

# ASIA AVIATION AAV TB

## THAILAND / TRANSPORT & LOGISTICS

# BUY

UNCHANGED

### ค่าธรรมเนียมเชื่อเพลิงจะช่วยหนุนการพลิกฟื้น

- คาดผลขาดทุนปกติใน 3Q22 จะลดลงเหลือ 1.9 พัน ลบ. จาก 2.4 พัน ลบ. ใน 2Q22; ตัวเลขผู้โดยสารที่ขนส่ง (Passengers carried) ฟื้นตัวเป็น 52% ของระดับก่อนโควิด
- AAV เริ่มเก็บค่าธรรมเนียมเชื่อเพลิงสำหรับเส้นทางในประเทศ บัญชีดังกล่าวจะช่วยเพิ่มรายได้โดยสารในประเทศประมาณ 20% ซึ่งจะเป็นปัจจัยหนุนการพลิกฟื้นที่สำคัญ
- คงแนะนำซื้อจากการประเมินมูลค่าที่ 1.35x ของค่า 2023E adjusted P/BV.

TARGET PRICE	THB3.70
CLOSE	THB3.18
UP/DOWNSIDE	+16.4%
PRIOR TP	THB3.40
CHANGE IN TP	+8.8%
TP vs CONSENSUS	+27.8%

### KEY STOCK DATA

YE Dec (THB m)	2021	2022E	2023E	2024E
Revenue	4,117	18,038	40,054	48,517
Net profit	(6,647)	(7,498)	1,284	1,644
EPS (THB)	(0.67)	(0.65)	0.10	0.13
vs Consensus (%)	-	nm	nm	39.8
EBITDA	(3,153)	81	9,520	10,061
Core net profit	(4,853)	(7,498)	1,284	1,644
Core EPS (THB)	(0.49)	(0.58)	0.10	0.13
Chg. In EPS est. (%)	nm	nm	3.9	4.6
EPS growth (%)	nm	nm	nm	28.1
Core P/E (x)	(6.5)	(5.4)	31.8	24.9
Dividend yield (%)	-	-	1.3	1.6
EV/EBITDA (x)	(21.5)	1,027.5	8.9	8.1
Price/book (x)	1.6	2.3	2.4	2.3
Net debt/Equity (%)	236.4	297.5	259.3	223.0
ROE (%)	(28.2)	(41.8)	7.9	9.4

### คาดการณ์รายได้จะกระโดดเพิ่ม 76% q-q ใน 3Q22

จำนวนที่นั่งขาย (Seat capacity) ปรับตัวดีขึ้นจาก 33% ของระดับก่อนโควิดใน 2Q22 เป็น 48% ใน 3Q22 (63% สำหรับเส้นทางในประเทศและ 43% สำหรับเส้นทางต่างประเทศ) อัตราร้อยละสำหรับการบรรทุกผู้โดยสาร (Load factor) อยู่ในเกณฑ์ที่ดีที่ 87% (เทียบกับ 81% ใน 3Q19) ซึ่งทำให้ปริมาณผู้โดยสารเพิ่ม 64% q-q มาอยู่ที่ 2.8 ล้านหรือคิดเป็น 52% ของระดับก่อนโควิด (เทียบกับ 30% ใน 2Q22) เราคาดว่าค่าโดยสารเฉลี่ยจะเพิ่ม 7% q-q เป็น 1,413 บาทใน 3Q22 คิดเป็น 97% ของระดับก่อนโควิด ในภาพรวมเราคาดว่ารายได้จะโต 76% q-q และผลขาดทุนปกติจะลดลงเหลือ 1.9 พัน ลบ. ใน 3Q22 (เทียบกับ 2.4 พัน ลบ. ใน 2Q22) หมายเหตุ AAV น่าจะบันทึกผลขาดทุนอัตราแลกเปลี่ยนเงินบาทจากสัญญาเช่าเครื่องบินประมาณ 2.1 พัน ลบ. จากการอ่อนตัวของเงินบาทเมื่อเทียบกับเงินเหรียญสหรัฐ ซึ่งจะทำให้เกิดผลขาดทุนสุทธิ 4 พัน ลบ. ใน 3Q22

### คาดการณ์ค่าโดยสารเฉลี่ยจะสูงกว่าระดับก่อนโควิดใน 4Q22

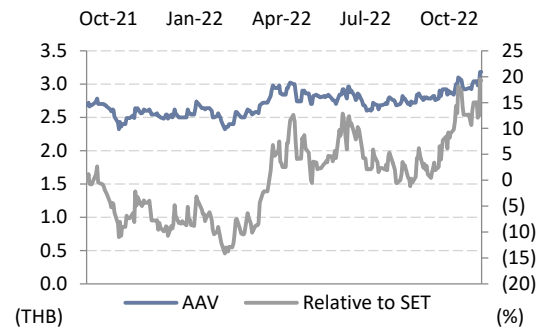
AAV ได้เริ่มเก็บค่าธรรมเนียมเชื่อเพลิงประมาณ 200-300 บาทหรือ 20-30% ของค่าบัตรโดยสารในประเทศเฉลี่ยที่ 1,000 บาทมาตั้งแต่กลางเดือน ต.ค. 2022 นอกจากนี้จำนวนที่นั่งขายสำหรับเที่ยวบินต่างประเทศ (International capacity) น่าจะปรับตัวดีขึ้นเป็น 50-60% ของระดับก่อนโควิดใน 4Q22 จากความถี่ของเที่ยวบินที่สูงขึ้นในเส้นทางสิงคโปร์ การเพิ่มจุดหมายในเส้นทางอินเดียและการเปิดตัวเส้นทางใหม่ในฟูกูโอกะ ในภาพรวมเราคาดว่าปริมาณผู้โดยสารจะกระโดดเพิ่มมากกว่า 45% q-q เป็น 4.2 ล้านใน 4Q22 (เทียบกับ 2.8 ล้านใน 3Q22) นอกจากนี้ราคา Spot ของเชื่อเพลิงอากาศยาน (Jet fuel spot price) ยังลดลงเล็กน้อยมาอยู่ที่ USD122/bbl (เทียบกับค่าเฉลี่ยที่ USD142/128 ใน 2Q/3Q22) เพราะฉะนั้นเราจึงคาดว่าผลขาดทุนปกติจะลดลงอย่างมีนัยสำคัญใน 4Q22

