## Capital A (CAPITALA MK)

# Meek end to FY24 but strong guidance for FY25

## Maintain HOLD with lower SOP-TP of MYR0.86 (-14%)

Earnings underperformed although revenue was in-line. We slash FY25E/ FY26E earnings by 49%/26% and introduce FY27E. Consequently, we cut our SOP-TP to MYR0.86 from MYR1.00. Maintain HOLD. On another note, FY25E guidance is more aggressive than our estimates. Concerning its PN17 status, CAPITALA hopes to complete the disposal of its aviation business to AirAsia X in Apr/May and have its PN17 status lifted by mid-FY25E.

## **Results below our expectations**

CAPITALA reclassified its aviation business as 'discontinued operations' in its 4Q24 results. We however reconstructed its P&L to show its aviation business as 'continuing operations' in Fig. 1 for better YoY comparison. 4Q24 core net loss of MYR149.2m brought FY24A core net loss to MYR214.9m. We had expected FY24A core net profit of MYR93.5m. Yet, FY24A revenue of MYR20.3b was 5% above our FY estimate. The earnings shortfall was due to higher-than-expected maintenance and interest expense; the latter due to a new USD443m (MYR2.0b) revenue bond raised.

## Slash FY25E/FY26E earnings by 49%/26%

Previously, CAPITALA guided that its entire fleet will return to service (RTS) by mid-FY25E. Now, it is guiding that 95% of its fleet will RTS by end-FY25E (92% as at end-FY24A). Reflecting this, we cut our FY25E passengers carried assumption but raise the FY26E one a tad (Fig. 2). Coupled with interest on the new USD443m revenue bond, we slash our FY25E/FY26E earnings by 49%/26%; we introduce FY27E. With more active aircraft and maintenance costs tapering, we hope FY25E will be a core profitable one.

## FY25E guidance higher than our estimates

Aiming to boost transparency, CAPITALA provided forecasts for FY25E (Fig. 3). It forecasts:- (i) FY25E revenue of MYR25.5b-MYR28.0b, (ii) EBITDA of MYR4.5b-MYR5.4b; and (iii) net operating margin of 4%-6%. Our revenue, EBITDA and net operating margin forecasts are lower. Going into FY25E, we expect 1Q25 to be seasonally stronger due to the month long school holidays. Regarding its PN17 status, CAPITAL hopes to obtain court sanction to execute its capital reduction and dispose its aviation business to AirAsia X in Apr/May. It hopes to have its PN17 status lifted by mid-FY25E.

FYE Dec (MYR m)	FY23A	FY24A	FY25E	FY26E	FY27E
Revenue	14,693	20,295	23,513	25,353	25,353
EBITDAR	1,937	3,087	4,377	4,695	4,695
Core net profit	(620)	(215)	359	608	608
Core FDEPS (sen)	(10.6)	(3.4)	7.0	11.1	11.1
Core FDEPS growth(%)	nm	nm	nm	59.2	0.0
Net DPS (sen)	0.0	0.0	0.0	0.0	0.0
Core FD P/E (x)	nm	nm	12.4	7.8	7.8
P/BV (x)	nm	nm	nm	nm	nm
Net dividend yield (%)	0.0	0.0	0.0	0.0	0.0
ROAE (%)	(12.9)	13.5	(11.0)	(22.0)	(28.2)
ROAA (%)	(2.6)	(0.8)	1.3	2.5	2.7
EV/EBITDAR (x)	19.4	11.1	6.7	5.3	4.3
Net gearing (%) (incl perps)	nm	nm	nm	nm	nm
Consensus net profit	-	-	666	916	na
MIBG vs. Consensus (%)	-	-	(46.2)	(33.6)	na

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## HOLD

Share Price	MYR 0.87
12m Price Target	MYR 0.86 (-0%)
Previous Price Target	MYR 1.00

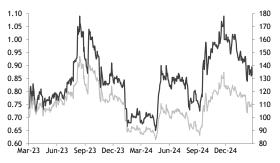
#### **Company Description**

AirAsia Group is Asia's foremost low cost carrier with operations in Malaysia, Thailand, Indonesia, Philippines and Cambodia.

