

Delta Air Lines, Inc. (DAL)

\$45.52 (As of 06/16/21)

Price Target (6-12 Months): **\$48.00**

Long Term: 6-12 Months

Zacks Recommendation:

Neutral

(Since: 12/07/20)

Prior Recommendation: Underperform

Short Term: 1-3 Months

Zacks Rank: (1-5)

3-Hold

Zacks Style Scores:

VGM:F

Value: D

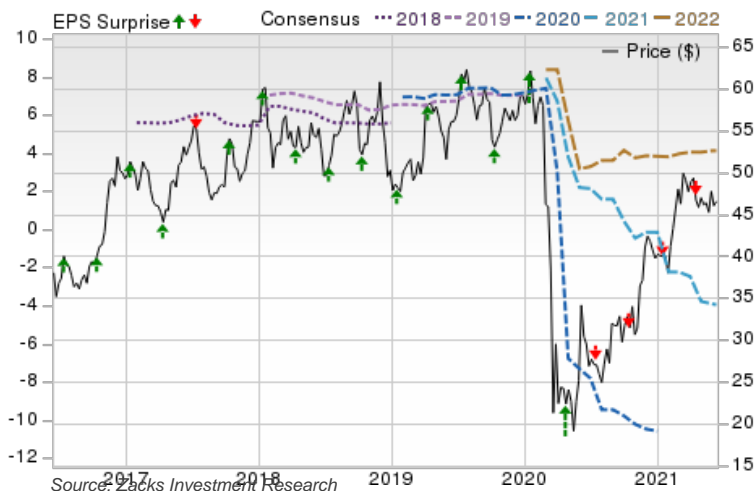
Growth: D

Momentum: F

Summary

Coronavirus-led weak air-travel demand has resulted in Delta incurring losses for five successive quarters. Low air-travel demand is hurting the airline's passenger revenues. Due to this low demand, Delta is making significant capacity cuts. For the second quarter of 2021, total revenues are likely to slump 50-52% from second-quarter 2019. Due to the drop in demand, Delta's fleet-modernization plans have also been affected. However, air-travel demand is gradually improving despite being lower than the pre-pandemic levels. The carrier expects domestic leisure travel in June to be more than 100% restored from the 2019 actuals. Also, Delta expects to generate pre-tax profit in the latter half of 2021. Shares of Delta have outperformed its industry in the past six months, mainly on optimism surrounding the recovery in air-travel demand.

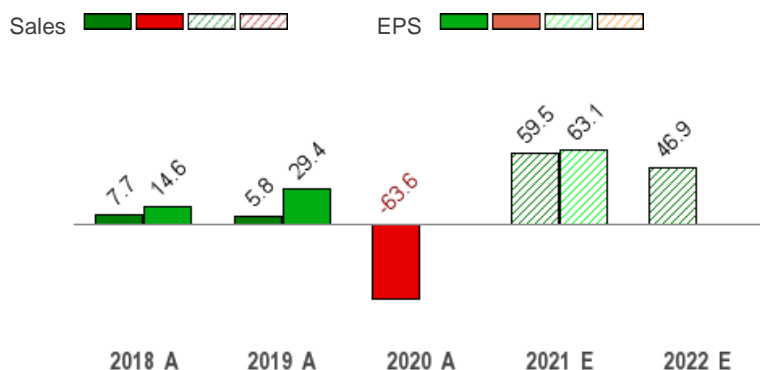
Price, Consensus & Surprise



Data Overview

52-Week High-Low	\$52.28 - \$24.38
20-Day Average Volume (Shares)	9,083,855
Market Cap	\$29.1 B
Year-To-Date Price Change	13.2%
Beta	1.45
Dividend / Dividend Yield	\$0.00 / 0.0%
Industry	Transportation - Airline
Zacks Industry Rank	Bottom 5% (239 out of 252)

Sales and EPS Growth Rates (Y/Y %)



Last EPS Surprise	-15.3%
Last Sales Surprise	8.6%
EPS F1 Estimate 4-Week Change	-1.0%
Expected Report Date	07/13/2021
Earnings ESP	3.3%

Sales Estimates (millions of \$)

	Q1	Q2	Q3	Q4	Annual*
2022	8,267 E	10,380 E	11,249 E	10,441 E	40,051 E
2021	4,150 A	6,316 E	8,315 E	8,656 E	27,267 E
2020	8,592 A	1,468 A	3,062 A	3,973 A	17,095 A

EPS Estimates

	Q1	Q2	Q3	Q4	Annual*
2022	\$0.03 E	\$1.15 E	\$1.53 E	\$1.37 E	\$4.11 E
2021	-\$3.55 A	-\$1.46 E	\$0.13 E	\$0.69 E	-\$3.97 E
2020	-\$0.51 A	-\$4.43 A	-\$3.30 A	-\$2.53 A	-\$10.76 A

*Quarterly figures may not add up to annual.

P/E TTM	NA
P/E F1	NA
PEG F1	NA
P/S TTM	2.3

The data in the charts and tables, including the Zacks Consensus EPS and sales estimates, is as of 06/16/2021. The report's text and the

analyst-provided price target are as of 06/17/2021.

Overview

Delta Air Lines is one of the four carriers that controls majority of the US aviation market (the carriers account for more than 60% of the domestic market share). This development followed a spate of mergers in the industry during the early part of this century. Delta, the second airline company to have joined the coveted S&P 500 Index, commands more than 17% share of the domestic market.

Bulk of this Atlanta-GA based carrier's revenues are recognized from its airline segment. Evidently, 93.3% of the \$17.1-billion amount generated in 2020 came from this unit. Balance is represented by the refinery segment, which operates for the benefit of the airline division by providing it with jet fuel from its own production and agreements with third parties.

