

Allegiant Travel(ALGT)

\$124.20 (As of 08/24/20)

Price Target (6-12 Months): **\$132.00**

Long Term: 6-12 Months

Zacks Recommendation:

Neutral

(Since: 04/28/20)

Prior Recommendation: Underperform

Short Term: 1-3 Months

Zacks Rank: (1-5)

3-Hold

Zacks Style Scores:

VGM:C

Value: B

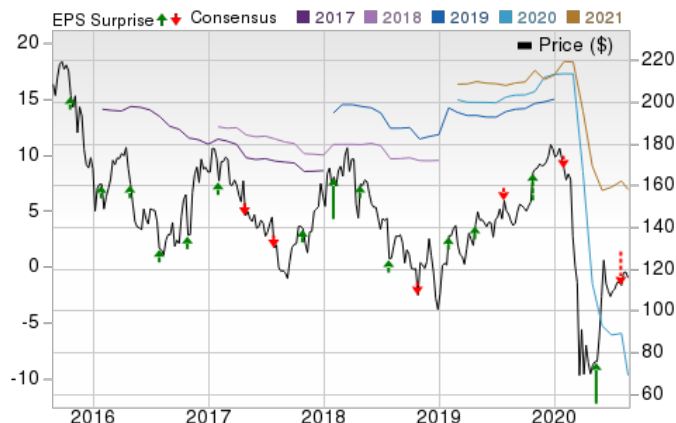
Growth: C

Momentum: D

Summary

Shares of Allegiant have plunged 8.3% since March due to drop in air travel demand in the wake of coronavirus outbreak. Due to weakness in air-travel demand, passenger revenues declined 43.4% in first-half 2020. Moreover, traffic and capacity for scheduled services declined 40.6% and 24.3%, respectively, during the first half of 2020. As capacity contraction outweighed traffic plunge load factor tanked 1800 basis points to 65.7%. Operating cost per available seat miles (CASM) excluding fuel rose 25%. Nevertheless, average fuel cost per gallon (scheduled) declined 26.1% to \$1.61 in the first six months of 2020. The carrier is also undertaking substantial cost-cutting measures, such as freezing hiring and suspending construction of Florida resort. Meanwhile, high debt levels are a concern.

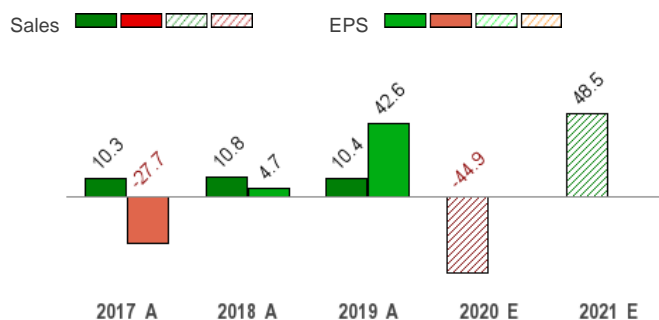
Price, Consensus & Surprise



Data Overview

52 Week High-Low	\$183.26 - \$60.06
20 Day Average Volume (sh)	196,799
Market Cap	\$2.0 B
YTD Price Change	-28.6%
Beta	1.43
Dividend / Div Yld	\$0.00 / 0.0%
Industry	Transportation - Airline
Zacks Industry Rank	Bottom 5% (240 out of 252)

Sales and EPS Growth Rates (Y/Y %)



Last EPS Surprise	-31.6%
Last Sales Surprise	5.9%
EPS F1 Est- 4 week change	-123.0%
Expected Report Date	10/22/2020
Earnings ESP	0.0%
P/E TTM	49.5
P/E F1	NA
PEG F1	NA
P/S TTM	1.4

Sales Estimates (millions of \$)

	Q1	Q2	Q3	Q4	Annual*
2021	346 E	400 E	375 E	407 E	1,506 E
2020	409 A	133 A	193 E	279 E	1,014 E
2019	452 A	492 A	437 A	461 A	1,841 A

EPS Estimates

	Q1	Q2	Q3	Q4	Annual*
2021	\$1.44 E	\$2.63 E	\$1.81 E	\$2.87 E	\$6.90 E
2020	\$2.05 A	-\$5.96 A	-\$4.54 E	-\$0.87 E	-\$9.71 E
2019	\$3.98 A	\$4.33 A	\$2.70 A	\$3.72 A	\$14.26 A

*Quarterly figures may not add up to annual.