#### Statistics

•	
52w high/low (MYR)	1.09/0.65
3m avg turnover (USDm)	2.5
Free float (%)	55.8
Issued shares (m)	4,333
Market capitalisation	MYR3.7B
	USD840M
Major shareholders:	
Tune Air Sdn Bhd	11.9%
Tune Live Sdn. Bhd.	11.8%
Positive Boom Ltd.	7.7%

#### Price Performance



	-1M	-3M	-12M
Absolute (%)	(6)	(14)	25
Relative to index (%)	(8)	(12)	24
Source: FactSet			

#### PLC mentioned in this report

AirAsia X (AAX MK, BUY, CP: MYR1.73, TP: MYR2.69)



#### Figure 1: Summary Results Table

FY Dec (MYR m)	4Q24	4Q23	% YoY	3Q24	% QoQ	FY24	FY23	% ҮоҮ
Revenue	5,258.7	4,859.4	8.2	4,932.2	6.6	20,295.1	14,692.5	38.1
Operating expenses	(4,579.6)	(4,262.3)	7.4	(4,292.3)	6.7	(17,208.3)	(12,755.9)	34.9
EBITDA	679.1	597.2	13.7	639.8	6.1	3,086.9	1,936.6	59.4
Depreciation & amortisation	(65.0)	(491.6)	(86.8)	(496.3)	(86.9)	(1,589.8)	(1,706.6)	(6.8)
EBIT	614.1	105.6	481.6	143.5	328.1	1,497.1	230.0	N/M
Interest expense	(696.2)	(378.6)	83.9	(277.4)	150.9	(1,716.4)	(1,300.9)	31.9
Associates & JVs	4.1	(2.8)	(242.6)	2.1	91.5	3.5	(16.7)	(120.9)
Exceptional items	(1,659.8)*	392.2	N/M	2,261.0	(173.4)	(204.5)*	1,019.1	(120.1)
Pre-tax profit	(1,737.8)	116.4	N/M	2,129.1	(181.6)	(420.3)	(68.6)	N/M
Tax	20.9	(11.8)	(277.6)	(11.5)	(281.8)	13.5	(35.4)	(138.1)
Deferred tax	-	(83.7)	(100.0)	(104.3)	(100.0)	(83.5)	7.7	N/M
Minority interest	147.8	(180.5)	(181.9)	(372.8)	(139.6)	16.1	433.1	(96.3)
Net profit/(loss)	(1,569.0)	(159.6)	N/M	1,640.5	(195.6)	(474.3)	336.8	(240.8)
Core net profit/(loss)	(149.2)	(355.0)	(58.0)	(59.3)	151.5	(214.9)	(620.5)	(65.4)
	4Q24	4Q23	+/- ppt	3Q24	+/- ppt	FY24	FY23	+/- ppt
EBITDA margin (%)	12.9	12.3	0.6	13.0	(0.1)	15.2	13.2	2.0
Tax rate (%)	1.2	10.1	(8.9)	0.5	0.7	3.2	(51.7)	54.9
<u>Statistics</u>								
Passengers carried (m)	16.3	14.9	9.3	15.9	2.6	63.2	49.3	28.3
Capacity (m)	18.6	16.9	9.8	17.8	4.1	70.8	55.9	26.7
Load factor	88%	88%	(0.5)	89%	(1.4)	<b>89</b> %	88%	1.3
RPK (m)	19,272	17,242	11.8	18,894	2.0	74,568	57,389	29.9
ASK (m)	22,398	19,962	12.2	21,491	4.2	84,674	66,164	28.0
Average fare (MYR)	237	250	(5.2)	231	2.6	243	223	9.0
Unit passenger revenue (MYR)	294	304	(3.3)	283	3.9	297	274	8.4
RASK (sen)	21.38	22.66	(5.6)	20.89	2.3	22.20	20.35	9.1
CASK (sen)	26.44	23.65	11.8	21.70	21.8	23.72	22.37	6.0
CASK-ex fuel (sen)	18.81	13.86	35.7	13.76	36.7	14.82	13.58	9.1
Fuel consumed (m bbl)	3.7	3.3	11.6	3.6	3.6	14.0	10.8	29.4
Average fuel price (USD/bbl)	103	125	(17.6)	109	(5.5)	111	118	(5.9)

