

JetBlue Airways(JBLU)

\$12.75 (As of 10/08/20)

Price Target (6-12 Months): **\$13.00**

Long Term: 6-12 Months

Zacks Recommendation:

Neutral

(Since: 10/08/20)

Prior Recommendation: Underperform

Short Term: 1-3 Months

Zacks Rank: (1-5)

3-Hold

Zacks Style Scores:

VGM:D

Value: B

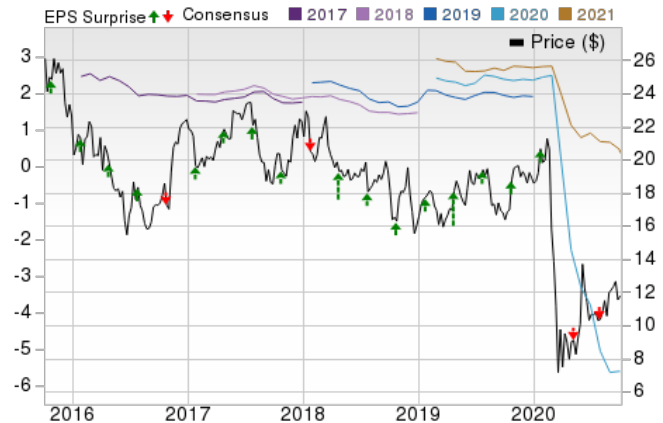
Growth: D

Momentum: F

Summary

Shares of JetBlue have plunged 35.7% since the beginning of February due to coronavirus-led drop in air-travel demand. With passenger revenues declining 51.6% in the first half of 2020 due to weak travel demand, operating revenues plunged 54.7%. Consolidated load factor (percentage of seats filled by passengers) slumped to 64.8% from 84.3% a year ago as traffic decline was more than the capacity reduction in first-half 2020. For the third quarter, the airline expects capacity to decline 55%. However, JetBlue has been seeing modest uptick in leisure-travel demand, owing to which it intends to expand services later this year. The company's initiative to attract passengers by launching At-Home coronavirus-testing facilities for its customers is encouraging. This will help customers avoid quarantine requirements in case they test negative.

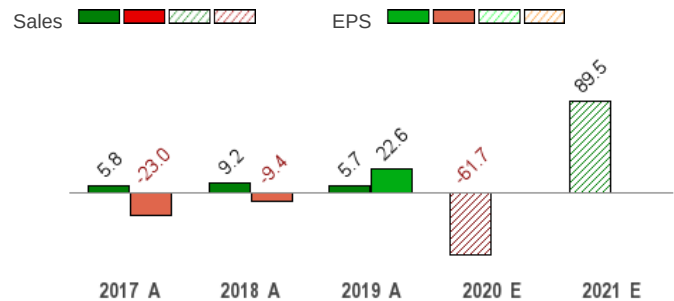
Price, Consensus & Surprise



Data Overview

52-Week High-Low	\$21.65 - \$6.61
20-Day Average Volume (Shares)	8,433,631
Market Cap	\$3.5 B
Year-To-Date Price Change	-31.9%
Beta	1.44
Dividend / Dividend Yield	\$0.00 / 0.0%
Industry	Transportation - Airline
Zacks Industry Rank	Bottom 6% (237 out of 252)

Sales and EPS Growth Rates (Y/Y %)



Last EPS Surprise	-8.6%
Last Sales Surprise	-2.3%
EPS F1 Estimate 4-Week Change	-0.8%
Expected Report Date	10/27/2020
Earnings ESP	-1.0%

Sales Estimates (millions of \$)

	Q1	Q2	Q3	Q4	Annual*
2021	1,173 E	1,523 E	1,695 E	1,854 E	5,875 E
2020	1,588 A	215 A	505 E	796 E	3,101 E
2019	1,871 A	2,105 A	2,086 A	2,031 A	8,094 A

EPS Estimates

	Q1	Q2	Q3	Q4	Annual*
2021	-\$0.46 E	\$0.17 E	\$0.29 E	\$0.51 E	\$0.12 E
2020	-\$0.42 A	-\$2.02 A	-\$1.94 E	-\$1.20 E	-\$5.65 E
2019	\$0.16 A	\$0.60 A	\$0.59 A	\$0.56 A	\$1.90 A

*Quarterly figures may not add up to annual.

