

20 October 2014

中國國航 (753.HK)

九月數據點評：貨運見起色，客運仍承壓

香港 | 航空運輸 | 跟蹤報告

- 九月中國國航的旅客周轉量同比增幅放緩至 5.2%，其中，國內線同比增幅回升到 3.1%，環比下滑 9.4%；國際線同比增 8.6%，環比下滑 10%；地區線同比增 11.6%，環比降 11.4%。
- 九月可用座公里同比增長 7.7%，國內線按年增長 4%，國際線同比增 14%，地區線增 16.4%，三者環比分別減少 8.7%，2.7%和 5.1%。
- 平均客座率為 79.4%，較去年同期下降 1.9 個百分點，環比減少 2.7 個百分點。國內航線客座率同比及環比僅回落 0.7 和 0.6 個百分點，為 80.8%。國際線和地區線的客座率大幅下降 3.9 及 3.1 個百分點，分別為 77.9%和 72.2%。
- 九月貨運周轉量同比大幅反彈 21.6%，環比亦增 16.3%。國內、國際和地區航線的貨運周轉量分別同比增長了 0.2%，30.6%和 31.1%，環比增長了 11.25，18.6%和-2.2%。

我們的看法

- 暑期旺季過後，中國國航的客運運輸量增速繼續收斂，運力投放增速亦相應下滑。由於宏觀經濟復蘇進程的反復，和國內控制三公消費持續令國內市場的公商務需求較為低迷，公司主要控制了國內航線的投放力度，其餘航線繼續保持大幅增加趨勢。
- 國航九月份的貨運業務表現強勁，國際航線尤其是北美航線的貨運需求持續暢旺是主要推動因素，九月國際航線占總體貨運周轉量的比重高達 74%。上半年公司引進了更具燃油效率的 B777F 型貨機，替代老舊的 B747F 機型，受益於於降本增效效應，我們預計貨運業務反彈帶來的收益改善將會在公司即將公佈的三季報中有明顯體現。
- 未來兩年公司運力引進力度較大，下半年計劃淨增飛機 22 架，預計將加大歐美遠程航線運力的投放，有利於分享北美航線復蘇成果。但持續的高鐵分流及行業競爭加劇將繼續挑戰需求端盈利能力的改善。另一方面，成本端的燃油價格和匯率因素所帶來的負面衝擊有望遞減。

投資建議

- 我們調整公司 2014/2015 年的每股盈利分別至人民幣 0.272/0.506 元，調整目標價至 5.16 港元，對應 2014/2015 年 15/8 倍預期市盈率，“增持”評級。

Key Financial Summary

FYE	12/12	12/13	12/14F	12/15F
Revenue (RMB mn)	99,473	98,181	107,287	116,942
Net Profit, adj. (RMB mn)	4,816	3,264	3,342	6,221
EPS, adj. (RMB)	0.38	0.27	0.27	0.51
P/E (X),adj.	9.6	13.5	13.2	7.1
BVPS (RMB)	4.09	4.37	4.48	4.90
P/B (X)	0.9	0.8	0.8	0.7
DPS (RMB)	0.06	0.05	0.05	0.08
Div. Yield (%)	1.6%	1.3%	1.3%	2.2%

Source: Bloomberg, PSR est.

*All multiples & yields based on current market price

評級:

增持

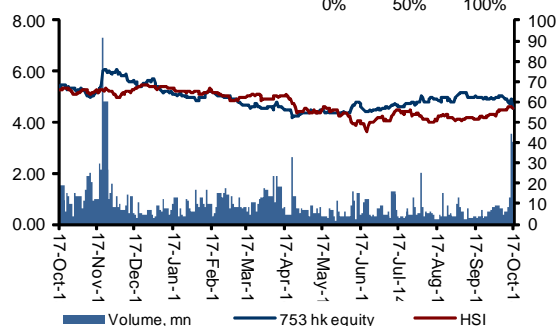
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Target Price (HKD)	5.16
Forecast Dividend (HKD)	0.06
Closing Price (HKD)	4.56
Potential Return	14.5%

Company Description

Air China (AC) is the only airline company which carries the national flag and a member of Star Alliance. It listed in HKEx on December, 2004. With the headquarters located in Beijing, Air China (include its JV) owns 523 Boeing and Airbus planes until Sep 2014.