The data in the charts and tables, including the Zacks Consensus EPS and Sales estimates, is as of 08/24/2020. The reports text is as of 08/25/2020.

Overview

Allegiant Travel Company, based in Las Vegas, NV, was founded in 1997. The company, through its subsidiary Allegiant Air LLC, operates a low-cost passenger airline. It focuses on linking leisure travelers in small and medium sized cities to world-class leisure destinations.

At 2019-end, the company which competes with the likes of Southwest Airlines, JetBlue Airlines and Spirit Airlines in the low-cost space, provides services on 466 routes across 97 origination cities and 27 leisure destinations, simultaneously covering 43 states and Puerto Rico.

Apart from air travel, the company offers vacation deals including car rentals and hotel bookings. Allegiant is making constant efforts to modernize its fleet. As of Dec 31, 2019, the company's operating fleet consisted of 54 A320 and 37 A-319 jets.

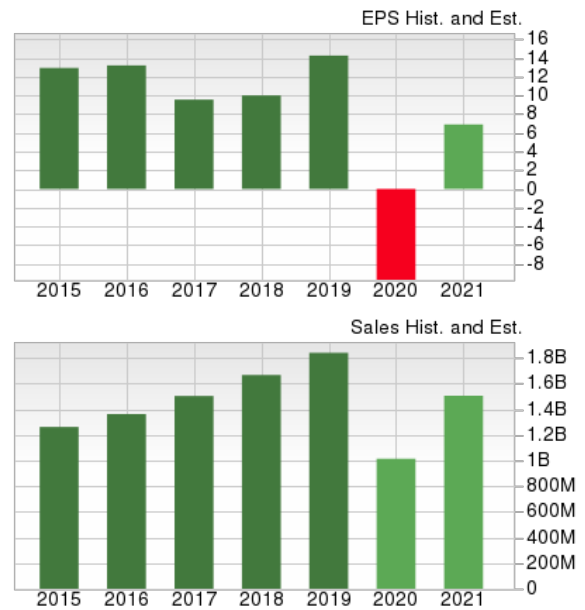
The company focusses on unbundling its air-related products and services like baggage fees, advance seat assignment among others. Allegiant, which also offers air transportation through fixed fee flight arrangements, focuses on generating significant additional ancillary revenues thanks to its unique business model.

By focusing on leisure travelers only, this unique business model enables the company to avoid heavy costs of serving a variety of customers. In order to reduce costs, Allegiant usually purchases used aircraft with useful remaining years. Additionally, this non-traditional approach also brings down distribution-related expenses.

The company also attracts customers by offering third party travel products like hotel rooms and ground transportation. The company also generates revenues by temporarily functioning as a lessor to acquire aircraft and/or engines. Unlike many other carriers, Allegiant does not offer connecting flights. It also does not have frequent flier agreements.

The company reported a 10.4% year over year increase in operating revenues to \$1,841 million in 2019. The uptick was driven by a 9.7% increase in passenger revenues. Passenger revenues accounted for 91.4% of the top line in 2019.

Revenues from third-party products increased 20.6% year over year and contributed 3.8% to the top line in 2019. Fixed fee contract revenues, increased 29.4% and contributed 3.5%. Other sources of revenues accounted for the balance. Notably, the company's fiscal year coincides with the calendar year.



Reasons To Buy:

▲ Even though Allegiant suspended buybacks and dividends due to the present crisis, we note that the company had an impressive record of dividend payments and share repurchases prior to the outbreak. Additionally, the company's performance on the punctuality front is impressive.

The current scenario of low fuel costs is a positive for the company.

▲ The current scenario of low fuel costs is a positive for the company. Evidently, average fuel cost per gallon (scheduled) declined 26.1% to \$1.61 in the first half of 2020. Low fuel costs are aiding results thereby partly mitigating the adversity due to low air-travel demand.

▲ We are also impressed by the company's efforts to modernize its fleet. The carrier operates an all-Airbus fleet. Allegiant's fleet-size at the end of 2019 was 91 (37 A319 and 54 A320), indicating an increase from 2018's reported figure. The transition to an all-Airbus fleet, completed in November 2018, increased Allegiant's fuel efficiency.

