upside ต่อประมาณการของเรา

สัญญาณบวกสำหรับการกลับมาเปิดประเทศของจีน

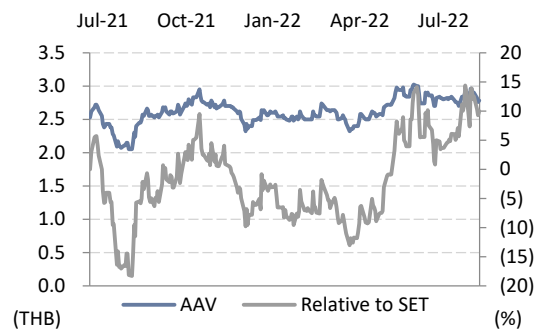
The Civil Aviation Administration of China (CAAC) ได้อนุญาตให้สายการบินไทยกลับมาเปิดดำเนินงานในเส้นทางจีน-ไทยได้ 2 เที่ยวบินต่ออาทิตย์ แม้ว่าเที่ยวบินดังกล่าวยังจำกัดไว้สำหรับแก่นักธุรกิจและนักเรียน การกลับมาเปิดดำเนินงานดังกล่าวนับเป็นสัญญาณบวกที่ดี CAAT คาดว่า CAAC จะค่อย ๆ เพิ่มจำนวนเที่ยวบินที่ได้รับอนุญาตสำหรับประเทศไทย ในขั้นแรก AAV, THAI, Thai Smile Airways, Thai Lion Air, Thai VietJet และ Nok Air จะให้บริการสำหรับเที่ยวบินดังกล่าวโดยแต่ละสายการบินจะสลับกันให้บริการในทุก ๆ อาทิตย์ เราคาดว่าข้อกำหนดสำหรับการเดินทางจะผ่อนคลายมากยิ่งขึ้นในจีนในช่วงฤดูการท่องเที่ยวในเดือน ต.ค. ทั้งนี้เส้นทางไปยังประเทศจีนคิดเป็น 32% ของรายได้ของ AAV ในปี 2019

คำแนะนำซื้อที่ระดับการประเมินมูลค่าเทียบเท่า 1.2x ของค่า 2023E adjusted P/BV

เราลงราคาเป้าหมายไว้ที่ 3.4 บาท ราคาตัวกลางคิดจาก 1.2x ของค่า 2023E adjusted P/BV ซึ่งเท่ากับค่าเฉลี่ย 5 ปีย้อนหลังที่ 1.2x ประมาณการ Adjusted BV ในปี 2023 ของเราอยู่ที่ 35.7 พัน ลบ. จากประมาณการส่วนผู้ถือหุ้นปี 2023 ที่ 17.9 พัน ลบ. แล้วบวกกลับผลขาดทุนปกติพิเศษในช่วงปี 2020-21 ที่ 17.8 พัน ลบ.

KEY STOCK DATA

YE Dec (THB m)	2021	2022E	2023E	2024E
Revenue	4,117	17,424	42,447	45,689
Net profit	(6,647)	(6,611)	1,235	1,571
EPS (THB)	(0.67)	(0.57)	0.10	0.12
vs Consensus (%)	-	nm	nm	26.3
EBITDA	(3,153)	968	9,457	9,961
Core net profit	(4,853)	(6,611)	1,235	1,571
Core EPS (THB)	(0.49)	(0.51)	0.10	0.12
Chg. In EPS est. (%)	nm	nm	-	-
EPS growth (%)	nm	nm	nm	27.2
Core P/E (x)	(5.7)	(5.4)	28.9	22.7
Dividend yield (%)	-	-	1.4	1.8
EV/EBITDA (x)	(20.3)	81.0	8.3	7.6
Price/book (x)	1.4	1.9	2.0	1.9
Net debt/Equity (%)	236.4	278.6	238.9	213.5
ROE (%)	(28.2)	(35.9)	7.2	8.6



Share price performance	1 Month	3 Month	12 Month
Absolute (%)	(1.4)	7.8	0.1
Relative to country (%)	5.2	18.9	3.3
Mkt cap (USD m)	903		
3m avg. daily turnover (USD m)	2.8		
Free float (%)	59		
Major shareholder	AirAsia Aviation Limited (45%)		
12m high/low (THB)	3.08/1.98		
Issued shares (m)	12,850.00		

Sources: Bloomberg consensus; FSSIA estimates



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บทวิเคราะห์ฉบับนี้แปลมาจากบทวิเคราะห์ของ FSSIA ฉบับวันที่ 7 กรกฎาคม 2022

Investment thesis

We believe AAV is on track for a recovery and expect its domestic market performance to recover in 2H22. It should continue to gain more market share following a faster capacity ramp-up than its peers. Meanwhile, AAV should be able to capture the strong pent-up demand from Chinese tourists after Thailand's borders reopen.

We also expect that its cost structure in 2022 onward will be able to support its operational turnaround, especially its staff costs. AAV has reduced its headcount over the past two years along with aircraft lease payments, as it has negotiated with lessors to restructure lease contracts.

Its restructuring plan should improve its balance sheet and support an operational turnaround over 2022-23.

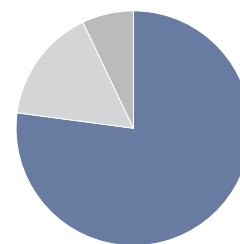
Company profile

AAV owns 55% 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

Principal activities (revenue, 2021)

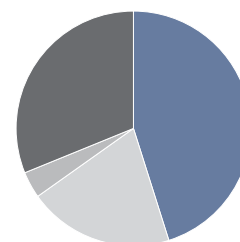
- Ticket sales - 77.1 %
- Ancillaries - 15.8 %
- Other revenue - 7.1 %



Source: Asia Aviation

Major shareholders

- AirAsia Aviation Limited - 45.1 %
- Mr. Tassapon Bijleveld - 20.1 %
- Mr. Pitharn Ongkosit - 3.7 %
- Others - 31.2 %



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) easing travel restrictions between countries.

