

Malaysia Aviation

NEUTRAL

(Unchanged)

It gets serious

- MAS' second capacity cuts will create a new equilibrium to the market supply-demand.
- Expect industry load factor and yields to rise significantly from Aug 2015 onwards.
- Maintain BUY on AirAsia; sector recovery is well underway.

Analyst

Mohshin Aziz (603) 2297 8692 mohshin.aziz@maybank-ib.com

What's New

Malaysia Airlines (MAS) is believed to have launched the second wave of route and capacity cuts, based on our channel checks. These changes are expected to take effect from Aug 2015.

What's Our View

The first wave of route cuts (Kuala Lumpur to Frankfurt, Krabi, Kochi and Kunming) was immaterial and has no noticeable impact on AirAsia and Malindo Air.

However, the impact of the upcoming second wave should be more pronounced with frequency reductions on several regional routes and termination of two routes (Kuala Lumpur to Brisbane and Male). As this will take place in Aug, we believe that yields will quickly move up from thereon.

We believe MAS will have to announce even more route cuts and capacity reduction due to its extensive headcount reduction which involves 6,000 employees by end-Aug 2015. This will benefit the industry to weed out excess capacity, cut wastages, boost load factor and reverse the declining yield trend.

The biggest beneficiary is AirAsia (AIRA MK, BUY) as it has the most route overlap with MAS, followed by Malindo Air (Not Rated), AirAsia X (AAX MK, HOLD) and to a lesser extend Cebu Pacific (CEB PM, BUY). For Malaysia Airports (MAHB MK, HOLD) however, this development is not positive as it will reduce its traffic volume.

Media sector - Peer valuation summary

Stock	Rec	Shr px	Mkt cap	TP	PER (x)			P/BV (x)		ROE (%)		Net yield (%)
		MYR	MYR m	MYR	CY14A	CY15F	CY16F	CY14A	CY15F	CY14A	CY15F	CY15F
AirAsia	Buy	1.60	4,452.8	2.45	11.0	5.9	6.3	1.0	0.8	8.9	13.5	0.0
AirAsia X	Hold	0.23	933.3	0.30	n.a.	6.1	3.9	0.8	0.6	(58.3)	9.9	0.0
MAHB	Hold	6.20	10,287.0	6.75	55.9	64.6	32.6	1.1	1.0	2.0	1.5	0.6

Source: Maybank KE

MAS' capacity cuts will shift the equilibrium

The airline industry is a very competitive industry. Any changes in the number of flights will quickly shift the supply-demand dynamics and greatly impact on overall load factor and yields. There is a fine equilibrium and it will quickly shift whenever any of the variables have been altered.

First wave of route cuts was immaterial

MAS has already cancelled four flights in 2Q15 as shown in the table below. The overall impact wasn't meaningful as these are thin routes with only a handful of players. Nonetheless, AirAsia and Malindo Air did benefit slightly from this first wave.

MAS first wave capacity cuts

Routes	Effective date	Frequency	Impact		
Kuala Lumpur to Frankfurt	29-May-2015	7x week	Positive for Lufthansa		
Kuala Lumpur to Kunming	30-Apr-2015	4x week	No impact, exclusive to MAS		
Kuala Lumpur to Krabi	6-May-2015	14x week	Positive for AirAsia		
Kuala Lumpur to Kochi	1-Jun-2015	7x week	Positive for AirAsia and Malindo Air		

Sources: MAS, Maybank KE

Second wave of route cuts gets more serious

The second wave of route cuts is more directed towards the regional and Australian routes. This intersects with AirAsia, AirAsia X and Malindo Air's portfolios directly. Thus, we believe there will be a shift in market equilibrium and load factor and yields are likely to rise for the three carriers. The quantum of impact will vary according to how big and how well served the route is.