Notably, due to coronavirus-related woes, passenger revenues declined 70% year over year in 2020 to \$12.9 billion. Despite the sorry state of affairs, passenger revenues accounted for the bulk (75.4%) of the top line in 2020. Cargo revenues contributed 3.6% while the rest came from other sources.

Passenger revenues come from three sources, such as ticket sales, loyalty travel awards and travel-related services. In 2020, 85.2% of passenger revenues were recorded from ticket sales. Loyalty travel awards and travel-related services reflected 7.2% and 7.6% of passenger revenues, respectively, in 2020.

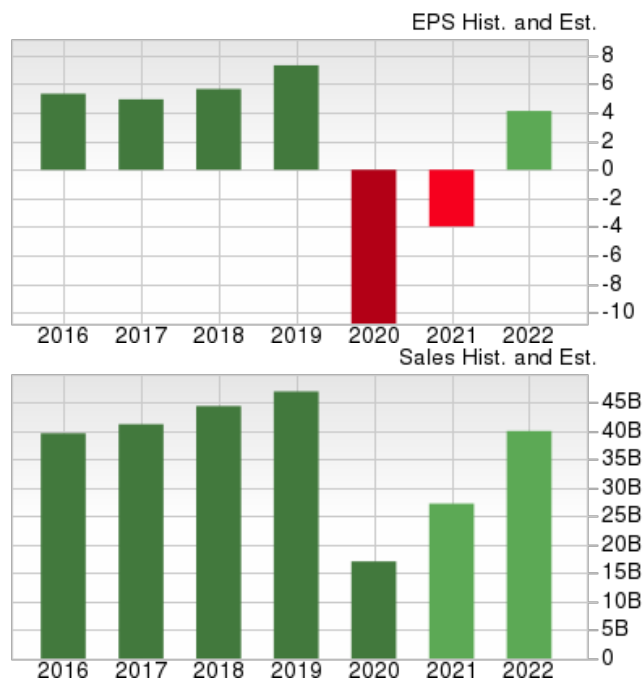
Geographically, passenger revenues are generated by domestic operations apart from international operations in the Atlantic, Latin America and the Pacific region. In 2020, 77.9% of passenger revenues was derived from domestic activities. Domestic passenger revenues declined 67% year over year in 2020.

Due to the pandemic, Delta's international operations were reduced to the tune of 76% year over year in 2020. Operations in the Atlantic, Latin American and the Pacific regions accounted for 9.1%, 8.6% and 4.3% of 2020's passenger revenues, respectively.

Despite the massive reduction in international traffic, Delta still has hubs and market presence in Amsterdam, London-Heathrow, Mexico City, Paris-Charles de Gaulle and Seoul-Incheon.

As of Dec 31, 2020, Delta's fleet included more than 1,100 aircraft. During 2020, Delta retired 227 planes and intends to retire 128 more jets by 2025.

The company's fiscal year coincides with the calendar year.



Source: Zacks Investment Research

Reasons To Buy:

- ▲ As the carrier suffers weak travel demand in the wake of the coronavirus outbreak, modest fuel prices provided some cushion to deal with the softness in revenues. Notably, expenses on aircraft fuel and related taxes saw a substantial fall of 63% in 2020. Moreover, with the majority of the fleet remaining grounded or under-utilized, consumption of fuel shrank 54% to \$1,935 million in 2020. Average fuel price per gallon declined 18% in 2020 on an adjusted basis. Despite the recent uptick, average fuel price per gallon (adjusted) dropped 6% to \$1.91 in first-quarter 2021.
- ▲ With passenger revenues declining due to the coronavirus-led air-travel demand woes, Delta is focusing on controlling costs. Notably, total operating expenses including special items declined 27% year over year to \$29,564 million in 2020. In the first quarter of 2021, operating expenses including special items declined 41% to \$5,548 million. Driven by cost-management actions, Delta hopes to achieve the revenue levels registered in 2019 by 2023 or even earlier. Increase in cargo revenues (rose 12% in the March quarter) in the face of declining passenger revenues also bodes well for the company.
- ▲ The reduction in cash-burn rate is also a positive. Notably, daily cash burn reduced to \$11 million (on average) in the first quarter of 2021 from \$24 million in the third quarter of 2020. In fact, cash burn turned positive in March with cash generation being \$4 million per day. Per Delta's CEO Ed Bastian, "If recovery trends hold, we expect positive cash generation for the June quarter and see a path to return to profitability in the September quarter as the demand recovery progresses." At the Bernstein Strategic Decisions Conference, Delta stated that it expects domestic leisure travel in June to be more than 100% restored from the 2019 actuals.
- ▲ Delta's healthy liquidity position is encouraging. The airline ended the first quarter of 2021 with cash and cash equivalents of \$14.03 billion, much higher than the current debt of \$2.98 billion. This implies that the company has sufficient cash to meet its current debt obligations.

Higher cargo revenues and cost-control measures are partly offsetting the coronavirus-led revenue declines.