Risks to our call

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.

Event calendar

Date	Event
Aug 2022	2Q22 results announcement

Key assumptions

	2022E	2023E	2024E
Number of aircraft (no.)	47	47	47
Pax carried (m)	10	21	22
Load factor (%)	79	85	85
Average ticket fare (THB)	1,308	1,567	1,614
Ancillaries per pax (THB/pax)	271	353	363
Brent spot price (USD/bbl)	80	80	80
Fuel price net hedging (USD/bbl)	107	108	108

Source: FSSIA estimates

Earnings sensitivity

- For every 1% increase in load factor, we project a 2023 profit increase of 17% and vice versa, all else being equal.
- For every 1% increase in average ticket fare, we project a 2023 profit increase of 12% and vice versa, all else being equal.
- For every 1% increase in Brent spot price, we project a 2023 profit reduction of 5% and vice versa, all else being equal.

Source: FSSIA estimates

2Q22 results preview

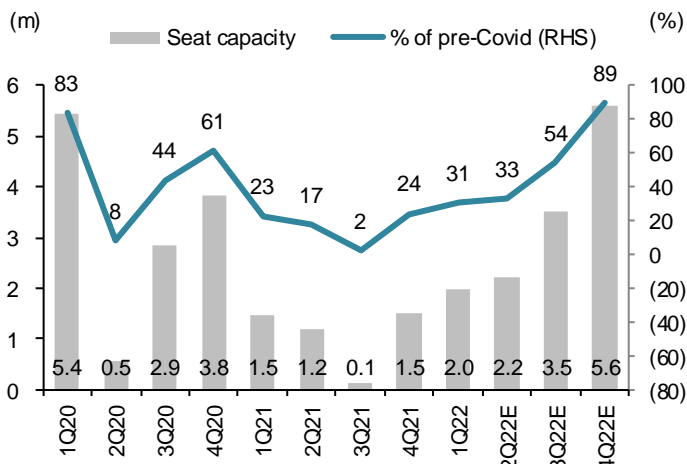
We estimate domestic capacity and international flight capacity to improve to 50% and 10%, respectively, in 2Q22 (vs 50% and almost 0% in 1Q22). Load factor should slightly improve to 76% in 2Q22 (vs 73% in 1Q22). As a result, we expect the number of passengers carried to increase by 13% to 1.7m and account for 30% of the pre-Covid level. Ticket fares should improve to an average of cTHB1,200 from THB1,018 thanks to international flights whose ticket fares are higher than domestic. Overall, we estimate that revenue should grow by 36% q-q to THB2.6b (26% of pre-Covid level)

However, we also expect costs to increase by 10% q-q, mainly due to jet fuel costs as the jet fuel spot price jumped from USD109/bbl in 1Q22 to USD142/bbl in 2Q22. Overall, we estimate AAV's 2Q22 core loss to be relatively flat q-q at THB2.4b. Note that we expect the company to book a cTHB1.6b FX loss on its lease liabilities due to the depreciation of the THB against USD. This would lead to a net loss of THB4.0b in 2Q22.