### คาด AAV จะพลิกมารายงานกำไรในปี 2023

เราคาดว่าปริมาณผู้โดยสารในประเทศจะฟื้นตัวเป็น 12 ล้านในปี 2023 (เทียบกับ 13 ล้านในปี 2019) ถ้า AAV คงค่าโดยสารในประเทศไว้ที่ประมาณ 1,000 บาทและเก็บค่าธรรมเนียมเชื่อเพลิง 200-300 บาท บริษัท น่าจะมีรายได้เพิ่มเติม 2.4-3.6 พัน ลบ. รายได้ดังกล่าวน่าจะไหลเข้าสู่ผลกำไร และช่วยหนุนการพลิกฟื้นได้เมื่อพิจารณาจากผลขาดทุนปกติ 1.2 พัน ลบ. ในปี 2019 ในภาพรวมเราคาดว่าค่าโดยสารเฉลี่ยจะเพิ่มเป็น 1,774 บาทในปี 2023 (+20% จาก 1,478 บาทในปี 2019)

### ปรับเพิ่มประมาณการกำไรปกติจากค่าธรรมเนียมเชื่อเพลิงสำหรับเส้นทางในประเทศ

เราปรับเพิ่มประมาณการกำไรปกติปี 2023-24 ขึ้น 4-5% เพื่อสะท้อนค่าธรรมเนียมเชื่อเพลิงสำหรับเส้นทางในประเทศและได้ราคาเป้าหมายใหม่ที่ 3.7 บาท ราคาดังกล่าวคิดเป็น 1.35x ของค่า 2023E adjusted P/BV ค่า Adjusted BV ของเราอยู่ที่ 34.8 พัน ลบ. ซึ่งคิดจากส่วนของผู้ถือหุ้นที่คาดว่าจะได้ในปี 2023 ที่ 17 พัน ลบ. แล้วบวกกลับผลขาดทุนปกติพิเศษในช่วงปี 2020-21 ที่ 17.8 พัน ลบ.



Share price performance	1 Month	3 Month	12 Month
Absolute (%)	9.7	18.7	18.6
Relative to country (%)	9.2	16.5	19.9
Mkt cap (USD m)	984		
3m avg. daily turnover (USD m)	2.5		
Free float (%)	59		
Major shareholder	AirAsia Aviation Limited (45%)		
12m high/low (THB)	3.20/2.20		
Issued shares (m)	12,850.00		

Sources: Bloomberg consensus; FSSIA estimates



Teerapol Udomvej, CFA

teerapol.udo@fssia.com

+66 2611 3535

PREPARED BY FSS INTERNATIONAL INVESTMENT ADVISORY SECURITIES CO LTD (FSSIA). ANALYST CERTIFICATION AND IMPORTANT DISCLOSURES CAN BE FOUND AT THE END OF THIS REPORT

บทวิเคราะห์ฉบับนี้แปลมาจากบทวิเคราะห์ของ FSSIA ฉบับวันที่ 31 ตุลาคม 2022

## Investment thesis

We believe AAV is on track for a recovery and expect its passenger volume to recover in 2H22-2023. AAV should continue to gain more market share in the domestic market 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.

AAV has started to collect fuel surcharges for both domestic and international routes in 2022. This should drive ticket fares to exceed the pre-Covid level and offset rising fuel prices.

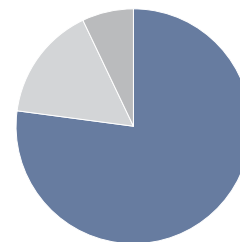
## Company profile

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](http://www.aavplc.com)

## Principal activities (revenue, 2021)

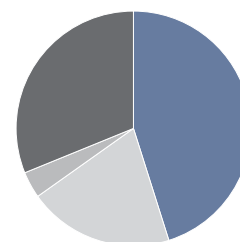
- Ticket sales - 77.1 %
- Ancillaries - 15.8 %
- Other revenue - 7.1 %



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
Nov 2022	3Q22 results announcement

## Key assumptions

	2022E	2023E	2024E
Number of aircraft (no.)	53	53	53
Pax carried (m)	10	18	21
Load factor (%)	79	86	87
Average ticket fare (THB)	1,350	1,774	1,810
Ancillaries per pax (THB/pax)	271	353	363
Fuel price net hedging (USD/bbl)	126	118	120