Reasons To Sell:

- ▼ Coronavirus-led depressed air-travel demand has resulted in Delta incurring loss for five successive quarters. In the first quarter of 2021, passenger revenues plunged 70% from the levels recorded in the comparable quarter of 2019 to \$2,748 million. For the second quarter of 2021, the carrier expects total revenues in the \$6-6.2 billion range, indicating a 50-52% decline from the second-quarter 2019 actuals. Moreover, it estimates pre-tax loss for the second quarter in the \$1-\$1.2 billion range.
- ▼ Due to the drastic fall in demand, Delta's fleet modernization plans have taken a backseat. Notably, Delta reduced its aircraft purchase commitments by more than \$5 billion through 2022. Delta expects to end 2021 with its fleet count being 15% lower than the 2019 figure. Total fleet is likely to shrink to about 1,130 from 1,350.
- ▼ In February, a Delta flight had to make an emergency landing at the Salt Lake International Airport after a glitch in the engine was detected. With airlines investing substantially in technological matters, such incidents induce a setback. Moreover, such issues shake passengers' confidence in air travel. In fact, these unwarranted circumstances might deflate air-travel demand, which is already fragile, thanks to coronavirus woes.

Delta anticipates second-quarter 2021 total revenues to decline 50-52% from the comparable period in 2019.

Last Earnings Report

Wider-Than-Expected Loss in Q1

Delta incurred a loss (excluding \$1.70 from non-recurring items) of \$3.55 per share which was wider than the Zacks Consensus Estimate of \$3.08 and the first-quarter 2020 loss of 51 cents. Despite the recent uptick in air-travel demand as more and more Americans get vaccinated, the picture remains bleak when compared to the first-quarter of 2019. Consequently, passenger revenues plunged 70% from the levels recorded in the comparable quarter of 2019 to \$2,748 million.

Quarter Ending 03/2021

Report Date	Apr 15, 2021
Sales Surprise	8.60%
EPS Surprise	-15.26%
Quarterly EPS	-3.55
Annual EPS (TTM)	-13.81

Cargo revenues increased 12% to \$215 million while revenues from other sources climbed 16% to \$1,187 million. Due to the passenger revenue weakness, total revenues in the March quarter tanked 51.7% and 60% to \$4,150 million from the first-quarter 2020 and 2019 levels, respectively. Revenues, however, topped the Zacks Consensus Estimate of \$3,821.3 million.

Average daily cash burn was \$11 million in the March quarter. Notably, cash generation was \$4 million per day in March. Per Delta's CEO Ed Bastian, "If recovery trends hold, we expect positive cash generation for the June quarter and see a path to return to profitability in the September quarter as the demand recovery progresses."

Other Financial Details of Q1

Below we present all comparisons (in % terms) to first-quarter 2019 (pre-coronavirus levels).

Revenue passenger miles (a measure of air traffic) tumbled 65% to 17,948 million. With Delta making significant capacity cuts to match the coronavirus-induced sharp decrease in traffic, capacity (measured in available seat miles) contracted 36% to 40,118 million. With the fall in traffic outpacing the capacity reduction, load factor (percentage of seats filled by passengers) was down to 45% from 83% in the comparable 2019 quarter.

Passenger revenue per available seat mile (PRASM) too took a 54% dive to merely 6.85 cents. Passenger mile yield decreased to 15.31 cents from 17.93 cents in the first quarter of 2019. On an adjusted basis, total revenue per available seat mile (TRASM) in the March quarter deteriorated 46% to 9 cents.

Total operating expenses including special items declined 41% to \$5,548 million. Notably, expenses on aircraft fuel and related taxes plunged 49% in the reported quarter. With most of the fleet remaining grounded/under-utilized, fuel gallons consumed decreased 43% to \$545 million. Average fuel price per gallon (adjusted) dropped 6% to \$1.91. Non-fuel unit cost (adjusted) increased 4% in the reported quarter.

The airline had liquidity worth \$16.6 billion at the end of the March quarter (including cash and cash equivalents, short-term investments and undrawn revolving credit facilities). The company had total debt and finance lease obligations of \$29 billion with adjusted net debt of \$19.1 billion. Inclusive of the benefit from the second round of the Payroll Support Program (PSP2), cash generated from operations during the reported quarter was \$691 million.

Q2 Outlook

Notably, all % comparisons are to second-quarter 2019. For the second quarter of 2021, the carrier expects scheduled capacity to decline roughly 32%. Total revenues are likely to slump in the 50-55% band. Fuel price per gallon is anticipated in the \$1.85-\$1.95 range. The non-fuel unit cost (adjusted) is expected to increase between 6% and 9%. Capital expenses are anticipated to be roughly \$550 million. Adjusted net debt (including estimated PSP3 funds of \$2.7 billion, which are likely to be received in the second quarter) is expected in the \$19-\$19.5 billion band.

Recent News

Expansion of French Footprint — Jun 8, 2021

In line with its efforts to rebuild international demand, Delta will resume flying to French destinations. The move comes after the French administration decided to re-open the country for leisure travel following more than a year's embargo on international travel induced by the coronavirus scare. In addition to the existing flights to Paris from Atlanta, GA (twice daily), New York-JFK (once a day) and Detroit, MI (thrice a week), the airline plans to add services from Minneapolis/St. Paul, MN and Boston, MA to the French capital. While flights on the Paris-Minneapolis/St. Paul route will operate thrice a week from Jul 7 onward, the ones connecting Paris with Boston will operate daily starting Aug 5. Delta will also add the French city of Nice to its network. Flights connecting Nice and New York-JFK will be in service thrice a week starting Jul 8.