MAS second wave capacity cuts

Routes	Effective date	Action	Impact		
Kuala Lumpur to Brisbane	9-Aug-2015	Terminate	Positive for AirAsia X's Gold Coast flight		
Kuala Lumpur to Guangzhou	15-Aug-2015	Reduce frequency (2x to 1x daily)	Positive for AirAsia and China Southern		
Kuala Lumpur to Ho Chi Minh	15-Aug-2015	Reduce frequency (4x to 3x daily)	Slight positive for AirAsia and Vietnam Air, very dense market		
Kuala Lumpur to Hong Kong	15-Aug-2015	Reduce frequency (4x to 3x daily)	Slight positive for AirAsia and Cathay Pacific, very dense market		
Kuala Lumpur to Male	23-Aug-2015	Terminate	Nobody flies direct to Male after this		
Kuala Lumpur to Manila	15-Aug-2015	Reduce frequency (5x to 4x daily)	Slight positive to AirAsia and Cebu Pacific, very dense market		
Kuala Lumpur to Perth	15-Aug-2015	Reduce frequency (12x to 7x weekly)	Neutral, Malindo Air will launch new daily services to Perth and therefore negating any positive impact from MAS's cut.		
Kuala Lumpur to Siem Reap	17-Aug-2015	Reduce frequency (7x to 5x weekly)	Very positive for AirAsia, only two airlines serving this route.		
Kuala Lumpur to Taipei	15-Aug-2015	Reduce frequency (2x to 1x daily)	Slight positive for AirAsia X and EVA Air		
Kuala Lumpur to Yangon	18-Aug-2015	Reduce frequency (14x to 11x weekly)	Positive for AirAsia and Myanmar Airways		

Sources: MAS, Maybank KE

There will be more

We think there will be more route cuts to be announced in the coming months because the vast headcount cut at MAS will necessitate further capacity cuts. As a rule of thumb, MAS needs roughly 45-55 employees per flight. We estimate that the second wave of capacity cuts will only involve 800-1,000 employees. Given that roughly 6,000 employees have been / will be terminated, MAS will inevitably announce more route cuts.

We list down in the table below for routes that we deem have the potential to be terminated or cut in capacity. Note that this is based on our forecast only, and the Company has not given any indication.

MAS potential capacity cuts

Routes	Action	Note			
Kuala Lumpur to Amsterdam	Terminate	Demand dried up after MH17, MAS can transfer passengers to AirFrance-KLM via its code share			
Kuala Lumpur to Paris	Terminate or downsize aircraft	MAS is unable to fill its Airbus A380 aircraft			
Kuala Lumpur to Istanbul	Terminate	No chance to compete with Turkish Air			
Kuala Lumpur to Dubai	Terminate	No business case to fly this route			
Kuala Lumpur to Darwin	Terminate	No business case to fly this route			
Kuala Lumpur to Osaka	Terminate or reduce frequency	Seasonal route			
Kuala Lumpur to Adelaide	Terminate or reduce frequency	Seasonal route			
Kuala Lumpur to Sydney	Reduce frequency	Currently 3x day, should be only 2x day			
Kuala Lumpur to Melbourne	Reduce frequency	Currently 3x day, should be only 2x day			
Kuala Lumpur to Singapore	Reduce frequency	Too much capacity, no differentiation factor			
Kuala Lumpur to Bangkok	Reduce frequency	Too much capacity, more leisure centric			
Kuala Lumpur to Jakarta	Reduce frequency	Over-served market			
Kuala Lumpur to Bali	Reduce frequency	Leisure centric market			
Kuala Lumpur to Kota Kinabalu	Reduce frequency	Over-served market, too much competition			
Kuala Lumpur to Kuching	Reduce frequency	Over-served market, too much competition			
Kuala Lumpur to Penang	Reduce frequency	New train service will shift market share			
Kuala Lumpur to Langkawi	Reduce frequency	Over-served market			
Kuala Lumpur to Kuantan	Terminate	Traffic is spotty, sometimes full but empty on most accounts			

Sources: MAS, Maybank KE

The next two months will be packed with announcements

We think the next two months (Jul-Aug) will be packed with announcements by MAS. MAS has to provide 2-3 months forward notice before it can terminate routes in order to manage its customers' booking schedule and therefore this is the applicable window time. This material newsflow could potentially provide a rerating to the sector, in our view.