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

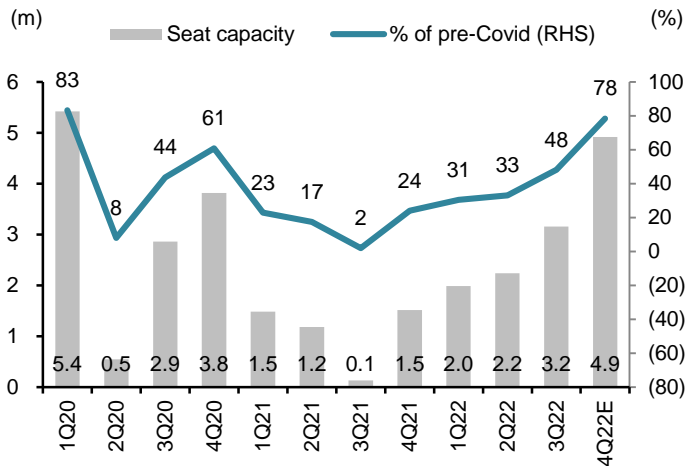


## Exhibit 1: 3Q22 results preview

	3Q21	4Q21	1Q22	2Q22	3Q22E	Change		2022E
	(THB m)	(THB m)	(THB m)	(THB m)	(THB m)	(q-q %)	(y-y %)	(THB m)
<b>Sales</b>	<b>322</b>	<b>1,601</b>	<b>1,881</b>	<b>2,747</b>	<b>4,830</b>	<b>76</b>	<b>1,400</b>	<b>18,038</b>
- Passenger revenue	147	1,283	1,478	2,213	3,894	76	2,551	14,147
- Other revenue	175	318	403	534	937	75	435	3,891
Expense	(2,108)	(4,266)	(4,716)	(5,396)	(6,856)	27	225	(24,257)
- Fuel and oil	(46)	(592)	(860)	(1,557)	(2,409)	55	5,191	(9,612)
- Non-fuel operating expenses	(2,062)	(3,674)	(3,856)	(3,839)	(4,446)	16	116	(14,645)
<b>Operating profit</b>	<b>(1,786)</b>	<b>(2,665)</b>	<b>(2,835)</b>	<b>(2,649)</b>	<b>(2,025)</b>	<b>24</b>	<b>(13)</b>	<b>(6,219)</b>
Interest income	6	6	6	8	8	0	32	32
Interest expense	(476)	(572)	(559)	(552)	(552)	0	16	(2,319)
<b>Pretax profit</b>	<b>(2,256)</b>	<b>(3,231)</b>	<b>(3,387)</b>	<b>(3,193)</b>	<b>(2,569)</b>	<b>(20)</b>	<b>14</b>	<b>(8,506)</b>
Income Tax	369	1,008	722	841	704	(16)	91	1,008
<b>Core profit (TAA)</b>	<b>(1,887)</b>	<b>(2,222)</b>	<b>(2,665)</b>	<b>(2,352)</b>	<b>(1,865)</b>	<b>21</b>	<b>1</b>	<b>(7,498)</b>
<b>Core profit (AAV)</b>	<b>(1,036)</b>	<b>(1,296)</b>	<b>(2,473)</b>	<b>(2,352)</b>	<b>(1,865)</b>	<b>21</b>	<b>(80)</b>	<b>(7,498)</b>
Extraordinaries	(1,931)	551	110	(2,372)	(2,125)	(10)	10	0
- FX gain (loss)	(2,067)	533	210	(2,399)	(2,125)			0
- Derivative gain (loss)	135	18	(59)	27	0			0
- Others	0	0	(41)	0	0			0
<b>Reported net profit (TAA)</b>	<b>(3,818)</b>	<b>(1,671)</b>	<b>(2,555)</b>	<b>(4,724)</b>	<b>(3,990)</b>	<b>16</b>	<b>(5)</b>	<b>(7,498)</b>
Minority interest	1,720	679	184	0	0	(100)	(100)	0
<b>Reported net profit (AAV)</b>	<b>(2,098)</b>	<b>(993)</b>	<b>(2,371)</b>	<b>(4,724)</b>	<b>(3,990)</b>	<b>16</b>	<b>(90)</b>	<b>(7,498)</b>
Shares out (end Q, m)	4,850	9,879	9,879	9,879	9,879	0	104	12,850
<b>Core EPS</b>	<b>(0.21)</b>	<b>(0.13)</b>	<b>(0.25)</b>	<b>(0.24)</b>	<b>(0.19)</b>	<b>(21)</b>	<b>(12)</b>	<b>(0.58)</b>
<b>EPS</b>	<b>(0.43)</b>	<b>(0.10)</b>	<b>(0.24)</b>	<b>(0.48)</b>	<b>(0.40)</b>	<b>(16)</b>	<b>(7)</b>	<b>(0.58)</b>
Depreciation	(1,120)	(1,886)	(1,576)	(1,603)	(1,603)	0	43	(6,300)
EBITDA	(666)	(779)	(1,259)	(1,046)	(423)	60	37	81
<b>Key Ratios</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(%)</b>	<b>(ppt)</b>	<b>(ppt)</b>	<b>(%)</b>
Operating profit margin	(554)	(166)	(151)	(96)	(42)	55	512	(34)
EBITDA margin	(207)	(49)	(67)	(38)	(9)	29	198	0.5
Net profit margin	(651)	(62)	(126)	(172)	(83)	89	569	(42)
<b>Operating stats</b>								
Passengers carried (m)	0.1	1.1	1.5	1.7	2.8			
Load factor (%)	60	76	73	75	87			
RPK (m seats-km)	64	783	1,012	1,363	2,478			
ASK (m seats-km)	99	1,030	1,387	1,811	2,863			
Average fare (THB)	1,836	1,130	1,018	1,317	1,413			
RASK (THB)	1.7	1.5	1.3	1.5	na			
CASK (THB)	24.3	4.3	3.7	3.2	na			
CASK ex-fuel (THB)	23.8	3.8	3.1	2.3	na			
Fuel cost per ASK (THB)	0.5	0.6	0.6	0.9	na			