Revised Q2 Guidance — Jun 3, 2021

At the Bernstein Strategic Decisions Conference, Delta predicted second-quarter revenues (on an adjusted basis) in the \$6-6.2 billion range, indicating a 50-52% decline from the second-quarter 2019 actuals. This suggests an improvement from the past guidance of a 50-55% decline. Pre-tax loss for the second quarter is now expected in the \$1-\$1.2 billion range, which again is an improved outlook from the previous estimate of \$1-\$1.5 billion. The company expects to generate pre-tax profit in the latter half of 2021. Scheduled and sellable capacities for the June quarter are still expected to decline 32% and 40%, respectively, from the second-quarter 2019 reading. Fuel price per gallon for the June quarter is anticipated in the \$2-\$2.15 band (previous estimate: \$1.85-\$1.95). Non-fuel unit costs are now predicted to increase roughly 9% from second-quarter 2019 actuals (earlier guidance was an increase in the 6-9% band). Delta expects to reduce non-fuel unit costs below the reported 2019 levels by the final quarter of 2021 through its efforts to enhance efficiencies. Available seat miles (a measure of scheduled capacity) in fourth-quarter 2021 are projected to be roughly 85% of fourth-quarter 2019 actuals.

Cape Air Partnership Expanded — Jun 1, 2021

Delta has expanded its partnership with regional carrier Cape Air – a Massachusetts-based airline with a fleet of 100 aircraft, operating more than 400 daily flights. As part of the extended partnership, Delta customers can now book Cape Air flights to certain cities along the northeast U.S. coast through the website and app of the former. Moreover, SkyMiles members can earn and redeem miles on eligible Cape Air flights.

Valuation

Delta shares are up 13.2% and 47.8% in the year-to-date period and over the trailing 12-month period respectively. Stocks in the Zacks sub-industry and the Zacks Transportation sector are up 13.1% and 10.5% in the year-to-date period, respectively. Over the past year, the Zacks sub-industry and the sector are up 47.2% and 43.8% respectively.

The S&P 500 index is up 13.2% and 37.7% in the year-to-date period and in the past year respectively.

The stock is currently trading at 0.88X forward 12-month price to sales, which compares to 0.87X for the Zacks sub-industry, 1.58X for the Zacks sector and 4.7X for the S&P 500 Index.

Over the past five years, the stock has traded as high as 1.14X and as low as 0.28X, with a 5-year median of 0.82X. Our Neutral recommendation indicates that the stock will perform in-line with the market. Our \$48 price target reflects 0.93X forward 12-month sales.

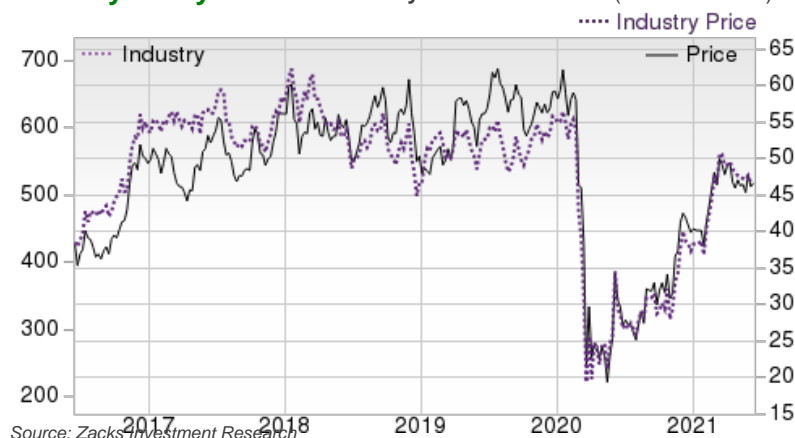
The table below shows summary valuation data for DAL

Valuation Multiples - DAL					
		Stock	Sub-Industry	Sector	S&P 500
P/S F 12M	Current	0.88	0.87	1.58	4.7
	5-Year High	1.14	1.01	1.67	4.74
	5-Year Low	0.28	0.37	0.91	3.21
	5-Year Median	0.82	0.74	1.36	3.72
EV/S TTM	Current	3.25	2.95	2.66	4.84
	5-Year High	3.56	3.09	2.75	4.88
	5-Year Low	0.42	0.45	1.18	2.65
	5-Year Median	0.97	0.94	1.72	3.64

As of 06/16/2021

Source: Zacks Investment Research

Industry Analysis Zacks Industry Rank: Bottom 5% (239 out of 252)



Top Peers

Company (Ticker)	Rec	Rank
American Airlines Group Inc. (AAL)	Neutral	3
Alaska Air Group, Inc. (ALK)	Neutral	3
China Eastern Airlines Corporation Ltd. (CEA)	Neutral	4
Cathay Pacific Airways Ltd. (CPCAY)	Neutral	4
JetBlue Airways Corporation (JBLU)	Neutral	3
Southwest Airlines Co. (LUV)	Neutral	3
Spirit Airlines, Inc. (SAVE)	Neutral	3
United Airlines Holdings Inc (UAL)	Neutral	3

The positions listed should not be deemed a recommendation to buy, hold or sell.