Raw Beta (Past 2yrs weekly data)	1.21
Market Cap. (HKD bn)	67,007
Enterprise Value (HKD mn)	157,532
52 week range (HKD)	4.2 - 6.3
Closing Price in 52 week range	



Major Shareholders

1.China National Aviation Holding	53.37%
2.Cathay Pacific Airways	20.13%

Valuation Method

PE

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九月運輸量增速回調

暑期旺季過後，中國國航的客運運輸量增速繼續收斂，九月的旅客周轉量同比增幅放緩至 5.2%，各航線表現不一，其中，國內線擺脫同期高基數及流量控制的負面影響，同比增幅回升到 3.1%，環比下滑 9.4%；在去年較高基數上，國際線仍保持較快增長，但增幅回落，同比增 8.6%，環比下滑 10%；地區線表現與國際線相若，同比增 11.6%，環比降 11.4%。

國內運力收縮幅度最大

運力投放增速亦相應下滑，九月可用座公里同比增長 7.7%。由於宏觀經濟復蘇進程的反復，和國內控制三公消費持續令國內市場的公商務需求較為低迷，公司主要控制了國內航線的投放力度，國內線按年增長 4%；其餘航線繼續保持大幅增加趨勢，國際線同比增 14%，地區線增 16.4%。三者環比均下滑，分別環比減少 8.7%，2.7%和 5.1%。

客座率繼續回落

九月公司的平均客座率為 79.4%，較去年同期下降 1.9 個百分點，環比減少 2.7 個百分點。由於控制運力投放，國內航線客座率回落幅度最小，同比及環比僅回落 0.7 和 0.6 個百分點，為 80.8%。國際線和地區線的客座率均因為供大於求大幅下降 3.9 及 3.1 個百分點，分別為 77.9%和 72.2%。

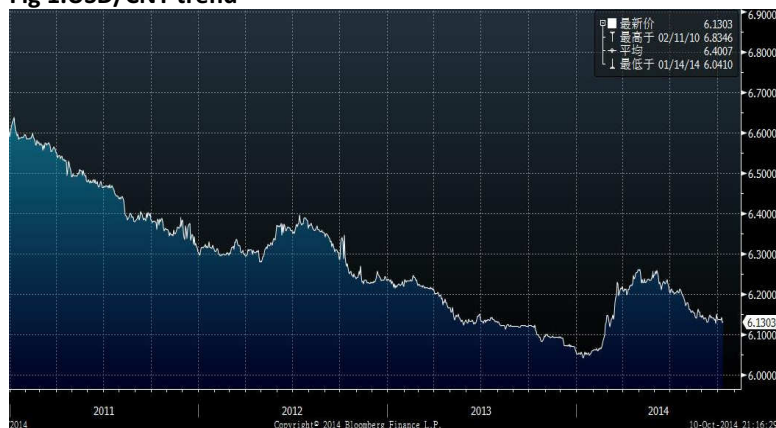
貨運業務表現強勁

受不斷增長的航空貨運需求驅動，國航九月份的貨運業務表現強勁，貨運周轉量同比大幅反彈 21.6%，環比亦增 16.3%。國際航線尤其是北美航線的貨運需求持續暢旺是主要推動因素，九月國際航線占總體貨運周轉量的比重高達 74%。國內、國際和地區航線的貨運周轉量分別同比增長了 0.2%，30.6%和 31.1%，環比增長了 11.25，18.6%和-2.2%。上半年公司引進了更具燃油效率的 B777F 型貨機，替代老舊的 B747F 機型，受益於於降本增效效應，我們預計貨運業務反彈帶來的收益改善將會在公司即將公佈的三季報中有明顯體現。