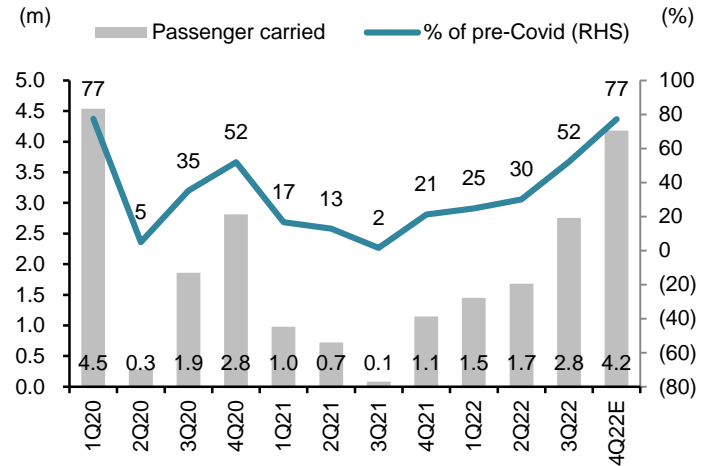
Sources: AAV; FSSIA estimates

## Exhibit 2: Seat capacity



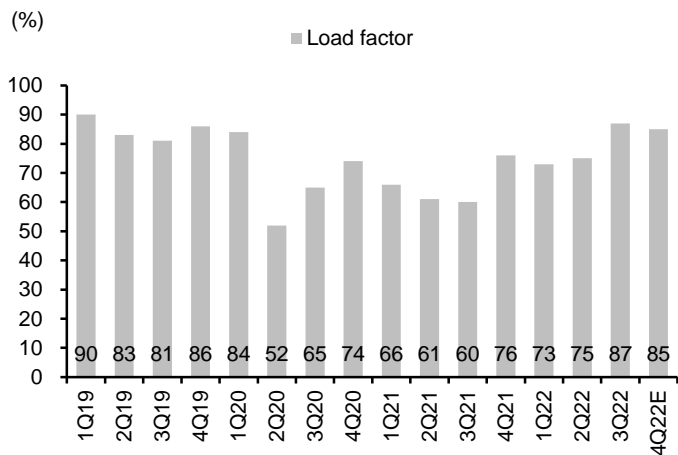
Sources: AAV; FSSIA estimate

## Exhibit 3: Passengers carried



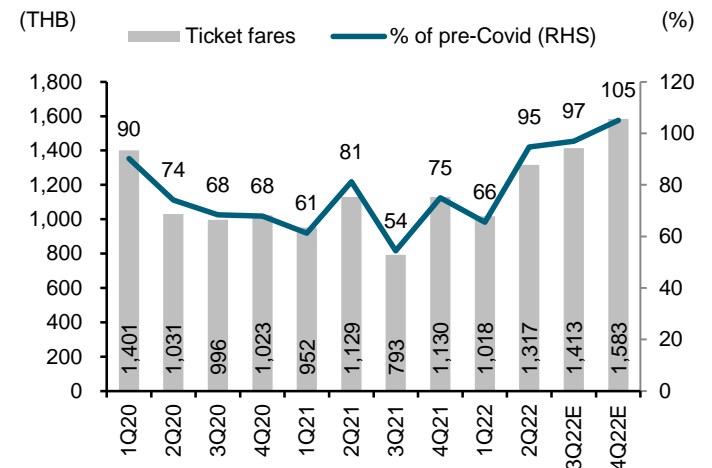
Sources: AAV; FSSIA estimate

## Exhibit 4: Load factor



Sources: AAV; FSSIA estimate

## Exhibit 5: Average ticket fare



Sources: AAV; FSSIA estimates

## Exhibit 6: Forecast revisions

	----- Current -----			----- Previous -----			----- Change (%) -----		
	2022E	2023E	2024E	2022E	2023E	2024E	2022E	2023E	2024E
Passengers carried (m)	10.5	18.0	21.5	10.5	21.2	22.2	0.0	(15.0)	(3.2)
Load factor (%)	79	86	87	79	85	85	0.0	0.9	1.4
Average fare (THB)	1,350	1,774	1,810	1,308	1,567	1,614	3.2	13.2	12.2
Fuel price net hedging (USD/bbl)	126	118	120	107	108	108	17.8	9.3	11.1
Revenue (THB b)	18.0	40.1	48.5	17.4	42.4	45.7	3.5	(5.6)	6.2
EBITDA margin (%)	0.5	23.8	20.7	5.6	22.3	21.8	(5.1)	1.5	(1.1)
Core earnings (THB m)	(7,498)	1,284	1,644	(6,611)	1,235	1,571	(13.4)	3.9	4.6

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

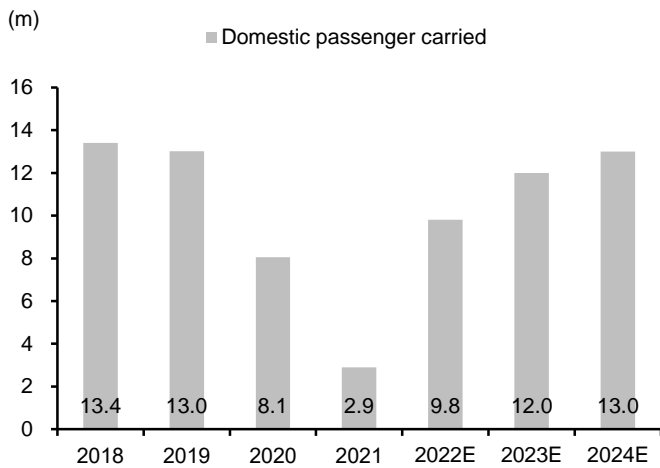
Sources: AAV; FSSIA estimates

## Exhibit 7: P/BV valuation table

Valuation estimate	(THB b)	(THB/share)	Comments
Book value	17.0	1.3	At end-2023E
One-off loss	17.8	1.4	Core loss over 2020-21
Adjusted book value	34.8	2.7	Adding back a one-off core loss
<b>Target price</b>		<b>3.7</b>	<b>Pegged at 1.35x P/BV</b>