P/E TTM	NA
P/E F1	NA
PEG F1	NA
P/S TTM	0.6

The data in the charts and tables, including the Zacks Consensus EPS and Sales estimates, is as of 10/08/2020. The reports text is as of 10/09/2020.

Overview

JetBlue Airways Corporation, incorporated in Delaware in Aug 1998, is a passenger airline that focuses on providing high-quality customer service. JetBlue, which started operations on Feb 11, 2000, was the sixth largest passenger carrier (in terms of available seat miles or ASMs i.e. capacity) in the United States at 2019-end. The low-fare, low-cost carrier operates primarily on point-to-point routes. In 2019, the carrier transported more than 42 million customers to 99 cities in the United States, Caribbean and Latin America with an average of 1000 daily flights.

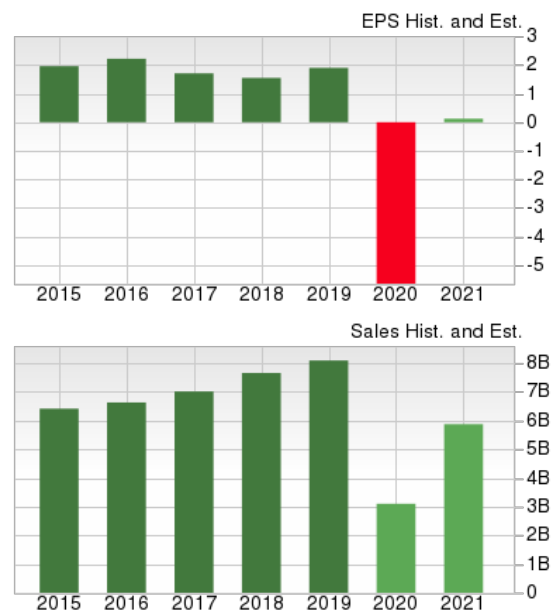
In line with the carrier's efforts to promote a differentiated product and culture apart from competitive costs, JetBlue is constantly working toward expanding its premium product, the Mint service. The service includes 16 fully lie-flat seats, four of which are in suites with a privacy door, by adding seasonal service from John F. Kennedy International Airport, to Liberia, Costa Rica, and from Boston to St. Lucia.

JetBlue currently operates Airbus A321, Airbus A320 and Embraer E190 planes. In 2019, the average age of the carrier's fleet was 10.6 years. Moreover, JetBlue flights operated an average of 11.9 hours per day in 2019.

The carrier is constantly looking to modernize its fleet. To this end, the carrier took delivery of ten Airbus A321 planes, three of which were equipped with its Mint cabin layout. JetBlue expects to take delivery of at least six Airbus A321neo engine option (neo) aircraft in 2019. Options for delivery of 60 additional A220-300 aircraft are anticipated to commence in 2025.

The carrier, whose fiscal year coincides with the calendar year, is also looking to remove outdated planes from its fleet as part of the modernization process. To this end, the carrier expects to reduce its fleet of Embraer E190 aircraft from 2020. The phase out is anticipated to continue through approximately 2025.

The Long Island City, New York based company reported operating revenues of \$8.1 billion in 2019, up 5.7%. The carrier is being aided by robust growth in passenger revenues owing to healthy demand for air travel. Passenger revenues account for bulk of the total revenues. As an evidence, passenger revenues accounted for 96.2% of the top line in 2019. Balance came from other sources.