上半年業績表現好于同行

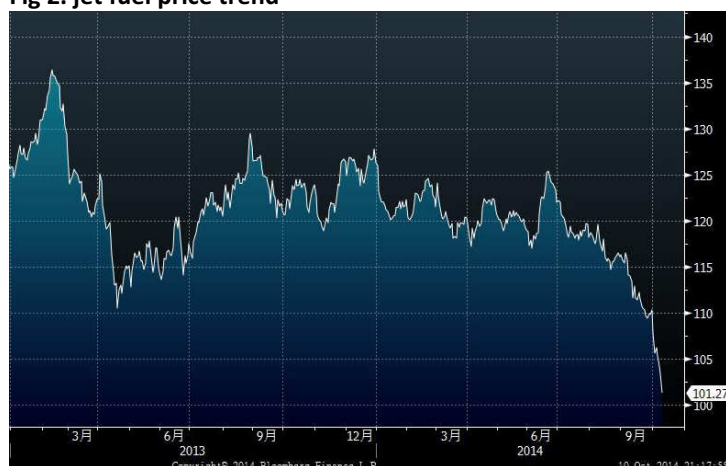
上半年中國國航營業額錄得 8.5%的同比增幅，至 499.32 億人民幣。總成本同比上升 6.72%，歸屬於母公司的淨利潤 5.1 億元，按年縮水 55.4%，對應每股收益 4.15 分，去年同期分別為 11.44 億元和 9.31 分。盈利大幅縮水的主要原因是上半年人民幣貶值導致發生匯兌淨損失 7.2 億元，而去年同期為匯兌盈利 11.2 億人民幣。不過，因來自國泰航空的投資收益同比強勁反彈，應占溢利同比大升 45%至 2.446 億元。另外，由於政府補貼較早入賬，其他收入同比大增 55.8%至 24.2 億元。後兩項因素彌補了匯兌損失對利潤的負面影響。收益率方面，每客公里收益下降 2 分至 0.58 元，國內線，國際線和地區線分別減少 1 分，3 分和 6 分。

Fig 1.USD/CNY trend



Source: Bloomberg, PSR

Fig 2. jet fuel price trend



Source: Bloomberg, PSR

維持增持評級

未來兩年公司運力引進力度較大，下半年計劃淨增飛機 22 架，預計將加大歐美遠程航線運力的投放，有利於分享北美航線復蘇成果。但持續的高鐵分流及行業競爭加劇將繼續挑戰需求端盈利能力的改善。另一方面，成本端的燃油價格和匯率因素所帶來的負面衝擊有望遞減。綜合考慮，我們調整公司 2014/2015 年的每股盈利分別至人民幣 0.272/0.506 元，調整目標價至 5.16 港元，對應 2014/2015 年 15/8 倍預期市盈率，“增持”評級。

Fig 3. P/E Band



Source: Bloomberg, PSR

Fig 4. Peer's comparison

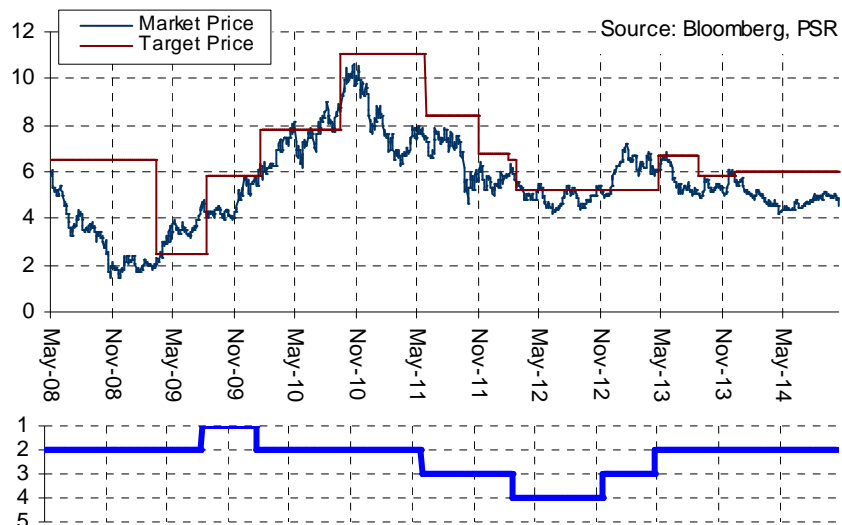
Ticker	Name	Mark Cap HKDmil	BEst P/B	BEst P/B: Y+1	Est P/E	Est P/E (Y+1)	BEst EV/BEst EBITDA	P/B	ROA LF %	ROE %
QAN AU Equity	QANTAS	22102	1.2	1.1	96.8	10.4	4.4	1.1	-15.2	-65.4
LHA GR Equity	LUFTHANSA	60495	1.0	0.9	9.6	5.9	3.1	1.2	1.5	8.8
1055 HK Equity	CSA	32364	0.6	0.6	13.9	9.5	9.1	0.6	0.4	1.9
753 HK Equity	AC	63596	0.9	0.8	14.9	11.5	8.6	0.9	1.3	5.0
293 HK Equity	CX	57513	0.9	0.8	16.9	11.6	7.3	1.0	1.8	5.0
670 HK Equity	CEA	41161	0.9	0.8	13.6	9.7	9.3	1.0	1.2	6.4
9202 JP Equity	AN	64496	1.2	1.1	22.8	20.0	6.0	1.2	1.3	3.9
SIA SP Equity	SIA	71623	0.9	0.9	30.7	22.1	3.9	0.9	1.2	2.0
DAL US Equity	DAL	252492	2.3	1.9	12.1	10.0	5.6	2.7	22.2	N/A
AAL US Equity	AAL	204462	7.8	3.4	6.8	5.3	5.6	6.5	-1.0	N/A
UAL US Equity	UAL	142991	4.1	2.8	10.8	8.3	6.0	5.5	1.8	30.6
LUV US Equity	LUV	183541	2.9	2.6	19.1	16.1	7.4	3.2	5.4	15.2
003490 KS Equity	KOR AIR	16449	0.9	0.9	N/A	51.7	8.2	0.9	-1.0	25.4