Note: Key one-offs in 4Q24 are forex loss of MYR1.35b and provision for aircraft redelivery of MYR594.9m; in FY24A are forex gain of MYR95.9m and provision for aircraft redelivery of MYR137.6m

Source: Company

## **Results analysis**

- 4Q24 EBITDA recovered 14% YoY largely due to:-
  - (i) passengers carried recovering 9% YoY;
  - (ii) average fuel price easing 17% YoY in USD terms; moderated by
  - (iii) unit passenger revenue easing 3% YoY as capacity was reinstated.
- 4Q24 EBITDA grew 6% QoQ largely due to:-.
  - (i) passengers carried growing 3% QoQ;
  - (ii) unit passenger revenue growing 4% QoQ;
  - (iii) average fuel price easing 6% YoY in USD terms.
- FY24 EBITDA grew 59% YoY largely due to:-
  - (iv) passengers carried recovering 28% YoY;
  - (v) unit passenger revenue growing 9% YoY;
  - (vi) average fuel price easing 6% YoY in USD terms.

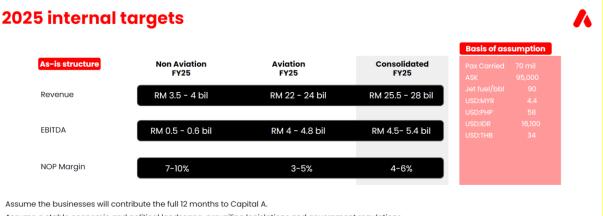


#### Figure 2: Major assumptions and estimates

	FY25E	FY26E	FY27E
Revised			
Passengers carried (m)	72.0	78.3	78.3
Total debt ex-finance liabilities	6,306.1	6,306.1	6,306.1
Core net profit	358.6	608.5	608.5
Previous			
Passengers carried (m)	74.4	74.4	N/A
Total debt ex-finance liabilities	4,306.1	4,306.1	N/A
Core net profit	701.3	817.3	N/A

Source: Maybank IBG Research

#### Figure 3: CAPITALA internal targets



Assume a stable economic and political landscape, prevailing legislations and government regulations.

Anticipate majority of the income to materialise later in the year due to:

- Seasonality. Travel demand for the first quarter is healthy as it coincides with festive seasons and school holidays. For the second quarter, demand will spike selectively around the region as we observe the Aidilfitri and Songkran celebrations. While the third quarter will traditionally remain lean, travel demand will peak in the final quarter.
- Operating aircraft. Incorporating the scheduled maintenance for aircraft, our projected operating aircraft at the end of year is 215.
- Network optimisation: Re-looking at our network plan to ensure that we focus on the most profitable corridors. New route launches will take time as we need to obtain the necessary approvals before we can fly

Given the close linkages, the performance of the Aviation segment will influence the Non-Aviation businesses.

Source: Company

#### Valuation and recommendation

We previously valued the aviation business at 7x FY25E PER in the belief that its entire fleet will return to service (RTS) by mid-FY25E. Seeing that it is more likely that its fleet will only RTS by early-FY26E, we think it fit to defer our valuation base year to FY26E. We now value the aviation business at 6x FY26E PER. Although global low cost carriers are trading at an average of 8x CY26E PER, we believe the 2 PER multiple discount is reasonable given the risk of additional delays in returning its entire fleet to service. All in all, we cut our SOP-TP to MYR0.86 from MYR1.00. Maintain HOLD.