Industry Comparison Industry: Transportation - Airline				Industry Peers		
	DAL	X Industry	S&P 500	AAL	LUV	UAL
Zacks Recommendation (Long Term)	Neutral	-	-	Neutral	Neutral	Neutral
Zacks Rank (Short Term)	3	-	-	3	3	3
VGM Score	F	-	-	F	D	F
Market Cap	29.12 B	3.82 B	29.96 B	14.64 B	33.51 B	17.99 B
# of Analysts	12	5	12	12	12	17
Dividend Yield	0.00%	0.00%	1.3%	0.00%	0.00%	0.00%
Value Score	D	-	-	D	D	D
Cash/Price	0.47	0.42	0.05	0.98	0.42	0.72
EV/EBITDA	-3.33	-4.16	17.13	-4.72	-11.18	-5.78
PEG F1	NA	68.07	2.12	NA	NA	NA
P/B	60.41	2.30	4.17	NA	3.69	3.46
P/CF	NA	5.03	17.46	NA	NA	NA
P/E F1	NA	31.35	21.27	NA	NA	NA
P/S TTM	2.30	1.81	3.46	1.14	4.88	1.70
Earnings Yield	-8.72%	-6.78%	4.62%	-38.28%	-2.28%	-25.16%
Debt/Equity	54.07	1.00	0.66	-4.69	1.20	5.01
Cash Flow (\$/share)	-7.10	-0.82	6.83	-11.80	-3.82	-17.82
Growth Score	D	-	-	F	F	F
Historical EPS Growth (3-5 Years)	7.00%	-3.61%	9.44%	-20.15%	3.44%	5.26%
Projected EPS Growth (F1/F0)	63.13%	62.82%	21.49%	55.57%	79.25%	49.24%
Current Cash Flow Growth	-161.56%	-128.60%	0.86%	-258.79%	-164.14%	-196.24%
Historical Cash Flow Growth (3-5 Years)	NA%	4.36%	7.28%	NA	NA	NA
Current Ratio	0.86	0.90	1.39	1.04	1.97	1.13
Debt/Capital	98.18%	55.22%	41.51%	NA	54.49%	83.36%
Net Margin	-102.96%	-55.43%	11.95%	-61.53%	-41.71%	-63.43%
Return on Equity	-249.42%	-33.46%	16.48%	NA	-46.10%	-141.48%
Sales/Assets	0.17	0.23	0.51	0.20	0.19	0.18
Projected Sales Growth (F1/F0)	59.51%	25.66%	9.41%	62.27%	67.10%	50.58%
Momentum Score	F	-	-	F	A	B
Daily Price Change	-0.02%	-0.03%	-0.54%	0.18%	-0.79%	0.56%
1-Week Price Change	1.13%	0.16%	0.10%	-3.17%	-1.67%	-0.72%
4-Week Price Change	-1.34%	-0.67%	2.62%	-0.61%	-6.16%	-0.34%
12-Week Price Change	-0.20%	-0.93%	8.60%	4.68%	-1.79%	3.29%
52-Week Price Change	48.18%	47.67%	35.66%	34.45%	56.07%	41.66%
20-Day Average Volume (Shares)	9,083,855	205,432	1,734,994	28,887,834	5,154,285	11,123,962
EPS F1 Estimate 1-Week Change	0.00%	0.00%	0.00%	0.00%	2.09%	0.00%
EPS F1 Estimate 4-Week Change	-1.00%	0.00%	0.05%	-0.24%	11.13%	1.84%
EPS F1 Estimate 12-Week Change	-62.85%	-32.48%	3.39%	-14.60%	30.89%	-37.68%

Past performance is no guarantee of future results. Please see important disclosures and definitions at the end of this report.

EPS Q1 Estimate Monthly Change	-1.07%	0.00%	0.00%	1.32%	26.05%	4.54%
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Source: Zacks Investment Research

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 maintain a 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.

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.

Value Score	D
Growth Score	D
Momentum Score	F
VGM Score	F

Disclosures

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Returns quoted represent past performance which is no guarantee of future results. Investment returns and principal value will fluctuate so that when shares are redeemed, they may be worth more or less than their original cost. Current performance may be higher or lower than the performance shown.

Investing involves risk; principal loss is possible. There is no guarantee that companies that can issue dividends will declare, continue to pay or increase dividends.

Glossary of Terms and Definitions

52-Week High-Low: The range of the highest and lowest prices at which a stock has traded during the past year. This range is determined based on the stock's daily closing price which may differ from the intra-day high or low. Many investors use it as a technical indicator to determine a stock's current value and future price movement. The idea here is that if price breaks out from the 52-week range, in either direction, the momentum may continue in the same direction.

20-Day Average Volume (Shares): The average number of shares of a company traded in a day over the last 20 days. It is a direct indication of a security's overall liquidity. The higher the average daily trading volume, the easier it is to enter or exit the stock at a desired price with more buyers and sellers being available.

Daily Price Change: This is the percentage difference between a trading day's closing price and the prior trading day's closing price. This item is updated at 9 p.m. EST each day.

1-Week Price Change: This is the percentage change in a stock's closing price over the last 5 trading days. This change reflects the collective buying and selling sentiment over the 1-week period.

A strong weekly price increase for the stock, especially when accompanied by increased volume, is an indication of it gaining momentum.

4-Week Price Change: This is the percentage change in a stock's closing price over the last 20 trading days or past 4 weeks. This is a medium-term price change metric and an indication of the stock gaining momentum.

12-Week Price Change: This is the percentage change of a stock's closing price over the last 60 trading days or past 12 weeks. Similar to 4-week price change, this is a medium-term price change metric. It shows whether a stock has been enjoying strong investor demand, or if it has been in consolidation, or distress over this period.

52-Week Price Change: This is the percentage change in a stock's closing price over the last 260 trading days or past 52 weeks. This long-term price change metric is a good reference point for investors. Some investors seek stocks with the best percentage price change over the last 52 weeks, expecting the momentum to continue.

Market Cap: The number of outstanding common shares of a company times its latest price per share. This figure represents a company's size, which indicates various characteristics, including price stability and risk, in which investors could be interested.

Year-To-Date Price Change: Change in a stock's daily closing price in the period of time beginning the first day of the current calendar year through to the previous trading day.

of Analysts: Number of EPS estimates used in calculating the current-quarter consensus. These estimates come from the brokerage analysts tracking this stock. However, the number of such analysts tracking this stock may not match the number of estimates, as all brokerage analysts may not come up with an estimate or provide it to us.

Beta: A measure of risk commonly used to compare the volatility of a stock to the overall market. The S&P 500 Index is the base for calculating beta and carries a value of 1. A stock with beta below 1 is less risky than the market as a whole. And a stock with beta above 1 is riskier.