Recommendation

AirAsia: BUY MYR2.45 TP

AirAsia is clearly the biggest beneficiary of MAS' route restructuring because it has the highest route overlap with MAS. This should enable AirAsia to enjoy better load factors with higher yields as the reduced supply from the market will not fester the market demand. We have mentioned in our earlier reports that AirAsia will likely see a year of two halves in 2015, and we think the 2H15 will be one with very convincing performance. **BUY**; the stock is trading superbly cheap at only 5.9x FY15 PER.

AirAsia X: HOLD MYR0.30 TP

On face cover, MAS' capacity cuts to Brisbane, Perth and Taipei will benefit AirAsia X in terms of better load factors and higher yields. However, Malindo Air is adding new services to these routes and it will nullify any benefits of MAS' capacity cuts. Furthermore, we think Malindo could potentially steal market share away from AirAsia X given its superior cabin products and services. We maintain our HOLD call and TP for AirAsia X for now pending a management visit as we seek greater clarity on their growth plans.

Malaysia Airports Holdings: HOLD MYR6.75 TP

These developments by MAS are not positive for MAHB, but nonetheless it is expected. Our base forecast for MAHB has largely prized in the risk of capacity cuts by MAS and therefore we retain our earnings forecasts and HOLD recommendation.

Malindo Air: Not Listed

Malindo Air is very lucky as its new route launches to Taipei and Australia coincide with MAS cutting capacity on these destinations. This will help it to spool up demand and reduce the need to provide deeply cheap promotional tickets in the start-up stage. We are impressed with Malindo Air's growth strategy thus far and we believe it could add another layer of competition to the Malaysian aviation industry in the next one to two years.

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Research Offices

REGIONAL

Sadiq CURRIMBHOY

Regional Head, Research & Economics (65) 6231 5836 sadiq@maybank-ke.com.sg

WONG Chew Hann, CA

Regional Head of Institutional Research (603) 2297 8686 wchewh@maybank-ib.com

ONG Seng Yeow

Regional Head of Retail Research (65) 6432 1453

ongsengyeow@maybank-ke.com.sg

ECONOMICS

Suhaimi ILIAS

Chief Economist Singapore | Malaysia

(603) 2297 8682 suhaimi_ilias@maybank-ib.com

Luz LORENZO

(63) 2 849 8836

luz_lorenzo@maybank-atrke.com

Tim LEELAHAPHAN Thailand (66) 2658 6300 ext 1420

tim.l@maybank-ke.co.th

Chief Economist, BII

Indonesia (62) 21 29228888 ext 29682 Juniman@bankbii.com

STRATEGY

NAMINUL

Sadiq CURRIMBHOY

Global Strategist

(65) 6231 5836 sadiq@maybank-ke.com.sg

Hong Kong / Regional (852) 2268 0631 williechan@kimeng.com.hk

WONG Chew Hann, CA Head of Research (603) 2297 8686 wchewh@maybank-ib.com

Desmond CH'NG, ACA (603) 2297 8680

desmond.chng@maybank-ib.com
Banking & Finance

LIAW Thong Jung (603) 2297 8688 tjliaw@maybank-ib.com • Oil & Gas Services- Regional

ONG Chee Ting, CA (603) 2297 8678 ct.ong@maybank-ib.com

Plantations - Regional

Mohshin AZIZ (603) 2297 8692 mohshin.aziz@maybank-ib.com

• Aviation - Regional • Petrochem

YIN Shao Yang, CPA (603) 2297 8916 samuel.y@maybank-ib.com

• Gaming - Regional • Media

TAN Chi Wei, CFA (603) 2297 8690 chiwei.t@maybank-ib.com • Power • Telcos

WONG Wei Sum, CFA (603) 2297 8679 weisum@maybank-ib.com

Property

LEE Yen Ling (603) 2297 8691 lee.yl@maybank-ib.com • Building Materials • Glove • Ports • Shipping

CHAI Li Shin, CFA (603) 2297 8684 lishin.c@maybank-ib.com • Plantation • Construction & Infrastructure