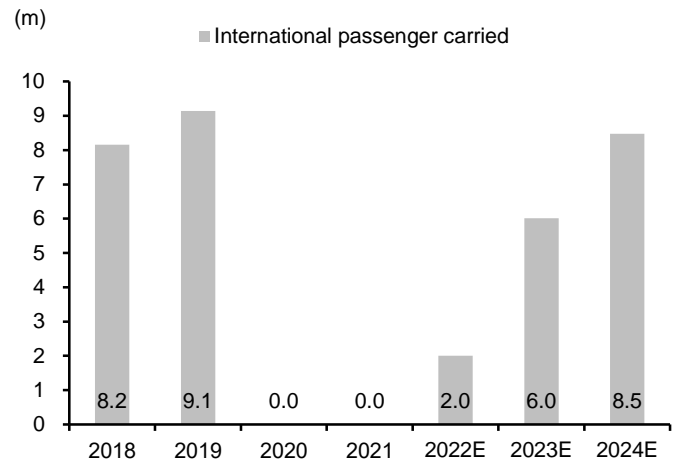
Sources: FSSIA estimate

**Exhibit 8: Domestic passengers carried**



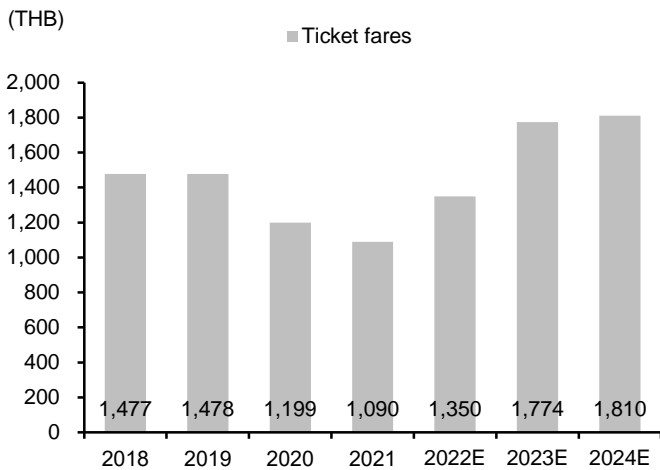
Sources: AAV; FSSIA estimates

**Exhibit 9: International passengers carried**



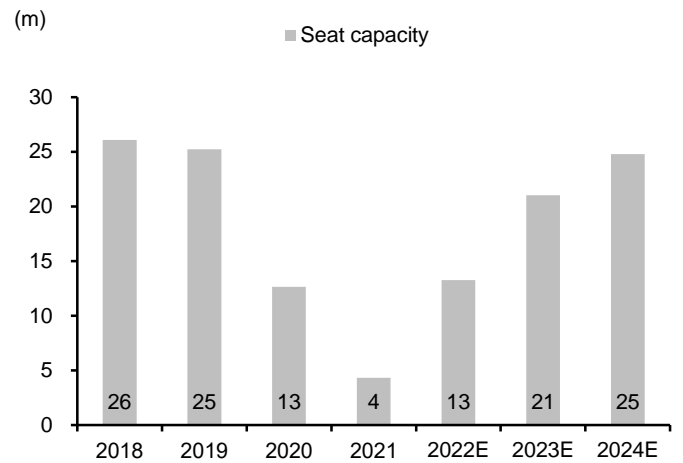
Sources: AAV; FSSIA estimates

**Exhibit 10: Average ticket fare, annually**



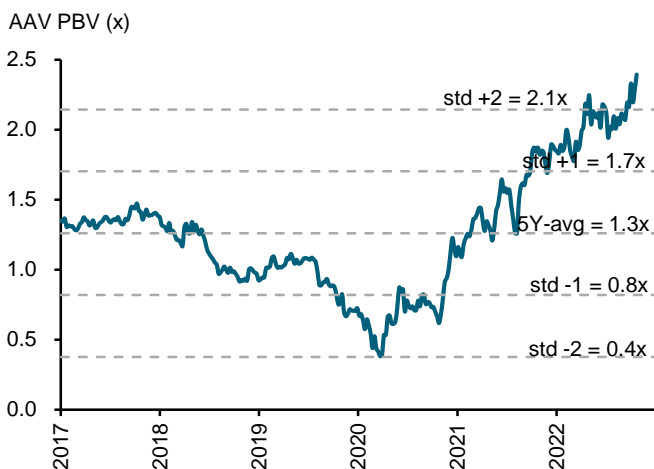
Sources: AAV; FSSIA estimates

**Exhibit 11: Seat capacity, annually**



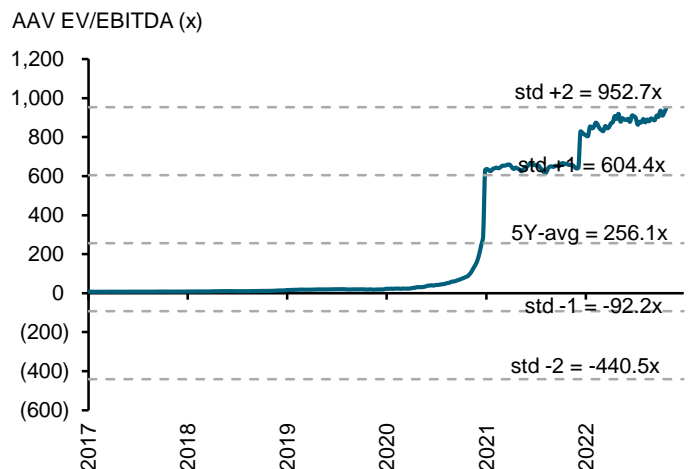
Sources: AAV; FSSIA estimates

**Exhibit 12: Rolling one-year forward P/BV band**



Sources: Bloomberg; FSSIA estimates

**Exhibit 13: Historical EV/EBITDA band**



Sources: Bloomberg; FSSIA estimates

## Exhibit 14: Peer comparisons as of 28 October 2022

Company	BBG	Rec	--- Share price ---			Market	----- PE -----			---- PBV ----		-- EV/ EBITDA --	
			Current	Target	Upside		Cap	22E	23E	24E	22E	23E	22E
			(LCY)	(LCY)	(%)	(USD m)	(x)	(x)	(x)	(x)	(x)	(x)	(x)
<b>Thailand</b>													
Bangkok Airways	BA TB	BUY	13.60	15.60	14.7	753	(11.8)	32.9	17.5	2.7	2.5	(256.1)	26.0
Asia Aviation	AAV TB	BUY	3.18	3.70	16.4	984	(5.4)	31.8	24.9	2.3	2.4	1,027.5	8.9
<b>Thailand average</b>						<b>1,737</b>	<b>(8.6)</b>	<b>32.3</b>	<b>21.2</b>	<b>2.5</b>	<b>2.4</b>	<b>385.7</b>	<b>17.4</b>
<b>Regional</b>													
Spring Airlines Co Ltd-A	601021 CH	n/a	51.23	n/a	n/a	6,255	n/a	32.4	18.4	3.6	3.2	n/a	15.9
Interglobe Aviation	INDIGO IN	n/a	1,762.30	n/a	n/a	8,249	n/a	53.6	16.1	n/a	n/a	44.9	11.8
Cebu Air Inc	CEB PM	n/a	36.20	n/a	n/a	384	n/a	n/a	n/a	n/a	n/a	39.8	6.0
Singapore Airlines	SIA SP	n/a	5.14	n/a	n/a	10,980	n/a	14.8	15.0	1.4	1.2	13.0	4.6
Japan Airlines	9201 JP	n/a	2,738.00	n/a	n/a	8,144	n/a	30.9	13.7	1.5	1.4	n/a	7.2
Ana Holdings	9202 JP	n/a	2,861.50	n/a	n/a	9,422	n/a	35.0	15.8	1.5	1.6	144.6	9.2
Cathay Pacific Airways	293 HK	n/a	7.32	n/a	n/a	5,929	n/a	13.0	13.6	0.8	0.8	8.4	6.3
Spicejet (India)	SJET IN	n/a	39.80	n/a	n/a	291	n/a	n/a	16.9	n/a	n/a	156.1	48.1
Vietjet Aviation	VJC VN	n/a	107,800	n/a	n/a	2,312	44.8	28.4	25.9	n/a	n/a	26.7	13.5
<b>Regional average</b>						<b>51,966</b>	<b>n/a</b>	<b>29.7</b>	<b>16.9</b>	<b>1.8</b>	<b>1.7</b>	<b>61.9</b>	<b>13.6</b>
<b>Global</b>													
Eva Airways	2618 TT	n/a	23.65	n/a	n/a	3,917	13.1	9.5	31.4	1.4	1.2	4.4	4.0
Air New Zealand	AIR NZ	n/a	0.77	n/a	n/a	1,524	n/a	10.1	9.9	1.2	1.3	191.4	4.0
Air Arabia	AIRARABIA UH	n/a	2.03	n/a	n/a	2,579	11.3	10.0	11.3	1.7	1.7	5.7	5.2
Easyjet (UK)	EZJ LN	n/a	328.50	n/a	n/a	2,886	n/a	12.2	7.3	1.0	0.9	5.1	3.1
Gol Linhas Aereas Intel. (Brazil)	GOLL4 BS	n/a	8.83	n/a	n/a	693	n/a	47.0	4.0	n/a	n/a	10.8	6.3
JetBlue Airways (US, Latin AM)	JBLU	n/a	7.76	n/a	n/a	2,513	n/a	10.7	5.7	0.7	0.6	8.7	3.8
Norwegian Air Shuttle (Norway)	NWARF US	n/a	0.81	n/a	n/a	744	n/a	20.0	7.4	2.3	2.0	10.6	2.8
Southwest Airlines (US)	LUV US	n/a	36.23	n/a	n/a	21,497	16.3	11.3	8.9	1.9	1.7	4.8	3.9
<b>Global average</b>						<b>36,353</b>	<b>13.6</b>	<b>16.3</b>	<b>10.7</b>	<b>1.5</b>	<b>1.3</b>	<b>30.2</b>	<b>4.1</b>
<b>Overall average</b>						<b>90,056</b>	<b>11.4</b>	<b>23.7</b>	<b>14.6</b>	<b>1.7</b>	<b>1.6</b>	<b>85.1</b>	<b>10.0</b>

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	18,038	40,054	48,517
Cost of goods sold	(14,745)	(6,035)	(16,965)	(28,050)	(35,448)
<b>Gross profit</b>	<b>(385)</b>	<b>(1,918)</b>	<b>1,073</b>	<b>12,004</b>	<b>13,069</b>
Other operating income	-	-	-	-	-
Operating costs	(1,851)	(1,236)	(992)	(2,483)	(3,008)