Source: Zacks Investment Research

Reasons To Buy:

- ▲ JetBlue's liquidity position is impressive. The carrier exited the second quarter with cash and equivalents of \$2901 million, compared with \$1799 million at the end of the first quarter of 2020. In fact, the cash balance at the end of second-quarter 2020 is more than the current debt of \$1429 million. Moreover, its current ratio, a measure of liquidity, stood at 0.95 at the end of the June quarter, higher than its previous quarter 0.61. Moreover, the company received \$936 million under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, thereby bolstering its liquidity position further. Liquidity (including the CARES aid) at the end of June 2020 stood at \$3.4 billion, compared with \$1.8 billion at 2019-end. To further bolster its liquidity position, the carrier has decided to avail loans of up to \$1.14 billion from the United States Department of the Treasury. To this end, it signed a loan and guarantee agreement with the United States Department of the Treasury under the CARES Act. Notably, JetBlue already borrowed \$115 million of the eligible amount. The carrier now has the option to borrow further through Mar 26, 2021.
- ▲ JetBlue's total operating expenses (on a reported basis) in the first six months of 2020 decreased 30.3% year over year, mainly owing to the 57.2% plummet in aircraft fuel and related taxes. Notably, average fuel cost per gallon, including fuel taxes, declined 17.4% year over year to \$1.74 at JetBlue during the first six months of 2020. With major part of the fleet remaining grounded/under-utilized, fuel gallons consumed tanked 48.2% to 227 million in the same period. Low fuel costs have partly offset the adversity from the coronavirus-led demand slump so far and are expected to do so in the remainder of the year as well.
- ▲ We are optimistic about JetBlue's partnership with American Airlines, aimed at expediting the recovery process from the coronavirus crisis. The deal also aims to boost connectivity options for travelers in the Northeast through an array of new routes. The codeshare agreement under the partnership permits JetBlue passengers to access more than 60 routes operated by American Airlines. JetBlue can also sell seats on American Airlines' flights and share frequent flyer benefits. Further, the carrier will gain access to more U.S. sites by teaming up with airline heavyweight American Airlines, which will help expand its services in the coastal markets from both New York and Boston.
- ▲ JetBlue's initiative to boost passenger demand by launching a coronavirus At-Home testing program for its customers is encouraging. The reliable at-home test facility will help customers avoid mandatory quarantine requirements in case they test negative. The airline has partnered with Vault Health to provide these pre-travel tests. On another positive note, the carrier has been seeing modest improvement in leisure-travel demand, owing to which it will add four new non-stop services connecting Bradley International Airport (BDL) with Los Angeles (LAX), Las Vegas (LAS), San Francisco (SFO) and Cancún, Mexico (CUN). JetBlue intends to initiate services between BDL and CUN on Nov 19, 2020. Beginning Dec 18, the carrier will operate services between BDL and LAX, plus LAS and SFO.

Low fuel costs are partly offsetting the coronavirus-induced drop in air-travel demand.

Reasons To Sell:

- ▼ Akin to the first quarter, JetBlue incurred a loss in second-quarter 2020 due to the coronavirus-induced weakness in air-travel demand. Operating revenues of \$215 million decreased 89.8% year over year and also lagged the Zacks Consensus Estimate of \$220.1 million. The year-over-year plunge was due to the 91.6% decrease in passenger revenues, which accounted for bulk (79.1%) of the top line. With the health peril showing no signs of subsiding, the airline anticipates revenues to tumble approximately 80% year over year in the third quarter of 2020.
- ▼ The coronavirus pandemic is taking a significant toll on JetBlue. With air travel demand declining at an unprecedented level, capacity contracted 45% year over year in the first six months of 2020. With traffic declining at a faster rate than capacity, consolidated load factor (percentage of seats filled by passengers) slumped to 64.8% from 84.3% in the first six months of 2020. The airline anticipates capacity to decline approximately 55% year over year in the third quarter, compared with the previous expectation of a decrease of at least 45%. The carrier expects to continue managing capacity on a rolling basis as coronavirus keeps air-travel demand suppressed.
- ▼ With fuel costs at low levels, operating cost per available seat mile (CASM) increased more than 26% in first-half 2020 to 14.72 cents due to capacity cuts. Excluding fuel, the metric escalated more than 50% to 12.9 cents. With capacity at a low level, CASM is likely to have been high in the third quarter too, thus having dented the bottom line.

Capacity cuts due to coronavirus-led demand drop are leading to substantial loss of revenues for the company.