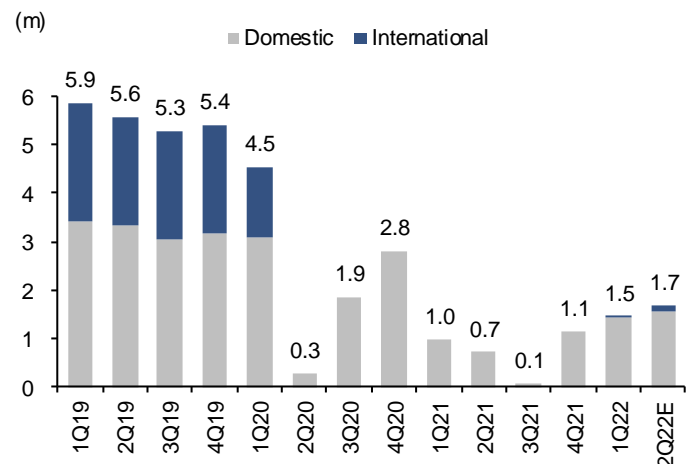
Exhibit 1: 2Q22 results preview

	2Q21	3Q21	4Q21	1Q22	2Q22E	---- Change ----		6M21	6M22E	Change	2022E
	(THB m)	(THB m)	(THB m)	(THB m)	(THB m)	(q-q %)	(y-y %)	(THB m)	(THB m)	(y-y %)	(THB m)
Sales	1,015	322	1,601	1,881	2,550	36	151	2,194	4,431	102	17,424
- Passenger revenue	813	147	1,283	1,478	1,973	34	143	1,744	3,451	98	13,708
- Other revenue	202	175	318	403	577	43	186	450	980	118	3,716
Expense	(3,160)	(2,108)	(4,266)	(4,716)	(5,188)	10	64	(6,331)	(9,904)	56	(22,755)
- Fuel and oil	(344)	(46)	(592)	(860)	(1,480)	72	330	(768)	(2,340)	205	(8,162)
- Non-fuel operating expenses	(2,817)	(2,062)	(3,674)	(3,856)	(3,708)	(4)	32	(5,562)	(7,564)	36	(14,593)
Operating profit	(2,146)	(1,786)	(2,665)	(2,835)	(2,638)	7	(23)	(4,137)	(5,473)	(32)	(5,332)
Interest income	9	6	6	6	6	0	(28)	38	13	n/a	32
Interest expense	(425)	(476)	(572)	(559)	(559)	0	31	(850)	(1,117)	31	(2,319)
Pretax profit	(2,562)	(2,256)	(3,231)	(3,387)	(3,191)	6	(25)	(4,949)	(6,578)	(33)	(7,619)
Income Tax	152	369	1,008	722	750	4	395	364	1,472	n/a	1,008
Core profit (TAA)	(2,410)	(1,887)	(2,222)	(2,665)	(2,441)	8	(1)	(4,586)	(5,106)	(11)	(6,611)
Core profit (AAV)	(1,325)	(1,036)	(1,296)	(2,473)	(2,441)	1	(84)	(2,521)	(4,914)	(95)	(6,611)
Extraordinaries	(667)	(1,931)	551	110	(1,600)			(1,883)	(1,490)	(21)	0
- FX gain (loss)	(734)	(2,067)	533	210	(1,600)			(2,121)	(1,390)	(34)	0
- Derivative gain (loss)	66	135	18	(59)	0			238	(59)	n/a	0
- Others	0	0	0	(41)	0			0	(41)	n/a	0
Reported net profit (TAA)	(3,078)	(3,818)	(1,671)	(2,555)	(4,041)	(58)	(31)	(6,468)	(6,596)	(2)	(6,611)
Minority interest	1,386	1,720	679	184		(100)	(100)	2,912	184	(94)	0
Reported net profit (AAV)	(1,692)	(2,098)	(993)	(2,371)	(4,041)	(70)	(139)	(3,556)	(6,411)	(80)	(6,611)
Shares out (end Q, m)	4,850	4,850	9,879	9,879	9,879	0	104	4,850	9,879	104	12,850
Core EPS	(0.27)	(0.21)	(0.13)	(0.25)	(0.25)	(1)	(10)	(0.52)	(0.50)	(4)	(0.51)
EPS	(0.35)	(0.43)	(0.10)	(0.24)	(0.41)	70	17	(0.73)	(0.65)	(11)	(0.57)
Depreciation	(1,284)	(1,120)	(1,886)	(1,576)	(1,576)	0	23	(2,429)	(3,152)	30	(6,300)
EBITDA	(862)	(666)	(779)	(1,259)	(1,063)	16	(23)	(1,708)	(2,322)	36	968
Key Ratios	(%)	(%)	(%)	(%)	(%)	(ppt)	(ppt)	(%)	(%)	(ppt)	(%)
Operating profit margin	(212)	(554)	(166)	(151)	(103)	47	108	(189)	(124)	65	(31)
EBITDA margin	(85)	(207)	(49)	(67)	(42)	25	43	(78)	(52)	25	6
Net profit margin	(167)	(651)	(62)	(126)	(158)	(32)	8	(162)	(145)	17	(38)
Operating stats											
Passengers carried (m)	0.7	0.1	1.1	1.5							
Load factor (%)	61	60	76	73							
RPK (m seats-km)	536	64	783	1,012							
ASK (m seats-km)	839	99	1,030	1,387							
Average fare (THB)	1,129	1,836	1,130	1,018							
RASK (THB)	1.2	1.7	1.5	1.3							
CASK (THB)	3.9	24.3	4.3	3.7							
CASK ex-fuel (THB)	3.5	23.8	3.8	3.1							
Fuel cost per ASK (THB)	0.4	0.5	0.6	0.6							