<b>Operating EBITDA</b>	<b>(2,236)</b>	<b>(3,153)</b>	<b>81</b>	<b>9,520</b>	<b>10,061</b>
Depreciation	(5,739)	(5,434)	(6,300)	(5,800)	(5,900)
Goodwill amortisation	-	-	-	-	-
<b>Operating EBIT</b>	<b>(7,975)</b>	<b>(8,587)</b>	<b>(6,219)</b>	<b>3,720</b>	<b>4,161</b>
Net financing costs	(1,776)	(1,848)	(2,288)	(2,116)	(2,106)
Associates	0	0	0	0	0
Recurring non-operating income	0	0	0	0	0
Non-recurring items	233	(1,795)	0	0	0
<b>Profit before tax</b>	<b>(9,518)</b>	<b>(12,231)</b>	<b>(8,506)</b>	<b>1,605</b>	<b>2,055</b>
Tax	660	1,741	1,008	(321)	(411)
<b>Profit after tax</b>	<b>(8,858)</b>	<b>(10,490)</b>	<b>(7,498)</b>	<b>1,284</b>	<b>1,644</b>
Minority interests	3,903	5,310	0	0	0
Preferred dividends	-	-	-	-	-
Other items	191	(1,468)	0	0	0
<b>Reported net profit</b>	<b>(4,764)</b>	<b>(6,647)</b>	<b>(7,498)</b>	<b>1,284</b>	<b>1,644</b>
<b>Non-recurring items &amp; goodwill (net)</b>	<b>(233)</b>	<b>1,795</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Recurring net profit</b>	<b>(4,997)</b>	<b>(4,853)</b>	<b>(7,498)</b>	<b>1,284</b>	<b>1,644</b>
<b>Per share (THB)</b>					
Recurring EPS *	(1.03)	(0.49)	(0.58)	0.10	0.13
Reported EPS	(0.98)	(0.67)	(0.65)	0.10	0.13
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
<b>Growth</b>					
Revenue (%)	(65.1)	(71.3)	338.1	122.1	21.1
Operating EBITDA (%)	nm	nm	nm	11,604.6	5.7
Operating EBIT (%)	nm	nm	nm	nm	11.9
Recurring EPS (%)	nm	nm	nm	nm	28.1
Reported EPS (%)	nm	nm	nm	nm	28.1
<b>Operating performance</b>					
Gross margin inc. depreciation (%)	(42.6)	(178.6)	(29.0)	15.5	14.8
Gross margin of key business (%)	(42.6)	(178.6)	(29.0)	15.5	14.8
Operating EBITDA margin (%)	(15.6)	(76.6)	0.5	23.8	20.7
Operating EBIT margin (%)	(55.5)	(208.6)	(34.5)	9.3	8.6
Net margin (%)	(34.8)	(117.9)	(41.6)	3.2	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)	(2.7)	1.8	2.0
Inventory days	6.6	14.2	5.5	3.3	2.6
Debtor days	46.0	122.3	29.9	11.8	9.8
Creditor days	32.2	87.4	32.8	15.6	13.9
Operating ROIC (%)	(29.8)	(21.3)	(15.4)	9.7	11.6
ROIC (%)	(14.2)	(12.3)	(8.2)	4.7	5.5
ROE (%)	(29.2)	(28.2)	(41.8)	7.9	9.4
ROA (%)	(11.1)	(12.4)	(7.7)	3.9	4.2
* Pre-exceptional, pre-goodwill and fully diluted					
<b>Revenue by Division (THB m)</b>					
Ticket sales	11,123	3,174	14,147	31,954	38,882
Ancillaries	2,285	651	2,842	6,352	7,800
Other revenue	952	292	1,049	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)	(7,498)	1,284	1,644
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)	2,873	778	1,911
<b>Cash flow from operations</b>	<b>2,694</b>	<b>(5,074)</b>	<b>(6,125)</b>	<b>7,861</b>	<b>9,455</b>
Capex - maintenance	(21,476)	(3,885)	(7,180)	(5,201)	(5,285)
Capex - new investment	-	-	-	-	-
Net acquisitions & disposals	0	0	0	0	0
Other investments (net)	-	-	-	-	-
<b>Cash flow from investing</b>	<b>(21,476)</b>	<b>(3,885)</b>	<b>(7,180)</b>	<b>(5,201)</b>	<b>(5,285)</b>
Dividends paid	0	0	0	0	(513)
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
<b>Cash flow from financing</b>	<b>15,910</b>	<b>13,208</b>	<b>8,873</b>	<b>(1,000)</b>	<b>487</b>
Non-recurring cash flows	-	-	-	-	-
Other adjustments	0	0	0	0	0
<b>Net other adjustments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Movement in cash</b>	<b>(2,872)</b>	<b>4,249</b>	<b>(4,433)</b>	<b>1,661</b>	<b>4,657</b>
Free cash flow to firm (FCFF)	(16,981.93)	(7,059.54)	(10,985.85)	4,782.13	6,291.50
Free cash flow to equity (FCFE)	(2,871.86)	(4,550.79)	(7,433.03)	(539.15)	5,170.22