Dividend: The portion of earnings a company is expected to distribute to its common shareholders in the next 12 months for each share they own. Dividends are usually paid quarterly. Dividend payments reflect positively on a company and help maintain investors' trust. Investors typically find dividend-paying stocks appealing because the dividend adds to any market price appreciation to result in higher return on investment (ROI). Moreover, a steady or increasing dividend payment provides investors a cushion in a down market.

Dividend Yield: The ratio of a company's annual dividend to its share price. The annual dividend used in the ratio is calculated based on the most recent dividend paid by the company. Dividend yield is an estimate of the dividend-only return from a stock in the next 12 months. Since dividend itself doesn't change frequently, dividend yield usually changes with a stock's price movement. As a result, often an unusually high dividend yield is a result of weak stock price.

S&P 500 Index: The Standard & Poor's 500 (S&P 500) Index is an unmanaged group of securities considered to be representative of the stock market in general. It is a market-capitalization-weighted index of stocks of the 500 largest U.S. companies. Each stock's weight in the index is

proportionate to its market value.

Industry: One of the 250+ groups that Zacks classifies all stocks into based on the nature of business. These groups are termed as expanded (aka "X") industries and map to their respective (economic) sectors; Zacks has 16 sectors.

Zacks Industry Rank: The Zacks Industry Rank is determined by calculating the average Zacks Rank for all stocks in the industry and then assigning an ordinal rank to it. For example, an industry with an average Zacks Rank of 1.6 is better than an industry with an average Zacks Rank of 2.3. So, the industry with the better average Zacks Rank would get a better Zacks Industry Rank. If an industry has the best average Zacks Rank, it would be considered the top industry (1 out of 250+), which would place it at the top 1% of Zacks-ranked industries. Studies have shown that roughly half of a stock's price movement can be attributed to the industry group it belongs to. In fact, the top 50% of Zacks-ranked industries outperforms the bottom 50% by a factor of more than 2 to 1.

Last EPS Surprise: The percentage deviation of a company's last reported earnings per share from the Zacks Consensus Estimate. Companies with a positive earnings surprise are more likely to surprise again in the future (or miss again if they recently missed).

Last Sales Surprise: The percentage deviation of a company's last reported sales from the Zacks Consensus Estimate.

Expected Report Date: This is an estimated date of a company's next earnings release. The information originated or gathered by Zacks Investment Research from its information providers or publicly available sources is the basis of this estimate.

Earnings ESP: The Zacks Earnings ESP compares the Most Accurate Estimate to the Zacks Consensus Estimate for the yet-to-be reported quarter. The Most Accurate Estimate is the most recent version of the Zacks Consensus EPS Estimate. The idea here is that analysts revising their estimates closer to an earnings release have the latest information, which could potentially be more accurate than what they and others contributing to the consensus had predicted earlier. Thus, a positive or negative Earnings ESP reading theoretically indicates the likely deviation of the actual earnings from the consensus estimate. However, the model's predictive power is significant for positive ESP readings only. A positive Earnings ESP is a strong predictor of an earnings beat, particularly when combined with a Zacks Rank #1 (Strong Buy), #2 (Buy) or #3 (Hold). Our research shows that stocks with this combination produce a positive surprise nearly 70% of the time.

Periods:

TTM: Trailing 12 months. Using TTM figures is an effective way of analyzing the most-recent financial data in an annualized format that helps neutralize the effects of seasonality and other quarter-to-quarter variation.

F1: Current fiscal year. This period is used to analyze the estimates for the ongoing full fiscal year.

F2: Next fiscal year. This period is used to analyze the estimates for the next full fiscal year.

F12M: Forward 12 months. Using F12M figures is an effective way of analyzing the near-term (the following four unreported quarters) estimates in an annualized manner. Instead of typically representing estimates for the full fiscal year, which may not represent the nitty-gritty of each quarter, F12M figures suggest an all-inclusive annualized estimate for the following four quarters. The annualization helps neutralize the potential effects of seasonality and other quarter-to-quarter variations.

P/E Ratio: The price-to-earnings ratio measures a company's current market price per share relative to its earnings per share (EPS). Usually, the trailing-12-month (TTM) EPS, current-fiscal-year (F1) EPS estimate, or forward-12-month (F12M) EPS estimate is used as the denominator. In essence, this ratio shows what the market is willing to pay today for each dollar of EPS. In other words, this ratio gives a sense of what the relative value of the company is at the already reported level of earnings or at a future level of earnings.

It is one of the most widely-used multiples for determining the value of a company and helps comparing its valuation with that of a competitor, the industry group or a benchmark.

PEG Ratio: The price/earnings to growth ratio is a stock's P/E ratio using current fiscal year (F1) EPS estimate divided by its expected EPS growth rate over the coming 3 to 5 years. This ratio essentially determines a stock's value by factoring in the company's expected earnings growth and is thus believed to provide a more complete picture than just the P/E ratio, particularly for faster-growing companies.

P/S Ratio: The price-to-sales ratio is calculated as a company's current price per share divided by trailing 12 months (TTM) sales or revenues per share. This ratio shows what the market is willing to pay today for each dollar of TTM sales per share. The P/S ratio is at times the only valuation metric when the company has yet to become profitable.

Cash/Price Ratio: The cash-to-price ratio or Cash Yield is calculated as cash and marketable securities per share divided by the company's current share price. Like the earnings yield, which shows the anticipated yield (or return) on a stock from earnings for each dollar invested, the cash yield does the same, with cash being the source of return instead of earnings. For example, a cash/price ratio of 0.08 suggests a return of 8% or 8 cents for every \$1 investment.