26



## Figure 4: CAPITALA SOP-based valuation

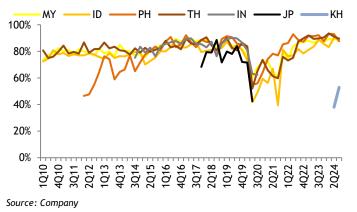
	FY26E	PER (X)	Value	Value/shr	Comment
Airline net profit with RCUIDS interest expenses added back	673.0	6.0	4,037.9	0.67	
AirAsia X			99.9	0.02	13% of market capitalization
Tune Protect Group			30.8	0.01	14% of market capitalization
Proceeds from warrants			649.7	0.11	MYR1.00 exercise price
Proceeds from ESOS			73.4	0.01	MYR0.743 exercise price
Incumbent business (A)			4,891.7	0.81	
MOVE SuperApp			4,419.0	0.73	96% of USD1.0b valuation
Teleport			1,068.9	0.18	78% of USD300m valuation
Digital business (B)			5,487.9	0.91	
Total (C=A+B)			10,379.6	1.72	
(50% discount) (D=CX-50%)			(5,189.8)	(0.86)	
SOP (E=C+D)			5,189.8	0.86	

Source: Maybank IBG Research

## Value Proposition

- Asia's leading low cost carrier with highest market share, largest fleet size and most extensive route network.
- Operates in 5 countries after exiting Japan and India, which provides unrivalled route network reach.
- Lowest unit cost airline in the world. Management is very ambitious, cost conscious and forward-thinking.
- Growing middle class in Asia fuelling growth in demand for air travel.
- Won the coveted 'World's Best LCC' award for a record 15 times in a row by Skytrax.

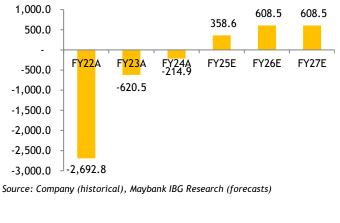
## AirAsia passengers load factor by country



## **Financial Metrics**

- Best financial indicator is core net profit ex-disposal gains, forex and fair value changes, and deferred taxation.
- Forecast FY25E to return to core net profit on more passengers as more aircraft return to service.
- Forecast higher FY26E core net profit as entire fleet returns to service.
- Sensitive to fuel price movement, a USD1 per barrel change in fuel price will move earnings by MYR40m-MYR50m.

## Core net profit/(loss) (MYRm)



## Price Drivers

Historical share price trend



Source: Company, Maybank IBG Research

- 1. COVID-19 pandemic struck Malaysia. CAPITALA grounded most of its fleet in late-Mar 2020.
- 2. Pfizer, Moderna and AstraZeneca announced that they have developed effective COVID-19 vaccines.
- 3. CAPITALA classified as a PN17 listed issuer by Bursa Malaysia.
- 4. CAPITALA has been reporting narrower and narrower losses.
- 5. CAPITALA has been making progress in uplifting its PN17 classification.

## Swing Factors

## Upside

- Policy changes visa requirement relaxations and tourist friendly events drive passenger traffic growth.
- Less competition COVID-19 pandemic has caused competitors to reduce capacity and raise prices.
- Financial assistance will enable CAPITALA to fill temporary liquidity gaps and survive.

## Downside

- Exogenous events SARS; MH370, MH17 & AK8501 tragedies; and COVID-19 negatively impacted passenger traffic growth.
- Fuel prices they are volatile and there is no certainty that they will be hedged at low levels.
- Weak MYR 60-70% of operating costs are USD denominated.