#### Per share (THB)

FCFF per share	(1.32)	(0.55)	(0.85)	0.37	0.49
FCFE per share	(0.22)	(0.35)	(0.58)	(0.04)	0.40
Recurring cash flow per share	0.94	(0.40)	(0.78)	0.55	0.59

Balance Sheet (THB m) Year Ending Dec	2020	2021	2022E	2023E	2024E
Tangible fixed assets (gross)	44,557	43,298	46,478	47,879	49,364
Less: Accumulated depreciation	(3,944)	(4,234)	(6,534)	(8,534)	(10,634)
<b>Tangible fixed assets (net)</b>	<b>40,614</b>	<b>39,064</b>	<b>39,945</b>	<b>39,345</b>	<b>38,730</b>
<b>Intangible fixed assets (net)</b>	<b>23,696</b>	<b>23,688</b>	<b>31,488</b>	<b>31,488</b>	<b>31,488</b>
Long-term financial assets	-	-	-	-	-
Invest. in associates & subsidiaries	0	0	0	0	0
Cash & equivalents	1,110	5,360	927	2,587	7,244
A/C receivable	1,100	1,658	1,297	1,297	1,297
Inventories	240	230	276	226	285
Other current assets	310	425	389	615	745
<b>Current assets</b>	<b>2,760</b>	<b>7,673</b>	<b>2,889</b>	<b>4,725</b>	<b>9,571</b>
Other assets	908	784	784	784	784
<b>Total assets</b>	<b>67,978</b>	<b>71,208</b>	<b>75,105</b>	<b>76,341</b>	<b>80,572</b>
Common equity	14,266	20,201	15,703	16,986	18,117
Minorities etc.	3,094	(3,372)	0	0	0
<b>Total shareholders' equity</b>	<b>17,360</b>	<b>16,829</b>	<b>15,703</b>	<b>16,986</b>	<b>18,117</b>
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
<b>Long-term liabilities</b>	<b>41,106</b>	<b>45,492</b>	<b>47,992</b>	<b>46,992</b>	<b>47,992</b>
A/C payable	1,049	1,841	1,207	1,190	1,504
Short term debt	1,000	829	829	829	829
Other current liabilities	7,462	6,216	9,373	10,343	12,129
<b>Current liabilities</b>	<b>9,511</b>	<b>8,887</b>	<b>11,409</b>	<b>12,362</b>	<b>14,463</b>
<b>Total liabilities and shareholders' equity</b>	<b>67,978</b>	<b>71,208</b>	<b>75,105</b>	<b>76,341</b>	<b>80,572</b>
Net working capital	(6,861)	(5,744)	(8,618)	(9,396)	(11,307)
Invested capital	58,356	57,791	63,598	62,221	59,695

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

#### Per share (THB)

Book value per share	2.94	2.04	1.35	1.32	1.41
Tangible book value per share	(1.94)	(0.35)	(1.36)	(1.13)	(1.04)

#### Financial strength

Net debt/equity (%)	216.3	236.4	297.5	259.3	223.0
Net debt/total assets (%)	55.2	55.9	62.2	57.7	50.1
Current ratio (x)	0.3	0.9	0.3	0.4	0.7
CF interest cover (x)	(0.6)	(1.5)	(2.2)	0.7	3.5