EV/EBITDA Ratio: The EV/EBITDA ratio, also known as Enterprise Multiple, is calculated as a company's enterprise value (market capitalization + value of total long-term debt + book value of preferred shares - cash and marketable securities) divided by EBITDA (earnings before interest, taxes, depreciation and amortization). Usually, trailing-12-month (TTM) or forward-12-month (F12M) EBITDA is used as the denominator.

EV/Sales Ratio: The enterprise value-to-sales ratio is calculated as a company's enterprise value (market capitalization + value of total long-term debt + book value of preferred shares - cash and marketable securities) divided by annual sales. It is an expansion of the P/S valuation, which uses market value instead of enterprise value. The EV/Sales ratio is perceived as more accurate than P/S, in part, because the market capitalization does not take a company's debt into account when valuing it.

EV/CF Ratio: The enterprise value-to-cash flow ratio is calculated as a company's enterprise value (market capitalization + value of total long-

term debt + book value of preferred shares - cash and marketable securities) divided by the trailing-12-month (TTM) operating cash flow. It's a measure of how long it would take to buy the entire business if you were able to use all the company's operating cash flow.

The EV/CF ratio is perceived as more accurate than the P/CF ratio, in part, because the market price does not take a company's debt into account when valuing it.

EV/FCF Ratio: The enterprise value-to-free cash flow metric compares a company's enterprise value to its trailing-12-month (TTM) free cash flow (FCF). This metric is very similar to the EV/CF ratio, but is considered a more exact measure owing to the fact that it uses free cash flow, which subtracts capital expenditures (CAPEX) from a company's total operating cash flow, thereby reflecting the actual cash flow available for funding growth activities and payments to shareholders.

P/EBITDA Ratio: The P/EBITDA ratio is calculated as a company's per share market value divided by EBITDA (earnings before interest, taxes, depreciation, and amortization). This metric is very similar to the EV/EBITDA ratio, but is considered a little less exact measure as it uses market price, which does not take a company's debt into account. However, since EBITDA is often considered a proxy for cash income, the metric is used as a measure of what the market is willing to pay today for each dollar of the company's cash profitability in the trailing 12 months (TTM) or forward 12 months (F12M).

P/B Ratio: The price-to-book ratio is calculated as a company's current price per share divided by its book value (total assets – liabilities – preferred stocks) per share. In short, the book value is how much a company is worth. In other words, it reflects the total value of a company's assets that its common shareholders would receive if it were to be liquidated. So, the P/B ratio indicates whether you're paying higher or lower than what would remain if the company went bankrupt immediately. Investors typically use this metric to determine how a company's stock price stacks up to its intrinsic value.

P/TB Ratio: The price-to-tangible-book value ratio is calculated as a the per share market value of a company divided by the value of its tangible assets (total assets – liabilities – preferred stocks – intangible assets) per share. Tangible book value is the same thing as book value except it excludes the value of intangible assets to get a step closer to the baseline value of the company.

P/CF Ratio: The price-to-cash flow ratio measures a company's per share market price relative to its trailing-12-month (TTM) operating cash flow per share. This metric is used to determine whether a company is undervalued or overvalued relative to another stock, industry or sector. And like the P/E ratio, a lower number is typically considered better from the value perspective.

One of the reasons why P/CF ratio is often preferred over P/E ratio is the fact that operating cash flow adds back non-cash expenses such as depreciation and amortization to net income. This feature helps valuing stocks that have positive cash flow but are not profitable because of large noncash charges.

P/FCF Ratio: The price-to-free cash flow ratio is an extension of P/CF ratio, which uses trailing-12-month (TTM) free cash flow per share instead of operating cash flow per share. This metric is considered a more exact measure than P/CF ratio, as free cash flow subtracts capital expenditures (CAPEX) from a company's total operating cash flow, thereby reflecting the actual cash flow available for funding activities that generate additional revenues.

Earnings Yield: The earnings yield is calculated as current fiscal year (F1) EPS estimate divided by the company's current share price. The ratio, which is the inverse of the P/E ratio, measures the anticipated yield (or return) from earnings for each dollar invested in a stock today.

For example, earnings yield for a stock, which is trading at \$35 and expected to earn \$3 per share in the current fiscal year (F1), would be 0.0857 ($3/35 = 0.0857$) or 8.57%. In other words, for \$1 invested in the stock today, the yield from earnings is anticipated to be 8.57 cents.

Investors most commonly compare the earnings yield of a stock to that of a broad market index (such as the S&P 500) and prevailing interest rates, such as the current 10-year Treasury yield. Since bonds and stocks compete for investors' dollars, stock investors typically demand a higher yield for the extra risk they assume compared to investors of U.S. Treasury-backed securities that offer virtually risk-free returns. This additional return is referred to as the risk premium.

Debt/Equity Ratio: The debt-to-equity ratio is calculated as a company's total liabilities divided by its shareholder equity. This metric is used to gauge a company's financial leverage. In other words, it is a measure of the degree to which a company is financing its operations through debt versus its own funds. The higher the ratio, the higher the risk for shareholders.

However, this ratio is difficult to compare across industry groups where ideal amounts of debt vary. Some businesses are more capital intensive than others and typically require higher debt to finance their operations. So, a company's debt-to-equity ratio should be compared with other companies in the same industry.

Cash Flow (\$/share): Cash flow per share is calculated as operating cash flow (after-tax earnings + depreciation + other non-cash charges) divided by common shares outstanding. It is used by many investors as a measure of a company's financial strength. Since cash flow per share takes into consideration a company's ability to generate cash by adding back non-cash expenses, it is regarded by some as a more accurate measure of a company's financial situation than earnings per share, which could be artificially deflated.