FYE 31 Dec	FY23A	FY24A	FY25E	FY26E	FY27E
Key Metrics					
P/E (reported) (x)	10.3	nm	10.5	6.2	6.2
Core P/E (x)	nm	nm	10.5	6.2	6.2
Core FD P/E (x)	nm	nm	12.4	7.8	7.8
P/BV (x)	nm	nm	nm	nm	nm
P/NTA (x)	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)
Net dividend yield (%)	0.0	0.0	0.0	0.0	0.0
FCF yield (%)	nm	nm	95.6	104.1	104.1
EV/EBITDAR (x)	19.4	11.1	6.7	5.3	4.3
EV/EBIT (x)	nm	23.0	12.9	9.6	7.8
Revenue EBITDAR	14,692.5 1,936.6	20,295.1 3,086.9	23,513.2 4,377.4	25,352.6 4,695.3	25,352.6 4,695.3
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Depreciation	(1,706.6)	(1,589.8)	(2,101.4)	(2,120.5)	(2,120.5)
EBIT	230.0	1,497.1	2,276.0	2,574.8	2,574.8
Net interest income / (exp)	(1,300.9)	(1,716.4)	(1,795.9)	(1,806.2)	(1,806.2)
Associates & JV	(16.7)	3.5	26.7	26.7	26.7
Exceptionals	1,019.1	(204.5)	0.0	0.0	0.0
Pretax profit	(68.6)	(420.3)	506.8	795.3	795.3
i i e tax pi o i i e			(9.3)	(9.3)	(9.3)
Income tax	(35.4)	13.5	(9.3)	(9.5)	(9.3)
Income tax	(35.4) 433.1	13.5 16.1	(138.9)	(177.5)	,
•	· · · ·		( )	( )	(9.3) (177.5) 608.5

FYE 31 Dec	FY23A	FY24A	FY25E	FY26E	FY27
Key Ratios					
Growth ratios (%)					
Revenue growth	128.2	38.1	15.9	7.8	0.0
EBITDAR growth	nm	59.4	41.8	7.3	0.
EBIT growth	nm	551.0	52.0	13.1	0.
Pretax growth	nm	nm	nm	56.9	0.
Reported net profit growth	nm	nm	nm	69.7	0.
Core net profit growth	nm	nm	nm	69.7	0.
Profitability ratios (%)					
EBITDAR margin	13.2	15.2	18.6	18.5	18.
EBIT margin	1.6	7.4	9.7	10.2	10.
Pretax profit margin	nm	nm	2.2	3.1	3.
Payout ratio	0.0	0.0	0.0	0.0	0.
DuPont analysis					
Net profit margin (%)	2.3	nm	1.5	2.4	2.
Revenue/Assets (x)	0.5	0.7	0.9	1.1	1.
Assets/Equity (x)	nm	nm	nm	nm	nr
ROAE (%)	(12.9)	13.5	(11.0)	(22.0)	(28.2
ROAA (%)	(2.6)	(0.8)	1.3	2.5	2.
Liquidity & Efficiency					
Dividend cover (x)	nm	nm	nm	nm	nr
Current ratio (x)	0.2	0.3	0.3	0.3	0.
Leverage & Expense Analysis					
Asset/Liability (x)	0.7	0.7	0.7	0.7	0.
Net gearing (%) (incl perps)	nm	nm	nm	nm	nm
Net gearing (%) (excl. perps)	nm	nm	nm	nm	nm
Net interest cover (x)	0.2	0.9	1.3	1.4	1.
Debt/EBITDAR (x)	12.5	7.6	4.7	3.9	3.
Capex/revenue (%)	2.4	0.2	0.2	0.2	0.
Net debt/ (net cash)	23,477.2	21,283.6	18,744.7	15,900.2	13,055.

Source: Company; Maybank IBG Research

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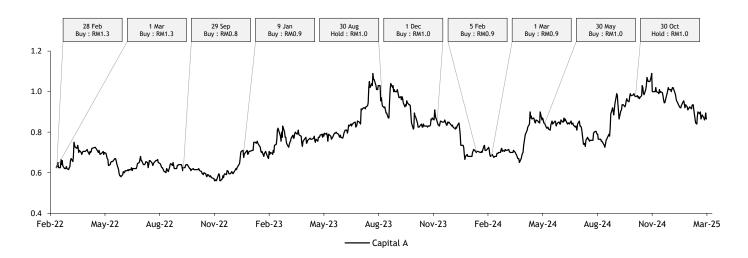
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