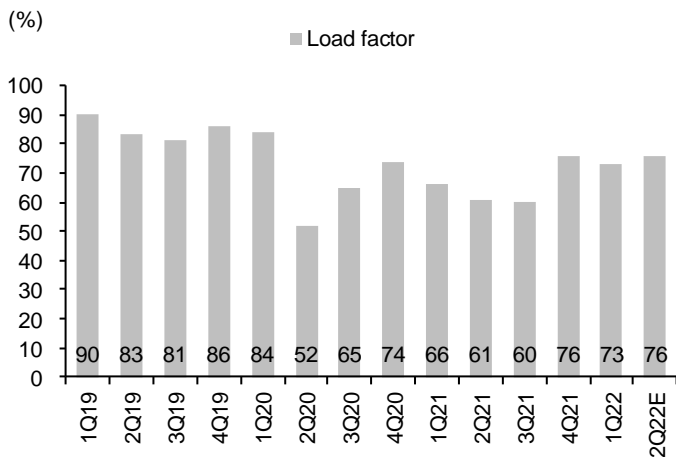
Sources: AAV; FSSIA estimates

Exhibit 2: Seat capacity

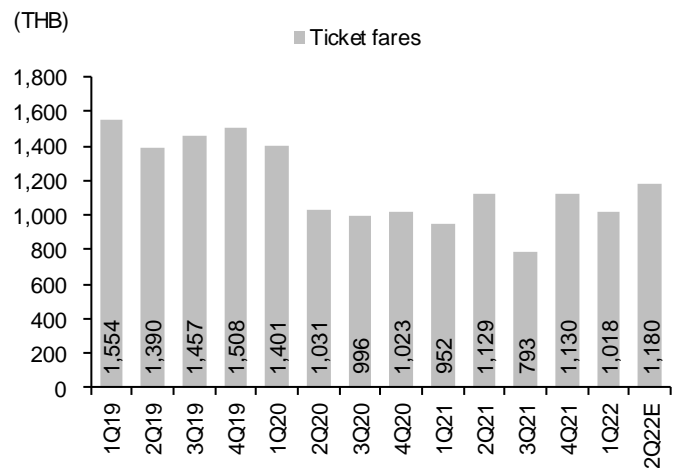
Sources: AAV; FSSIA estimates

Exhibit 3: Passengers carried

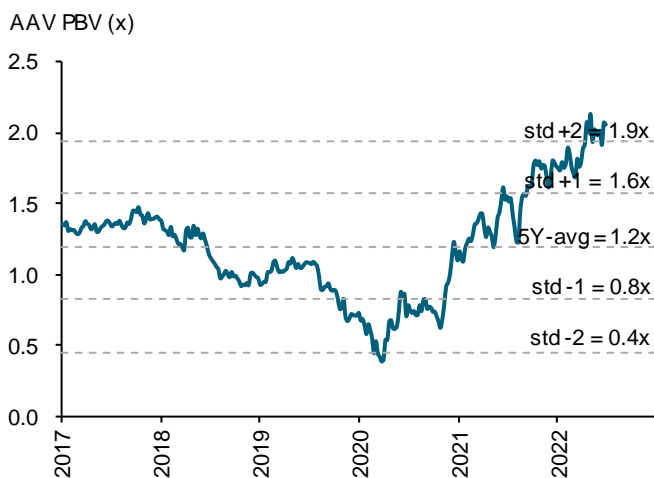
Sources: AAV; FSSIA estimate

Exhibit 4: Load factor

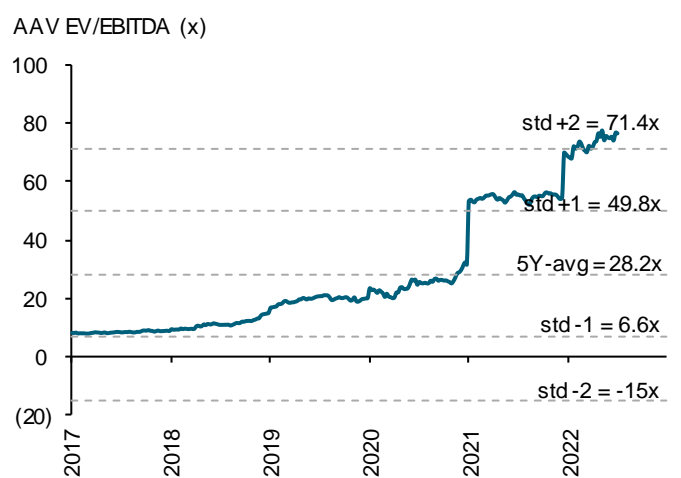
Sources: AAV; FSSIA estimate

Exhibit 5: Ticket fares

Sources: AAV; FSSIA estimate

Exhibit 6: Rolling one-year forward P/BV band

Sources: Bloomberg; FSSIA estimates

Exhibit 7: Historical EV/EBITDA band

Sources: Bloomberg; FSSIA estimates

Exhibit 8: Peer comparisons as of 6 July 2022

Company	BBG	Rec	--- Share price ---		Up	Market	----- PE -----			---- PBV ----		EV/ EBITDA	
			Current	Target	side	Cap	22E	23E	24E	22E	23E	22E	23E
			(LCY)	(LCY)	(%)	(USD m)	(x)	(x)	(x)	(x)	(x)	(x)	(x)
Thailand													
Bangkok Airways	BA TB	BUY	10.6	16	50.9	616	(47.3)	13.6	13.6	1.7	1.6	76.7	17.6
Asia Aviation	AAV TB	BUY	2.78	3.4	22.3	903	(5.4)	28.9	22.7	1.9	2.0	81.0	8.3
Thailand average						1,520	(26.3)	21.3	18.2	1.8	1.8	78.9	12.9
Regional													
Spring Airlines Co Ltd-A	601021 CH	n/a	52.85	n/a	n/a	7,223	n/a	24.9	24.9	3.6	3.1	47.5	14.9
Interglobe Aviation	INDIGO IN	n/a	1,662.15	n/a	n/a	8,209	n/a	88.5	88.5	n/a	n/a	43.3	10.5
Cebu Air Inc	CEB PM	n/a	42.70	n/a	n/a	469	n/a	5.7	5.7	n/a	n/a	n/a	n/a
Singapore Airlines	SIA SP	n/a	5.10	n/a	n/a	10,859	n/a	58.3	58.3	1.4	1.3	12.8	5.8
Japan Airlines	9201 JP	n/a	2,213.00	n/a	n/a	7,117	n/a	37.7	37.7	1.2	1.2	n/a	6.8
Ana Holdings	9202 JP	n/a	2,394.50	n/a	n/a	8,532	n/a	44.6	44.6	1.3	1.3	135.7	9.1
Cathay Pacific Airways	293 HK	n/a	8.29	n/a	n/a	7,029	n/a	26.0	26.0	1.0	0.9	10.2	7.1
Spicejet (India)	SJET IN	n/a	38.55	n/a	n/a	294	n/a	n/a	n/a	n/a	n/a	175.8	54.1
Tigerair Taiwan	6757 TT	n/a	41.05	n/a	n/a	565	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Vietjet Aviation	VJC VN	n/a	127,100	n/a	n/a	2,968	53.4	18.8	18.8	n/a	n/a	42.2	16.0
Regional average						53,265	53.4	38.1	38.1	1.7	1.6	66.8	15.5
Global													
Eva Airways	2618 TT	n/a	32.40	n/a	n/a	5,734	10.9	10.0	10.0	1.9	1.7	4.7	4.2
Air New Zealand	AIR NZ	n/a	0.63	n/a	n/a	1,301	n/a	9.8	9.8	0.8	1.2	n/a	7.2
Air Arabia	AIRARABIA UH	n/a	2.00	n/a	n/a	2,554	9.9	9.6	9.6	1.7	1.6	5.5	5.4
Easyjet (UK)	EZJ LN	n/a	357.20	n/a	n/a	3,277	n/a	9.8	9.8	1.0	0.9	4.5	3.1
Gol Linhas Aereas Inteligentes (BRAZIL)	GOLL4 BS	n/a	8.32	n/a	n/a	641	n/a	12.4	12.4	n/a	n/a	9.7	6.0
JetBlue Airways (US, Latin AM)	JBLU	n/a	8.31	n/a	n/a	2,666	n/a	7.4	7.4	0.7	0.6	8.4	2.8
Norwegian Air Shuttle (Norway)	NWARF US	n/a	0.85	n/a	n/a	832	n/a	6.3	6.3	3.1	2.6	5.3	2.4
Southwest Airlines (US)	LUV US	n/a	36.31	n/a	n/a	21,530	14.0	9.3	9.3	1.9	1.6	4.3	3.4
Global average						38,535	11.6	9.3	9.3	1.6	1.5	6.1	4.3
Overall average						93,319	5.9	23.4	23.1	1.7	1.5	41.7	10.3