(603) 2297 8612 ivan.yap@maybank-ib.com • Automotive • Semiconductor • Technology

Kevin WONG (603) 2082 6824 kevin.wong@maybank-ib.com • REITs • Consumer Discretionary

LIEW Wei Han

(603) 2297 8676 weihan.l@maybank-ib.com Consumer Staples

LEE Cheng Hooi Regional Chartist (603) 2297 8694 chenghooi.lee@maybank-ib.com

Tee Sze Chiah Head of Retail Research

(603) 2297 6858 szechiah.t@maybank-ib.com

HONG KONG / CHINA

Howard WONG Head of Research (852) 2268 0648

howardwong@kimeng.com.hk • Oil & Gas - Regional

Alexander LATZER (852) 2268 0647

alexanderlatzer@kimeng.com.hk Metals & Mining - Regional

Beniamin HO

(852) 2268 0632 benjaminho@kimeng.com.hk
• Consumer & Auto

Jacqueline KO, CFA (852) 2268 0633 jacquelineko@kimeng.com.hk • Consumer Staples & Durables

Ka Leong LO, CFA (852) 2268 0630 kllo@kimeng.com.hk • Consumer Discretionary & Auto

Mitchell KIM (852) 2268 0634 mitchellkim@kimeng.com.hk
• Internet & Telcos

Osbert TANG, CFA (86) 21 5096 8370

osberttang@kimeng.com.hk
• Transport & Industrials

Ricky WK NG, CFA (852) 2268 0689 rickyng@kimeng.com.hk • Utilities & Renewable Energy

Steven ST CHAN (852) 2268 0645 stevenchan@kimeng.com.hk
• Banking & Financials - Regional

Warren LAU (852) 2268 0644

warrenlau@kimeng.com.hk
• Technology - Regional

Jigar SHAH Head of Research

(91) 22 6623 2632 jigar@maybank-ke.co.in · Oil & Gas · Automobile · Cement

(91) 22 6623 2605 anubhay@maybank-ke co in Metal & Mining • Capital Goods • Property

(91) 22 6623 2607 vishal@maybank-ke.co.in

Banking & Financials

Abhijeet KUNDU

(91) 22 6623 2628 abhijeet@maybank-ke.co.in

• Consumer

(91) 22 6623 2606 neerav@maybank-ke.co.in

• Software Technology • Telcos

SINGAPORE

NG Wee Siang Head of Research (65) 6231 5838 ngweesiang@maybank-ke.com.sg • Banking & Finance

Gregory YAP (65) 6231 5848 gyap@maybank-ke.com.sg

• SMID Caps • Technology & Manufacturing • Telcos

YEAK Chee Keong, CFA (65) 6231 5842

yeakcheekeong@maybank-ke.com.sg • Offshore & Marine

Derrick HENG, CFA (65) 6231 5843 derrickheng@maybank-ke.com.sg • Transport • Property • REITs (Office)

(65) 6231 5850 joshuatan@maybank-ke.com.sg • REITs (Retail, Industrial)

(65) 6231 5844 weibin@maybank-ke.com.sg • Commodity • Logistics • S-chips

John CHEONG (65) 6231 5845 johncheong@maybank-ke.com.sg • Small & Mid Caps • Healthcare

TRUONG Thanh Hang (65) 6231 5847 hang.truong@maybank-ke.com.sg • Small & Mid Caps

INDONESIA

Isnaputra ISKANDAR Head of Research (62) 21 2557 1129 isnaputra.iskandar@maybank-ke.co.id

• Strategy • Metals & Mining • Cement

Rahmi MARINA

(62) 21 2557 1128

rahmi.marina@maybank-ke.co.id

Banking & Finance

Aurellia SETIABUDI

(62) 21 2953 0785 aurellia.setiabudi@maybank-ke.co.id Property

Pandu ANUGRAH

(62) 21 2557 1137 pandu.anugrah@maybank-ke.co.id • Infra • Construction • Transport• Telcos