Reasons To Sell:

- ▼ The coronavirus pandemic is taking a toll on Allegiant. With air-travel demand for leisure spiraling down to an unprecedented level, the company's first six months operating revenue declined 42.5% year over year on the back of 43.4% fall in passenger revenue. Air traffic for scheduled services declined 40.6%. Also, Capacity at the end of six months dropped 24.3% year on year. Load factor tanked 1800 basis points as capacity contraction surpassed traffic plunge.
- ▼ The Zacks Consensus Estimate for current-year earnings being revised downward over the past 60 days. Particularly, due to coronavirus-induced low demand, shares of the company have slumped more than 8% since the beginning of March. With the crisis showing no signs of fading, the stock price may depreciate further, dampening investor confidence in the stock
- ▼ Allegiant's liquidity position is bland. The carrier exited the second quarter with cash and equivalents of \$663.1 million, compared with \$473.3 million at the end of fourth quarter 2019. In fact, the cash balance at the end of second-quarter 2020 is far less than the total debt levels of \$1273.4 million. This implies that the company doesn't have enough cash to meet its total debt burden.

Allegiant's high debt levels and woes related to coronavirus are quite concerning.

Last Earnings Report

Allegiant Posts Wider-Than-Expected Q2 Loss

Allegiant reported second-quarter 2020 loss of \$5.96 per share (excluding 11 cents from non-recurring items) was wider than the Zacks Consensus Estimate of a loss of \$4.53. The company reported earnings of \$4.33 per share in the year-ago quarter when air-travel demand was strong. However, with the advent of coronavirus the same plummeted and hurt second-quarter 2020 results.

Moreover, quarterly revenues of \$133.3 million plunged 72.9% year over year but surpassed the Zacks Consensus Estimate of \$125.9 million. The downtick was caused by 74.4% drop in passenger revenues.

Quarter in Details

Air traffic (measured in revenue passenger miles or RPMs) for scheduled service declined 69.3% in the quarter under review. Capacity (measured in available seat miles or ASMs) dropped 49.6% year over year. Consequently, load factor (percentage of seats filled by passengers) deteriorated 3270 basis points to 50.9% in the reported quarter as capacity contraction outweighed traffic plunge.

Airline operating cost per available seat miles (CASM) excluding fuel rose 65% year over year. Average fuel cost per gallon (scheduled) declined 50% to \$1.11 in the quarter. Moreover, total scheduled service passenger revenue per available seat miles (TRASM) fell 47.6% to 5.75 cents.

Liquidity

As of June 30, 2020, Allegiant Travel' unrestricted cash and investments totalled \$663.1 million compared with \$473.3 million at the end of December 2019. Long-term debt and finance lease obligations (net of current maturities and related costs) came at \$1273.4 million, up 2% from 2019 end.

Quarter Ending 06/2020

Report Date	Jul 29, 2020
Sales Surprise	5.88%
EPS Surprise	-31.57%
Quarterly EPS	-5.96
Annual EPS (TTM)	2.51

Recent News

July Traffic — Aug 11, 2020

Traffic for scheduled service, measured in revenue passenger miles (RPMs), plunged 48.2% on a year-over-year basis to 768.7 million. Scheduled capacity, calculated in available seat miles (ASMs), fell 9.8% to 1516.8 million in the month.

Since the decline in traffic exceeded capacity reduction, load factor (percentage of seats filled with passengers) plunged 3750 basis points year over year to 50.7%. Moreover, number of passengers carried by Allegiant declined 48.6% year over year to 894.7 million.

Valuation

Allegiant's shares are down 28.6% and 11.5% in the year-to-date period and in the trailing 12-month period, respectively. Stocks in the Zacks sub-industry and the Zacks Transportation sector have declined 46.4% and 1.7% in the year-to-date period, respectively. Over the past year, the Zacks sub-industry has plunged 39.2% while the sector has rallied 8.2%.

The S&P 500 index is up 5.5% and 18.3% in the year-to-date period and in the past year, respectively.

The stock is currently trading at 1.51X forward 12-month price to sales compared with 0.66X for the Zacks sub-industry, 1.35X for the Zacks sector and 3.7X for the S&P 500 index.

In the past five years, the stock has traded as high as 2.79X and as low as 0.54X, with a five-year median of 1.43X. Our Neutral recommendation indicates that the stock will perform in line the market. Our \$132 price target reflects 1.6X forward 12-month sales.