Sources: Bloomberg; FSSIA estimates

Financial Statements

Asia Aviation

Profit and Loss (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Revenue	14,360	4,117	17,424	42,447	45,689
Cost of goods sold	(14,745)	(6,035)	(15,497)	(30,359)	(32,895)
Gross profit	(385)	(1,918)	1,927	12,088	12,794
Other operating income	-	-	-	-	-
Operating costs	(1,851)	(1,236)	(958)	(2,632)	(2,833)
Operating EBITDA	(2,236)	(3,153)	968	9,457	9,961
Depreciation	(5,739)	(5,434)	(6,300)	(5,800)	(5,900)
Goodwill amortisation	-	-	-	-	-
Operating EBIT	(7,975)	(8,587)	(5,332)	3,657	4,061
Net financing costs	(1,776)	(1,848)	(2,288)	(2,113)	(2,097)
Associates	0	0	0	0	0
Recurring non-operating income	0	0	0	0	0
Non-recurring items	233	(1,795)	0	0	0
Profit before tax	(9,518)	(12,231)	(7,619)	1,544	1,964
Tax	660	1,741	1,008	(309)	(393)
Profit after tax	(8,858)	(10,490)	(6,611)	1,235	1,571
Minority interests	3,903	5,310	0	0	0
Preferred dividends	-	-	-	-	-
Other items	191	(1,468)	0	0	0
Reported net profit	(4,764)	(6,647)	(6,611)	1,235	1,571
Non-recurring items & goodwill (net)	(233)	1,795	0	0	0
Recurring net profit	(4,997)	(4,853)	(6,611)	1,235	1,571
Per share (THB)					
Recurring EPS *	(1.03)	(0.49)	(0.51)	0.10	0.12
Reported EPS	(0.98)	(0.67)	(0.57)	0.10	0.12
DPS	0.00	0.00	0.00	0.04	0.05
Diluted shares (used to calculate per share data)	4,850	9,879	12,850	12,850	12,850
Growth					
Revenue (%)	(65.1)	(71.3)	323.2	143.6	7.6
Operating EBITDA (%)	nm	nm	nm	876.6	5.3
Operating EBIT (%)	nm	nm	nm	nm	11.1
Recurring EPS (%)	nm	nm	nm	nm	27.2
Reported EPS (%)	nm	nm	nm	nm	27.2
Operating performance					
Gross margin inc. depreciation (%)	(42.6)	(178.6)	(25.1)	14.8	15.1
Gross margin of key business (%)	(42.6)	(178.6)	(25.1)	14.8	15.1
Operating EBITDA margin (%)	(15.6)	(76.6)	5.6	22.3	21.8
Operating EBIT margin (%)	(55.5)	(208.6)	(30.6)	8.6	8.9
Net margin (%)	(34.8)	(117.9)	(37.9)	2.9	3.4
Effective tax rate (%)	6.8	16.7	20.0	20.0	20.0
Dividend payout on recurring profit (%)	-	-	-	40.0	40.0
Interest cover (X)	(4.5)	(4.6)	(2.3)	1.7	1.9
Inventory days	6.6	14.2	5.7	3.0	2.8
Debtor days	46.0	122.3	31.1	11.3	10.5
Creditor days	32.2	87.4	34.7	14.4	14.9
Operating ROIC (%)	(29.8)	(21.3)	(13.1)	9.6	11.3
ROIC (%)	(14.2)	(12.3)	(7.0)	4.7	5.3
ROE (%)	(29.2)	(28.2)	(35.9)	7.2	8.6
ROA (%)	(11.1)	(12.4)	(6.5)	3.8	4.1

* Pre-exceptional, pre-goodwill and fully diluted

Revenue by Division (THB m)	2020	2021	2022E	2023E	2024E
Ticket sales	11,123	3,174	13,708	33,223	35,798
Ancillaries	2,285	651	2,842	7,476	8,056
Other revenue	952	292	874	1,748	1,835