Valuation	2020	2021	2022E	2023E	2024E
<b>Recurring P/E (x) *</b>	<b>(3.1)</b>	<b>(6.5)</b>	<b>(5.4)</b>	<b>31.8</b>	<b>24.9</b>
<b>Recurring P/E @ target price (x) *</b>	<b>(3.6)</b>	<b>(7.5)</b>	<b>(6.3)</b>	<b>37.0</b>	<b>28.9</b>
Reported P/E (x)	(3.2)	(4.7)	(4.9)	31.8	24.9
Dividend yield (%)	-	-	-	1.3	1.6
Price/book (x)	1.1	1.6	2.3	2.4	2.3
Price/tangible book (x)	(1.6)	(9.0)	(2.3)	(2.8)	(3.1)
EV/EBITDA (x) **	(25.1)	(21.5)	1,027.5	8.9	8.1
EV/EBITDA @ target price (x) **	(26.2)	(23.1)	1,101.7	9.6	8.7
EV/invested capital (x)	1.0	1.2	1.3	1.4	1.4

\* 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	BDMS	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	DRS	SCM	SUSCO	TOA	VIH
AMATAV	BTS	DTAC	HANA	LHFG	NVD	PSL	SDC	SUTHA	TOP	WACOAL
ANAN	BTW	DUSIT	HARN	LIT	NWR	PTG	SEAFCO	SVI	TPBI	WAVE
AOT	BWG	EA	HMPRO	LPN	NYT	PTT	SEAOIL	SYMC	TQM	WHA
AP	CENTEL	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	MITSIB	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	TIPIP	WIN	
B52	CCP	F&D	JAK	M-CHAI	PAF	SABUY	STARK	TPLAS	WORK	
BEAUTY	CGD	FMT	JR	MCS	PF	SF	STC	TPOLY	WPH	

**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

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	SEAOIL	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	WIJK
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)

### 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 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

## GENERAL DISCLAIMER

### ANALYST(S) CERTIFICATION

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

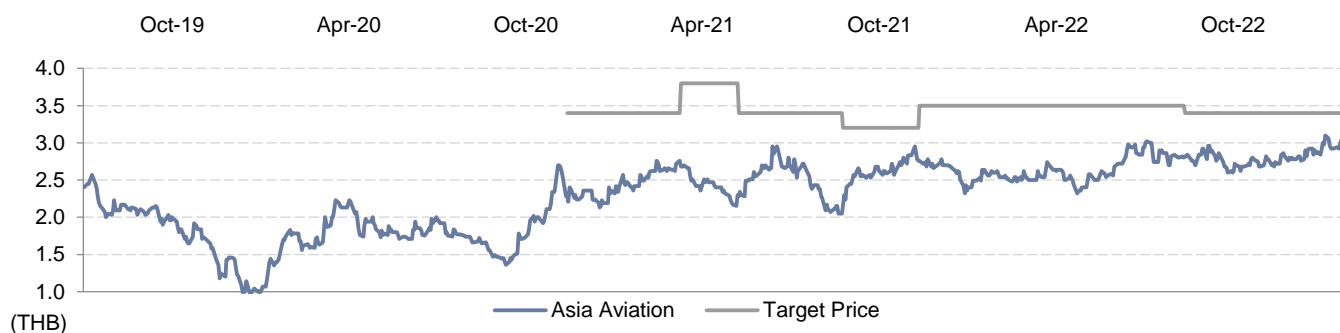
The individual(s) identified above certify(ies) that (i) all views expressed in this report accurately reflect the personal view of the analyst(s) with regard to any and all of the subject securities, companies or issuers mentioned in this report; and (ii) no part of the compensation of the analyst(s)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

This report has been prepared by FSS International Investment Advisory Company Limited (FSSIA). The information herein has been obtained from sources believed to be reliable and accurate; however FSS makes no representation as to the accuracy and completeness of such information. Information and opinions expressed herein are subject to change without notice. FSS has no intention to solicit investors to buy or sell any security in this report. In addition, FSS does not guarantee returns nor price of the securities described in the report nor accept any liability for any loss or damage of any kind arising out of the use of such information or opinions in this report. Investors should study this report carefully in making investment decisions. All rights are reserved.

This report may not be reproduced, distributed or published by any person in any manner for any purpose without permission of FSSIA. Investment in securities has risks. Investors are advised to consider carefully before making investment decisions.

### History of change in investment rating and/or target price

#### Asia Aviation (AAV TB)



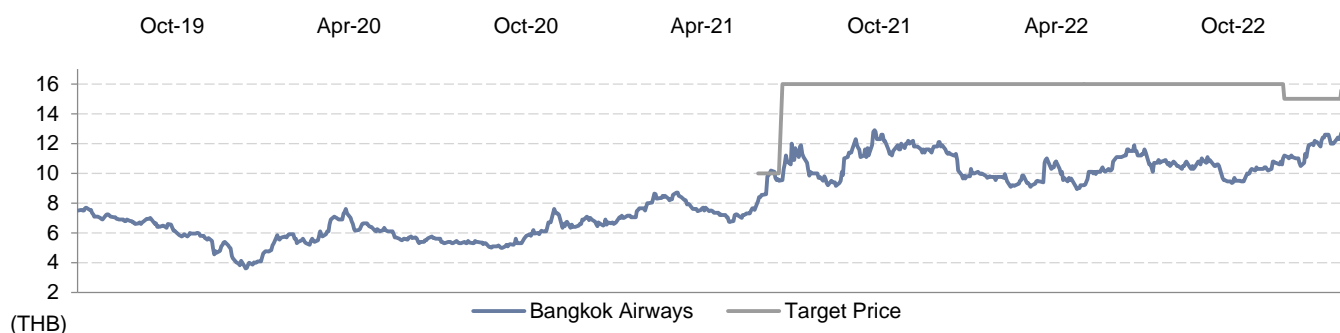
Date	Rating	Target price	Date	Rating	Target price	Date	Rating	Target price
21-Dec-2020	BUY	3.40	18-May-2021	BUY	3.40	21-Oct-2021	BUY	3.50
29-Mar-2021	BUY	3.80	16-Aug-2021	BUY	3.20	07-Jun-2022	BUY	3.40

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	01-Sep-2022	BUY	15.00	-	-	-
25-Jun-2021	BUY	16.00	20-Oct-2022	BUY	15.60			

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 3.18	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 13.60	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 28-Oct-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.