Janni ASMAN

(62) 21 2953 0784

janni.asman@maybank-ke.co.id • Cigarette • Healthcare • Retail

Adhi TASMIN (62) 21 2557 1209

adhi.tasmin@maybank-ke.co.id
• Plantations

PHILIPPINES

Luz LORENZO Head of Research

(63) 2 849 8836 luz_lorenzo@maybank-atrke.com

• Strategy • Utilities • Conglomerates • Telcos

Lovell SARREAL

(63) 2 849 8841 lovell_sarreal@maybank-atrke.com • Consumer • Media • Cement

Rommel RODRIGO

(63) 2 849 8839 rommel_rodrigo@maybank-atrke.com

Conglomerates • Property • Gaming Ports/ Logistics

Katherine TAN (63) 2 849 8843

kat_tan@maybank-atrke.com Banks • Construction

Ramon ADVIENTO (63) 2 849 8845 ramon_adviento@maybank-atrke.com

Michael BENGSON (63) 2 849 8840 michael_bengson@maybank-atrke.com

Conglomerates

Jaclyn JIMENEZ

(63) 2 849 8842 jaclyn_jimenez@maybank-atrke.com • Consumer

Arabelle MAGHIRANG

(63) 2 849 8838 arabelle_maghirang@maybank-atrke.com
• Banks

THAILAND Maria LAPIZ Head of Institutional Research Dir (66) 2257 0250 | (66) 2658 6300 ext 1399 Maria.L@maybank-ke.co.th • Consumer • Materials • Ind. Estates

Sittichai DUANGRATTANACHAYA

(66) 2658 6300 ext 1393 Sittichai.D@maybank-ke.co.th • Services Sector • Transport

Sukit UDOMSIRIKUL Head of Retail Research (66) 2658 6300 ext 5090 Sukit.u@maybank-ke.co.th

Mavuree CHOWVIKRAN (66) 2658 6300 ext 1440 mayuree.c@maybank-ke.co.th

Strategy

Padon VANNARAT (66) 2658 6300 ext 1450 Padon.v@mavbank-ke.co.th

Surachai PRAMUALCHAROENKIT (66) 2658 6300 ext 1470 Surachai,p@maybank-ke.co.th

• Auto • Conmat • Contractor • Steel

Suttatip PEERASUB (66) 2658 6300 ext 1430 suttatip.p@maybank-ke.co.th • Media • Commerce

Sutthichai KUMWORACHAI

(66) 2658 6300 ext 1400 sutthichai.k@maybank-ke.co.th • Energy • Petrochem

Termporn TANTIVIVAT (66) 2658 6300 ext 1520 termporn.t@maybank-ke.co.th • Property

Chatchai JINDARAT

(66) 2658 6300 ext 1401 chatchai.j@maybank-ke.co.th

VIETNAM

THAI Quang Trung, CFA, Deputy Manager,

Le Nguyen Nhat Chuyen (84) 8 44 555 888 x 8082 chuyen.le@maybank-kimeng.com.vn Oil & Gas

bich.pham@maybank-kimeng.com.vn • Consumer • Manufacturing • Fishery

NGUYEN Thi Sony Tra Mi (84) 8 44 555 888 x 8084 mi.nguyen@maybank-kimeng.com.vn • Port operation • Pharmaceutical

Jaroonpan WATTANAWONG (66) 2658 6300 ext 1404 jaroonpan.w@maybank-ke.co.th • Transportation • Small cap

Electronics

Institutional Research (84) 8 44 555 888 x 8180 trung.thai@maybank-kimeng.com.vn • Real Estate • Construction • Materials

NGUYEN Thi Ngan Tuyen, Head of Retail Research (84) 8 44 555 888 x 8081 tuyen.nguyen@maybank-kimeng.com.vn • Food & Beverage • Oil&Gas • Banking

TRINH Thi Ngoc Diep (84) 4 44 555 888 x 8208 diep.trinh@maybank-kimeng.com.vn • Technology • Utilities • Construction