Sources: Asia Aviation; FSSIA estimates

Financial Statements

Asia Aviation

Cash Flow (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Recurring net profit	(4,997)	(4,853)	(6,611)	1,235	1,571
Depreciation	5,739	5,434	6,300	5,800	5,900
Associates & minorities	-	-	-	-	-
Other non-cash items	3,841	(4,538)	(7,800)	0	0
Change in working capital	(1,888)	(1,117)	2,474	1,825	499
Cash flow from operations	2,694	(5,074)	(5,637)	8,860	7,970
Capex - maintenance	(21,476)	(3,885)	(7,174)	(5,224)	(5,257)
Capex - new investment	-	-	-	-	-
Net acquisitions & disposals	0	0	0	0	0
Other investments (net)	-	-	-	-	-
Cash flow from investing	(21,476)	(3,885)	(7,174)	(5,224)	(5,257)
Dividends paid	0	0	0	0	(494)
Equity finance	0	8,800	3,000	2,200	0
Debt finance	16,305	6,481	2,500	(1,000)	1,000
Other financing cash flows	(395)	(2,073)	3,372	(2,200)	0
Cash flow from financing	15,910	13,208	8,873	(1,000)	506
Non-recurring cash flows	-	-	-	-	-
Other adjustments	0	0	0	0	0
Net other adjustments	0	0	0	0	0
Movement in cash	(2,872)	4,249	(3,939)	2,635	3,219
Free cash flow to firm (FCFF)	(16,981.93)	(7,059.54)	(10,491.65)	5,756.68	4,834.69
Free cash flow to equity (FCFE)	(2,871.86)	(4,550.79)	(6,938.82)	435.40	3,713.41
Per share (THB)					
FCFF per share	(1.32)	(0.55)	(0.82)	0.45	0.38
FCFE per share	(0.22)	(0.35)	(0.54)	0.03	0.29
Recurring cash flow per share	0.94	(0.40)	(0.70)	0.55	0.58
Balance Sheet (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Tangible fixed assets (gross)	44,557	43,298	46,472	47,897	49,354
Less: Accumulated depreciation	(3,944)	(4,234)	(6,534)	(8,534)	(10,634)
Tangible fixed assets (net)	40,614	39,064	39,938	39,363	38,720
Intangible fixed assets (net)	23,696	23,688	31,488	31,488	31,488
Long-term financial assets	-	-	-	-	-
Invest. in associates & subsidiaries	0	0	0	0	0
Cash & equivalents	1,110	5,360	1,421	4,056	7,276
A/C receivable	1,100	1,658	1,309	1,309	1,309
Inventories	240	230	252	244	265
Other current assets	310	425	376	651	701
Current assets	2,760	7,673	3,358	6,261	9,551
Other assets	908	784	784	784	784
Total assets	67,978	71,208	75,568	77,895	80,542
Common equity	14,266	20,201	16,590	17,825	18,902
Minorities etc.	3,094	(3,372)	0	0	0
Total shareholders' equity	17,360	16,829	16,590	17,825	18,902
Long term debt	37,659	44,310	46,810	45,810	46,810
Other long-term liabilities	3,448	1,182	1,182	1,182	1,182
Long-term liabilities	41,106	45,492	47,992	46,992	47,992
A/C payable	1,049	1,841	1,102	1,288	1,396
Short term debt	1,000	829	829	829	829
Other current liabilities	7,462	6,216	9,054	10,961	11,422
Current liabilities	9,511	8,887	10,986	13,078	13,647
Total liabilities and shareholders' equity	67,978	71,208	75,568	77,895	80,542
Net working capital	(6,861)	(5,744)	(8,219)	(10,044)	(10,543)
Invested capital	58,356	57,791	63,991	61,590	60,448
* Includes convertibles and preferred stock which is being treated as debt					
Per share (THB)					
Book value per share	2.94	2.04	1.43	1.39	1.47
Tangible book value per share	(1.94)	(0.35)	(1.29)	(1.06)	(0.98)
Financial strength					
Net debt/equity (%)	216.3	236.4	278.6	238.9	213.5
Net debt/total assets (%)	55.2	55.9	61.2	54.7	50.1
Current ratio (x)	0.3	0.9	0.3	0.5	0.7
CF interest cover (x)	(0.6)	(1.5)	(2.0)	1.2	2.8
Valuation	2020	2021	2022E	2023E	2024E
Recurring P/E (x) *	(2.7)	(5.7)	(5.4)	28.9	22.7
Recurring P/E @ target price (x) *	(3.3)	(6.9)	(6.6)	35.4	27.8
Reported P/E (x)	(2.8)	(4.1)	(4.9)	28.9	22.7
Dividend yield (%)	-	-	-	1.4	1.8
Price/book (x)	0.9	1.4	1.9	2.0	1.9
Price/tangible book (x)	(1.4)	(7.9)	(2.2)	(2.6)	(2.8)
EV/EBITDA (x) **	(24.2)	(20.3)	81.0	8.3	7.6
EV/EBITDA @ target price (x) **	(25.6)	(22.2)	88.4	9.1	8.4
EV/invested capital (x)	0.9	1.1	1.2	1.3	1.3
* Pre-exceptional, pre-goodwill and fully diluted ** EBITDA includes associate income and recurring non-operating income					