The table below shows summary valuation data for ALGT

Valuation Multiples - ALGT					
		Stock	Sub-Industry	Sector	S&P 500
P/S F 12M	Current	1.51	0.66	1.35	3.7
	5-Year High	2.79	0.94	1.41	3.7
	5-Year Low	0.54	0.37	0.85	2.53
	5-Year Median	1.43	0.74	1.2	3.05
EV/EBITDA TTM	Current	17.11	12.55	10.01	12.89
	5-Year High	17.11	12.93	11.09	12.89
	5-Year Low	3.93	3.22	5.38	8.25
	5-Year Median	7.09	5.64	7.25	10.91
EV/Sales TTM	Current	1.81	0.89	1.88	3.33
	5-Year High	3.3	1.17	1.88	3.46
	5-Year Low	1.03	0.51	1.18	2.14
	5-Year Median	1.83	0.96	1.63	2.88

As of 08/24/2020

Industry Analysis Zacks Industry Rank: Bottom 5% (240 out of 252)



Top Peers

Company (Ticker)	Rec	Rank
AZUL SA (AZUL)	Neutral	4
SIGNATURE AVIAT (BBAVY)	Neutral	4
Corporacion America Airports S.A. (CAAP)	Neutral	4
Copa Holdings, S.A. (CPA)	Neutral	3
Hawaiian Holdings, Inc. (HA)	Neutral	4
Southwest Airlines Co. (LUV)	Neutral	4
Ryanair Holdings PLC (RYAAY)	Neutral	3
Controladora Vuela Compania de Aviacion, S.A.B. de C.V. (VLRS)	Neutral	2

Industry Comparison Industry: Transportation - Airline				Industry Peers		
	ALGT	X Industry	S&P 500	BBAVY	CAAP	VLRS
Zacks Recommendation (Long Term)	Neutral	-	-	Neutral	Neutral	Neutral
Zacks Rank (Short Term)	3	-	-	4	4	2
VGM Score	C	-	-	B	F	B
Market Cap	2.02 B	2.20 B	23.81 B	2.98 B	380.85 M	837.83 M
# of Analysts	5	4	14	1	1	2
Dividend Yield	0.00%	0.00%	1.64%	0.00%	0.00%	0.00%
Value Score	B	-	-	B	D	A
Cash/Price	0.36	0.60	0.07	0.04	0.70	0.57
EV/EBITDA	4.93	3.84	13.37	11.26	14.41	3.68
PEG Ratio	NA	0.41	3.02	NA	NA	NA
Price/Book (P/B)	2.74	0.75	3.17	1.86	0.33	NA
Price/Cash Flow (P/CF)	5.21	2.62	12.77	7.14	NA	1.97
P/E (F1)	NA	36.54	21.72	36.54	NA	NA
Price/Sales (P/S)	1.40	0.45	2.48	NA	0.32	0.60
Earnings Yield	-7.82%	-31.81%	4.44%	2.74%	-72.69%	-17.15%
Debt/Equity	1.73	0.83	0.76	1.41	0.83	-10.15
Cash Flow (\$/share)	23.82	4.09	6.93	2.00	-1.01	4.20
Growth Score	C	-	-	C	F	D
Hist. EPS Growth (3-5 yrs)	-9.31%	2.82%	10.41%	NA	NA	-21.70%
Proj. EPS Growth (F1/F0)	-168.12%	-254.21%	-5.05%	-40.00%	-2,983.33%	-202.90%
Curr. Cash Flow Growth	33.25%	11.77%	5.20%	-7.68%	585.24%	-4,547.50%
Hist. Cash Flow Growth (3-5 yrs)	14.30%	8.55%	8.50%	11.75%	NA	45.93%
Current Ratio	1.09	0.80	1.33	1.01	0.87	0.62
Debt/Capital	63.35%	52.86%	44.50%	58.56%	45.33%	87.49%
Net Margin	-1.54%	-4.63%	10.13%	NA	-11.20%	-2.29%
Return on Equity	5.22%	-4.11%	14.66%	NA	-10.93%	90.78%
Sales/Assets	0.47	0.49	0.51	NA	0.32	0.43
Proj. Sales Growth (F1/F0)	-44.89%	-46.66%	-1.45%	-26.23%	-63.84%	-50.79%
Momentum Score	D	-	-	A	C	B
Daily Price Chg	7.41%	1.65%	1.32%	0.00%	-2.46%	9.96%
1 Week Price Chg	-2.34%	-2.72%	-1.45%	-1.72%	-8.27%	7.73%
4 Week Price Chg	9.46%	8.44%	3.38%	36.10%	-12.50%	62.03%
12 Week Price Chg	13.99%	9.67%	7.69%	17.77%	-7.75%	61.40%
52 Week Price Chg	-11.55%	-38.97%	3.85%	-24.16%	-56.73%	-2.24%
20 Day Average Volume	196,799	181,563	1,873,293	1,223	184,210	365,618
(F1) EPS Est 1 week change	0.00%	0.00%	0.00%	0.00%	-20.98%	0.00%
(F1) EPS Est 4 week change	-123.00%	-15.61%	1.00%	-20.41%	-20.98%	11.53%
(F1) EPS Est 12 week change	-83.28%	-43.80%	3.40%	30.00%	-20.98%	27.37%
(Q1) EPS Est Mthly Chg	-217.76%	-45.32%	0.00%	NA	-26.67%	NA