Current Ratio: The current ratio or liquidity ratio is a company's current assets divided by its current liabilities. It measures a company's ability to pay short-term obligations. A current ratio that is in line with the industry average or slightly higher is generally considered acceptable. A current ratio that is lower than the industry average would indicate a higher risk of distress or default. A higher number is usually better. However, a very high current ratio compared to the industry average could be an indication of inefficient use of assets by management.

Debt/Capital Ratio: Debt-to-capital ratio is a company's total debt (interest-bearing debt + both short- and long-term liabilities) divided its total capital (interest-bearing debt + shareholders' equity). It is a measure of a company's financial leverage. All else being equal, the higher the debt-to-capital ratio, the riskier the stock.

However, this ratio can vary widely from industry to industry, the ideal amount of required debt being different. Some businesses are more capital

intensive than others and typically require higher debt to finance their operations. So, a company's debt-to-capital ratio should be compared with the same for its industry.

Net Margin: Net margin is calculated as net income divided by sales. It shows how much of each dollar in sales generated by a company translates into profit. For example, if a company's net margin is 15%, its net income is 15 cents for every \$1 of sales it makes.

A change in margin can reflect either a change in business conditions, or a company's cost controls, or both. If a company's expenses are growing faster than sales, its net margin will decline. However, different net margin rates are considered good for different industries, so it's better to compare net margin rates of companies in the same industry group.

Return on Equity: Return on equity (ROE) is calculated as trailing-12-month net income divided by trailing-12-month average shareholder equity (including reinvested earnings). This metric is considered a measure of how effectively management is using a company's assets to generate profits. For example, if a company's ROE is 10%, it creates 10 cents profits for every \$1 shareholder equity, which is basically the company's assets minus debt. A company's ROE deemed good or bad depends on what's normal for its peers or industry group.

Sales/Assets Ratio: The sales-to-assets ratio or asset utilization ratio or asset turnover ratio is calculated as a company's annual sales divided by average assets (average of assets at the beginning of the year and at the year's end). This metric helps investors understand how effectively a company is using its assets to generate sales. For example, a sales-to-assets ratio of 2.5 indicates that the company generated \$2.50 in sales for every \$1 of assets on its books.

The higher the sales-to-assets ratio, the better the company is performing. However, similar to many other ratios, the asset turnover ratio tends to be higher for companies in certain industries/sectors than in others. So, a company's sales-to-assets ratio should be compared with the same for its industry/sector.

Historical EPS Growth (3-5 Years): This is the average annual (trailing-12-month) EPS growth rate over the last 3-5 years. This metric helps investors see how a company's EPS has grown from a long-term perspective.

Note: There are many factors that can influence short-term numbers — a recession will reduce this number, while a recovery will inflate it. The longterm perspective helps smooth out short-term events.

Projected EPS Growth (F1/F0): This is the estimated EPS growth rate for the current financial year. It is calculated as the consensus estimate for the current fiscal year (F1) divided by the reported EPS for the last completed fiscal year (F0).

Current Cash Flow Growth: It measures the latest year-over-year change in operating cash flow. Cash flow growth tells an investor how quickly a company is generating inflows of cash from operations. A positive change in the cash flow is desired and shows that more 'cash' is coming in than going out.

Historical Cash Flow Growth (3-5 Years): This is the annualized change in cash flow over the last 3-5 years. The change in a longer period helps put the current reading into proper perspective. By looking at the rate, rather than the actual dollar value, the comparison across the industry and peers becomes easier.

Projected Sales Growth (F1/F0): This metric looks at the estimated sales growth for the current year. It is calculated as sales estimate for the current fiscal year (F1) divided by the reported sales for the last completed fiscal year (F0).

Like EPS growth, a higher rate is better for sales growth. A look at a company's projected sales growth instantly tells you what the outlook is for their products and services. However, different sales growth rates are considered good for different industries, so it's better to compare sales growth rates of companies in the same industry group.

EPS F1 Estimate 1-Week Change: The percentage change in the Zacks Consensus EPS estimate for the current fiscal year over the past week. The change in a company's consensus EPS estimate (or earnings estimate revision) has proven to be strongly correlated with the near-term price movement of its shares. It is an integral part of the Zacks Rank.

If a stock's consensus EPS estimate is \$1.10 now versus \$1.00 a week ago, that will be reflected as a 10% upward revision. If, on the other hand, it went from \$1.00 to 90 cents, that would be a 10% downward revision.

EPS F1 Estimate 4-Week Change: The percentage change in the Zacks Consensus EPS estimate for the current fiscal year over the past four weeks.

A stock's earnings estimate revision in a 1-week period is important. But it's more meaningful to look at the longer-term revision. And, of course, the 4-week change helps put the 1-week change into proper perspective.

EPS F1 Estimate 12-Week Change: The percentage change in the Zacks Consensus EPS estimate for the current fiscal year over the past 12 weeks.

This metric essentially shows how the consensus EPS estimate has changed over a period longer than 1 week or 4 weeks.

EPS Q1 Estimate Monthly Change: The percentage change in the Zacks Consensus EPS estimate for the current fiscal quarter over the past four weeks.

While the revision in consensus EPS estimate for the current fiscal year is strongly correlated with the near-term price movement of its shares, the estimate revision for the current fiscal quarter is an important metric as well, especially over the short term, and particularly as a stock approaches its earnings date. If a stock's Q1 EPS estimate decreases ahead of its earnings release, it's usually a negative sign, whereas an increase is a positive sign.