Sources: Asia Aviation; FSSIA estimates

Corporate Governance report of Thai listed companies 2021

EXCELLENT LEVEL – Score range 90-100										
AAV	BCPG	CPALL	GCAP	K	MSC	PLANET	SAMART	SPI	THRE	TVD
ADVANC	BDM5	CPF	GFPT	KBANK	MST	PLAT	SAMTEL	SPRC	THREL	TVI
AF	BEM	CPI	GGC	KCE	MTC	PORT	SAT	SPVI	TIPCO	TVO
AH	BGC	CPN	GLAND	KKP	MVP	PPS	SC	SSSC	TISCO	TWPC
AIRA	BGRIM	CRC	GLOBAL	KSL	NCL	PR9	SCB	SST	TK	U
AKP	BIZ	CSS	GPI	KTB	NEP	PREB	SCC	STA	TKT	UAC
AKR	BKI	DDD	GPSC	KTC	NER	PRG	SCCC	STEC	TMT	UBIS
ALT	BOL	DELTA	GRAMMY	LALIN	NKI	PRM	SCG	STI	TNDT	UV
AMA	BPP	DEMCO	GULF	LANNA	NOBLE	PROUD	SCGP	SUN	TNITY	VGI
AMATA	BRR	DRT	GUNKUL	LH	NSI	PSH	SCM	SUSCO	TOA	VIH
AMATAV	BTS	DTAC	HANA	LHFG	NVD	PSL	SDC	SUTHA	TOP	WACOAL
ANAN	BTW	DUSIT	HARN	LIT	NWR	PTG	SEAFECO	SVI	TPBI	WAVE
AOT	BWG	EA	HMPRO	LPN	NYT	PTT	SEAOL	SYMC	TQM	WHA
AP	CENEL	EASTW	ICC	MACO	OISHI	PTTEP	SE-ED	SYNTEC	TRC	WHAUP
ARIP	CFRESH	ECF	ICHI	MAJOR	OR	PTTGC	SELIC	TACC	TRU	WICE
ARROW	CHEWA	ECL	III	MAKRO	ORI	PYLON	SENA	TASCO	TRUE	WINNER
ASP	CHO	EE	ILINK	MALEE	OSP	Q-CON	SHR	TCAP	TSC	ZEN
AUCT	CIMBT	EGCO	ILM	MBK	OTO	QH	SIRI	TEAMG	TSR	
AWC	CK	EPG	INTUCH	MC	PAP	QTC	SIS	TFMAMA	TSTE	
AYUD	CKP	ETC	IP	MCOT	PCSGH	RATCH	SITHAI	TGH	TSTH	
BAFS	CM	FPI	IRPC	METCO	PDG	RS	SMK	THANA	TTA	
BANPU	CNT	FPT	ITEL	MFEC	PDJ	S	SMPC	THANI	TTB	
BAY	COM7	FSMART	IVL	MINT	PG	S & J	SNC	THCOM	TTCL	
BBL	COMAN	GBX	JSP	MONO	PHOL	SAAM	SONIC	THG	TTW	
BCP	COTTO	GC	JWD	MOONG	PLANB	SABINA	SPALI	THIP	TU	
VERY GOOD LEVEL – Score range 80-89										
2S	ASIMAR	CHOW	FLOYD	IT	LOXLEY	OCC	RPC	SKY	TCC	TVT
7UP	ASK	CI	FN	ITD	LRH	OGC	RT	SLP	TCMC	TWP
ABICO	ASN	CIG	FNS	J	LST	PATO	RWI	SMIT	TEAM	UEC
ABM	ATP30	CMC	FORTH	JAS	M	PB	S11	SMT	TFG	UMI
ACE	B	COLOR	FSS	JCK	MATCH	PICO	SA	SNP	TFI	UOBKH
ACG	BA	CPL	FTE	JCKH	MBAX	PIMO	SAK	SO	TIGER	UP
ADB	BAM	CPW	FVC	JMART	MEGA	PJW	SALEE	SORKON	TITLE	UPF
AEONTS	BC	CRD	GEL	JMT	META	PL	SAMCO	SPA	TKN	UPOIC
AGE	BCH	CSC	GENCO	KBS	MFC	PM	SANKO	SPC	TKS	UTP
AHC	BEC	CSP	GJS	KCAR	MGT	PMTA	SAPPE	SPCG	TM	VCOM
AIT	BEYOND	CWT	GYT	KEX	MICRO	PPP	SAWAD	SR	TMC	VL
ALL	BFIT	DCC	HEMP	KGI	MILL	PPPM	SCI	SRICHA	TMD	VPO
ALLA	BJC	DCON	HPT	KIAT	MTSIB	PRIME	SCN	SSC	TMI	VRANDA
ALUCON	BJCHI	DHOUSE	HTC	KISS	MK	PRIN	SCP	SSF	TMILL	WGE
AMANAH	BLA	DOD	HYDRO	KOOL	MODERN	PRINC	SE	STANLY	TNL	WIJK
AMARIN	BR	DOHOME	ICN	KTIS	MTI	PSG	SFLEX	STGT	TNP	WP
APCO	BROOK	DV8	IFS	KUMWEL	NBC	PSTC	SFP	STOWER	TOG	XO
APCS	CBG	EASON	IMH	KUN	NCAP	PT	SFT	STPI	TPA	XPG
APURE	CEN	EFORL	IND	KWC	NCH	QLT	SGF	SUC	TPAC	YUASA
AQUA	CGH	ERW	INET	KWM	NETBAY	RBF	SIAM	SWC	TPCS	
ASAP	CHARAN	ESSO	INSET	L&E	NEX	RCL	SINGER	SYNEX	TPS	
ASEFA	CHAYO	ESTAR	INSURE	LDC	NINE	RICHY	SKE	TAE	TRITN	
ASIA	CHG	ETE	IRC	LEO	NRF	RML	SKN	TAKUNI	TRT	
ASIAN	CHOTI	FE	IRCP	LHK	NTV	ROJNA	SKR	TBSP	TSE	
GOOD LEVEL – Score range 70-79										
A	BGT	CITY	GIFT	JTS	MDX	PK	SGP	SUPER	TQR	YGG
AI	BH	CMAN	GLOCON	JUBILE	MJD	PLE	SICT	SVOA	TTI	ZIGA
AIE	BIG	CMO	GREEN	KASET	MORE	PPM	SIMAT	TC	TYCN	
AJ	BLAND	CMR	GSC	KCM	MUD	PRAKIT	SISB	TCCC	UKEM	
ALPHAX	BM	CPT	GTB	KK	NC	PRAPAT	SK	THMUI	UMS	
AMC	BROCK	CRANE	HTECH	KKC	NDR	PRECHA	SMART	TNH	UNIQ	
APP	BSBM	CSR	HUMAN	KWI	NFC	PTL	SOLAR	TNR	UPA	
AQ	BSM	D	IHL	KYE	NNCL	RJH	SPACK	TOPP	UREKA	
ARIN	BTNC	EKH	IIG	LEE	NOVA	RP	SPG	TPCH	VIBHA	
AS	BYD	EMC	INGRS	LPH	NPK	RPH	SQ	TPIPL	W	
AU	CAZ	EP	INOX	MATI	NUSA	RSP	SSP	TIPIPP	WIN	
B52	CCP	F&D	JAK	M-CHAI	PAF	SABUY	STARK	TPLAS	WORK	
BEAUTY	CGD	FMT	JR	MCS	PF	SF	STC	TPOLY	WPH	

Disclaimer:

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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

Sources: Thai Institute of Directors Association (IOD); FSSIA's compilation; data as of 26 October 2021