PHAM Nhat Bich (84) 8 44 555 888 x 8083

Food & Beverage

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June 25, 2015 7

Malaysia Aviation



Malaysia

Maybank Investment Bank Berhad (A Participating Organisation of Bursa Malaysia Securities Berhad) 33rd Floor, Menara Maybank, 100 Jalan Tun Perak, 50050 Kuala Lumpur Tel: (603) 2059 1888; Fax: (603) 2078 4194

Stockbroking Business: Level 8, Tower C, Dataran Maybank, No.1. Jalan Maarof 59000 Kuala Lumpur Tel: (603) 2297 8888 Fax: (603) 2282 5136

Philippines

Maybank ATR Kim Eng Securities Inc. 17/F, Tower One & Exchange Plaza Ayala Triangle, Ayala Avenue Makati City, Philippines 1200

Tel: (63) 2 849 8888 Fax: (63) 2 848 5738

South Asia Sales Trading

Kevin Foy Regional Head Sales Trading kevinfoy@maybank-ke.com.sg Tel: (65) 6336-5157 US Toll Free: 1-866-406-7447

Malavsia Rommel Jacob rommeljacob@maybank-ib.com Tel: (603) 2717 5152

Indonesia Harianto Liong harianto.liong@maybank-ke.co.id Tel: (62) 21 2557 1177

New York Andrew Dacey adacey@maybank-keusa.com Tel: (212) 688 2956

Vietnam Tien Nguyen

thuytien.nguyen@maybank-kimeng.com.vn Tel: (84) 44 555 888 x8079

Singapore

Maybank Kim Eng Securities Pte Ltd Maybank Kim Eng Research Pte Ltd 50 North Canal Road Singapore 059304

Tel: (65) 6336 9090

Hong Kong

Kim Eng Securities (HK) Ltd Level 30, Three Pacific Place, 1 Queen's Road East, Hong Kong

Tel: (852) 2268 0800 Fax: (852) 2877 0104

Thailand

Maybank Kim Eng Securities (Thailand) Public Company Limited 999/9 The Offices at Central World, 20th - 21st Floor, Rama 1 Road Pathumwan, Bangkok 10330, Thailand

Tel: (66) 2 658 6817 (sales) Tel: (66) 2 658 6801 (research)

North Asia Sales Trading

Andrew Lee andrewlee@kimeng.com.hk Tel: (852) 2268 0283 US Toll Free: 1 877 837 7635

Thailand Tanasak Krishnasreni Tanasak.K@maybank-ke.co.th Tel: (66)2 658 6820

India Manish Modi

manish@maybank-ke.co.in Tel: (91)-22-6623-2601

Philippines

Keith Roy keith_roy@maybank-atrke.com Tel: (63) 2 848-5288

London

Maybank Kim Eng Securities (London) Ltd 5th Floor, Aldermary House 10-15 Queen Street London EC4N 1TX, UK

Tel: (44) 20 7332 0221 Fax: (44) 20 7332 0302

Indonesia

PT Maybank Kim Eng Securities Plaza Bapindo Citibank Tower 17th Floor Jl Jend. Sudirman Kav. 54-55 Jakarta 12190, Indonesia

Tel: (62) 21 2557 1188 Fax: (62) 21 2557 1189

Vietnam

Maybank Kim Eng Securities Limited 4A-15+16 Floor Vincom Center Dong Khoi, 72 Le Thanh Ton St. District 1 Ho Chi Minh City, Vietnam

Tel: (84) 844 555 888 Fax: (84) 8 38 271 030

New York

Maybank Kim Eng Securities USA 777 Third Avenue, 21st Floor New York, NY 10017, U.S.A.

Tel: (212) 688 8886 Fax: (212) 688 3500

India

Kim Eng Securities India Pvt Ltd 2nd Floor, The International 16, Maharishi Karve Road, Churchgate Station, Mumbai City - 400 020, India

Tel: (91) 22 6623 2600 Fax: (91) 22 6623 2604

Saudi Arabia

In association with Anfaal Capital Villa 47, Tujjar Jeddah Prince Mohammed bin Abdulaziz Street P.O. Box 126575 Jeddah 21352

Tel: (966) 2 6068686 Fax: (966) 26068787

www.maybank-ke.com | www.maybank-keresearch.com