Source: Bloomberg, PSR

FYE DEC	FY11	FY12	FY13	FY14F	FY15F
Valuation Ratios					
P/E (X), adj.	6.4	9.6	13.5	13.2	7.1
P/B (X)	1.0	0.9	0.8	0.8	0.7
Dividend Yield (%)	3.2%	1.6%	1.3%	1.3%	2.2%
Per share data (RMB)					
EPS, reported	0.582	0.382	0.265	0.272	0.506
EPS, adj.	0.582	0.382	0.265	0.272	0.506
DPS	0.118	0.059	0.045	0.047	0.080
BVPS	3.79	4.09	4.37	4.48	4.90
Growth & Margins (%)					
Growth					
Revenue	19.3%	3.8%	-1.3%	9.3%	9.0%
EBIT	-47.0%	4.3%	-43.9%	60.6%	46.4%
Net Income, adj.	-41.0%	-36.1%	-32.2%	2.4%	86.1%
Margins					
EBIT margin	8.8%	8.8%	5.0%	7.4%	9.9%
Net Profit Margin	7.9%	4.8%	3.3%	3.1%	5.3%
Key Ratios					
ROE (%)	16.18%	9.68%	7.97%	10.14%	12.18%
Income Statement (RMB mn)					
Revenue	95,821	99,473	98,181	107,287	116,942
Operating expenses	(92,151)	(91,064)	(94,063)	(100,927)	(107,128)
-Jet fuel cost	(34,703)	(35,640)	(33,722)	(35,404)	(36,537)
Profit from operations	6,949	8,409	4,118	6,360	9,814
Financial costs	1,767	(1,890)	(423)	(3,224)	(2,933)
Share of profits and losses of associate:	1,329	391	823	1,576	1,804
Profit before tax	10,203	6,909	4,518	4,712	8,685
Tax	(2,241)	(1,607)	(903)	(1,084)	(2,084)
Profit for the period	7,962	5,302	4,368	5,886	7,667
Minority interests	421	486	351	286	379
Net profit	7,541	4,816	3,264	3,342	6,221

Source: PSR

Ratings History



PSR Rating System

Total Returns	Recommendation	Rating
> +20%	Buy	1
+5% to +20%	Accumulate	2
-5% to +5%	Neutral	3
-5% to -20%	Reduce	4
< -20%	Sell	5

Remarks

We do not base our recommendations entirely on the above quantitative return bands. We consider qualitative factors like (but not limited to) a stock's risk reward profile, market sentiment, recent rate of share price appreciation, presence or absence of stock price catalysts, and speculative undertones surrounding the stock, before making our final recommendation

PHILLIP RESEARCH STOCK SELECTION SYSTEMS

Total Return	Recommendation	Rating	Remarks
>+20%	Buy	1	>20% upside from the current price
+5% to +20%	Accumulate	2	+5% to +20% upside from the current price
-5% to +5%	Neutral	3	Trade within \pm 5% from the current price
-5% to -20%	Reduce	4	-5% to -20% downside from the current price
<-20%	Sell	5	>20% downside from the current price

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