Anti-corruption Progress Indicator

CERTIFIED										
2S	BCH	CPALL	GC	K	MFC	PE	QLT	SNP	THCOM	TU
7UP	BCP	CPF	GCAP	KASET	MFEC	PG	QTC	SORKON	THIP	TVD
ADVANC	BCPG	CPI	GEL	KBANK	MILL	PHOL	RATCH	SPACK	THRE	TVI
AF	BE8	CPN	GFPT	KBS	MINT	PK	RML	SPALI	THREL	TVO
AI	BEYOND	CSC	GGC	KCAR	MONO	PL	RWI	SPC	TIDLOR	TWPC
AIE	BGC	DCC	GJS	KCE	MOONG	PLANB	S & J	SPI	TIPCO	U
AIRA	BGRIM	DELTA	GPI	KGI	MSC	PLANET	SAAM	SPRC	TISCO	UBE
AKP	BJCHI	DEMCO	GPSC	KKP	MST	PLAT	SABINA	SRICHA	TKS	UBIS
ALPHAX	BKI	DIMET	GSTEEL	KSL	MTC	PM	SAPPE	SSF	TKT	UEC
AMA	BLA	DRT	GUNKUL	KTB	MTI	PPP	SAT	SSP	TMD	UKEM
AMANAHA	BPP	DTAC	HANA	KTC	NBC	PPPM	SC	SSSC	TMILL	UOBKH
AMATA	BROOK	DUSIT	HARN	KWC	NEP	PPS	SCB	SST	TMT	UPF
AMATAV	BRR	EA	HEMP	KWI	NINE	PR9	SCC	STA	TNITY	UV
AP	BSBM	EASTW	HENG	L&E	NKI	PREB	SCCC	STOWER	TNL	VGI
APCS	BTS	ECL	HMPRO	LANNA	NMG	PRG	SCG	SUSCO	TNP	VIH
AQUA	BWG	EGCO	HTC	LH	NNCL	PRINC	SCN	SVI	TNR	WACOAL
ARROW	CEN	EP	ICC	LHFG	NOBLE	PRM	SEA OIL	SYMC	TOG	WHA
AS	CENTEL	EPG	ICHI	LHK	NOK	PROS	SE-ED	SYNTEC	TOP	WHAUP
ASIAN	CFRESH	ERW	IFEC	LPN	NSI	PSH	SELIC	TAE	TOPP	WICE
ASK	CGH	ESTAR	IFS	LRH	NWR	PSL	SENA	TAKUNI	TPA	WIIK
ASP	CHEWA	ETE	ILINK	M	OCC	PSTC	SGP	TASCO	TPP	XO
AWC	CHOTI	FE	INET	MAKRO	OGC	PT	SINGER	TBSP	TRU	ZEN
AYUD	CHOW	FNS	INSURE	MALEE	ORI	PTG	SIRI	TCAP	TRUE	
B	CIG	FPI	INTUCH	MATCH	PAP	PTT	SITHAI	TCMC	TSC	
BAFS	CIMBT	FPT	IRC	MBAX	PATO	PTTEP	SKR	TFG	TSTE	
BAM	CM	FSMART	IRPC	MBK	PB	PTTGC	SMIT	TFI	TSTH	
BANPU	CMC	FSS	ITEL	MC	PCSGH	PYLON	SMK	TFMAMA	TTA	
BAY	COM7	FTE	IVL	MCOT	PDG	Q-CON	SMPC	TGH	TTB	
BBL	COTTO	GBX	JKN	META	PDJ	QH	SNC	THANI	TTCL	
DECLARED										
AJ	CHG	DDD	ETC	JR	MAJOR	NUSA	RS	SSS	TQM	YUASA
ALT	CPL	DHOUSE	FLOYD	JTS	NCAP	NYT	SAK	STECH	TSI	ZIGA
APCO	CPR	DOHOME	GULF	KEX	NCL	OR	SCGP	STGT	VARO	
B52	CPW	ECF	III	KUMWEL	NOVA	PIMO	SCM	TKN	VCOM	
BEC	CRC	EKH	INOX	LDC	NRF	PLE	SIS	TMI	VIBHA	

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)

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Note: Companies participating in Thailand's Private Sector Collective Action Coalition Against Corruption programme (Thai CAC) under Thai Institute of Directors (as of 26 October 2021) are categorised into: 1) companies that have declared their intention to join CAC, and; 2) companies certified by CAC.

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

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ANALYST(S) CERTIFICATION

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

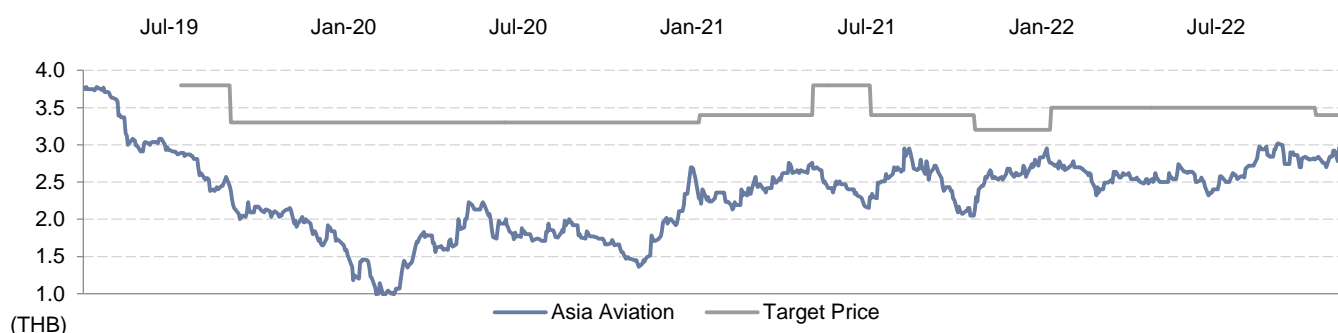
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History of change in investment rating and/or target price

Asia Aviation (AAV TB)



Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
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	07-Jun-2022	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

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

Company	Ticker	Price	Rating	Valuation & Risks
Asia Aviation	AAV TB	THB 2.78	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.
Bangkok Airways	BA TB	THB 10.60	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

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 06-Jul-2022 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.