Zacks Stock Rating System

We offer two rating systems that take into account investors' holding horizons: Zacks Rank and Zacks Recommendation. Each provides valuable insights into the future profitability of the stock and can be used separately or in combination with each other depending on your investment style.

Zacks Recommendation

The Zacks Recommendation aims to predict performance over the next 6 to 12 months. The foundation for the quantitatively determined Zacks Recommendation is trends in the company's estimate revisions and earnings outlook. The Zacks Recommendation is broken down into 3 Levels; Outperform, Neutral and Underperform. Unlike many Wall Street firms, we have an excellent balance between the number of Outperform and Neutral recommendations. Our team of 70 analysts are fully versed in the benefits of earnings estimate revisions and how that is harnessed through the Zacks quantitative rating system. But we have given our analysts the ability to override the Zacks Recommendation for the 1200 stocks that they follow. The reason for the analyst over-rides is that there are often factors such as valuation, industry conditions and management effectiveness that a trained investment professional can spot better than a quantitative model.

Zacks Rank

The Zacks Rank is our short-term rating system that is most effective over the one- to three-month holding horizon. The underlying driver for the quantitatively-determined Zacks Rank is the same as the Zacks Recommendation, and reflects trends in earnings estimate revisions.

Zacks Style Scores

The Zacks Style Score is as a complementary indicator to the Zacks rating system, giving investors a way to focus on the highest rated stocks that best fit their own stock picking preferences.

Academic research has proven that stocks with the best Value, Growth and Momentum characteristics outperform the market. The Zacks Style Scores rate stocks on each of these individual styles and assigns a rating of A, B, C, D and F. We also produce the VGM Score (V for Value, G for Growth and M for Momentum), which combines the weighted average of the individual Style Scores into one score. This is perfectly suited for those who want their stocks to have the best scores across the board.

Value Score	B
Growth Score	C
Momentum Score	D
VGM Score	C

As an investor, you want to buy stocks with the highest probability of success. That means buying stocks with a Zacks Recommendation of Outperform, which also has a Style Score of an A or a B.

Disclosures

This report contains independent commentary to be used for informational purposes only. The analysts contributing to this report do not hold any shares of this stock. The analysts contributing to this report do not serve on the board of the company that issued this stock. The EPS and revenue forecasts are the Zacks Consensus estimates, unless indicated otherwise on the reports first page. Additionally, the analysts contributing to this report certify that the views expressed herein accurately reflect the analysts personal views as to the subject securities and issuers. ZIR certifies that no part of the analysts compensation was, is, or will be, directly or indirectly, related to the specific recommendation or views expressed by the analyst in the report.

Additional information on the securities mentioned in this report is available upon request. This report is based on data obtained from sources we believe to be reliable, but is not guaranteed as to accuracy and does not purport to be complete. Any opinions expressed herein are subject to change.

ZIR is not an investment advisor and the report should not be construed as advice designed to meet the particular investment needs of any investor. Prior to making any investment decision, you are advised to consult with your broker, investment advisor, or other appropriate tax or financial professional to determine the suitability of any investment. This report and others like it are published regularly and not in response to episodic market activity or events affecting the securities industry.

This report is not to be construed as an offer or the solicitation of an offer to buy or sell the securities herein mentioned. ZIR or its officers, employees or customers may have a position long or short in the securities mentioned and buy or sell the securities from time to time. ZIR is not a broker-dealer. ZIR may enter into arms-length agreements with broker-dealers to provide this research to their clients. Zacks and its staff are not involved in investment banking activities for the stock issuer covered in this report.

ZIR uses the following rating system for the securities it covers. **Outperform-** ZIR expects that the subject company will outperform the broader U.S. equities markets over the next six to twelve months. **Neutral-** ZIR expects that the company will perform in line with the broader U.S. equities markets over the next six to twelve months. **Underperform-** ZIR expects the company will underperform the broader U.S. equities markets over the next six to twelve months.

No part of this report can be reprinted, republished or transmitted electronically without the prior written authorization of ZIR.