Last Earnings Report

JetBlue Posts Q2 Loss, Suffers Weak Load Factor

The airline incurred a loss (excluding 84 cents from non-recurring items) of \$2.02 per share, comparing unfavorably with the Zacks Consensus Estimate of a loss of \$1.86. Results were hurt by the coronavirus-induced weakness in air-travel demand. However, sentiments were bullish in the year-ago period when the company delivered earnings of 60 cents per share owing to strong air-travel demand.

Moreover, operating revenues of \$215 million plunged 89.8% year over year and also lagged the Zacks Consensus Estimate of \$220.1 million. This steep year-over-year fall was due to the 91.6% decrease in passenger revenues, which accounted for bulk (79.1%) of the top line. Revenues from other sources declined 39.7% to \$45 million.

Notably, revenue per available seat mile (RASM: a key measure of unit revenues) in the reported quarter dropped 32.2% to 8.91 cents. Passenger revenue per available seat mile (PRASM) fell 44.3% to 7.06 cents. Average fare at JetBlue during the quarter increased 50% to \$276.35. Yield per passenger mile rose 41.5% year over year to 20.86 cents.

Capacity, measured in available seat miles, contracted 84.9% year over year. Meanwhile, traffic, measured in revenue passenger miles, deteriorated 94.1% due to softness in air-travel demand. Consolidated load factor (percentage of seats filled by passengers) slumped to 33.8% from 86% a year ago as traffic decline was more than the capacity reduction in the reported quarter.

In the second quarter, total operating expenses (on a reported basis) decreased 66.3% year over year, mainly owing to the 94% plummet in aircraft fuel and related taxes. With major part of the fleet remaining grounded/under-utilized, fuel gallons consumed tanked 86.7% to 30 million. Average fuel cost per gallon (including fuel taxes) declined 55.4% year over year to 96 cents. JetBlue's operating expenses per available seat mile (CASM) shot up more than 100% to 25.9 cents due to capacity cuts. Excluding fuel, the metric escalated more than 100% to 36.95 cents.

JetBlue exited the quarter with cash and cash equivalents of \$2,561 million compared with \$959 million at the end of 2019. Total debt at the end of the reported quarter was \$4,776 million compared with \$2,334 million at 2019 end. Including the financial aid under the CARES Act, JetBlue's liquidity stood at \$3.4 billion at the end of the June quarter.

Management stated that due to various measures undertaken to combat the current pandemic-inflicted crisis, the company successfully lowered its cash burn from \$18 million per day, on average, during the second half of March to \$9 million in May. Average daily cash burn in the second quarter was \$9.5 million and the daily cash burn at the end of June was just below \$8 million.

Outlook

Revenues for the third quarter are expected to tumble approximately 80% year over year. Capacity is anticipated to contract at least 45% year over year in the third quarter. JetBlue still expects average daily cash burn for the September quarter in the \$7-\$9 million band. Average fuel cost per gallon (including fuel taxes) is estimated to be \$1.24.

Quarter Ending	06/2020
Report Date	Jul 28, 2020
Sales Surprise	-2.32%
EPS Surprise	-8.60%
Quarterly EPS	-2.02
Annual EPS (TTM)	-1.29

Recent News

Partnership With Vault Health to Offer Coronavirus Tests — Oct 1, 2020

JetBlue in partnership with Vault Health launched a COVID-19 At-Home testing program for its customers with pending travel plans. In collaboration with JetBlue, Vault Health will handle all testing as well as provide JetBlue customers discounts on their tests and a dedicated customer support phone line. The full testing process is administered through an online video connection with a supervisor who ensures the customer is providing with proper saliva sample. The test results are provided in 72 hours or less. To avoid contamination in the period of rising air travel demand, negative results are required to avail entry in certain states and countries.

Expansion Update — Sep 23, 2020

JetBlue is planning to add four new non-stop services to take advantage of the improvement in leisure travel demand. These routes will connect Bradley International Airport (BDL) to Los Angeles (LAX), Las Vegas (LAS), San Francisco (SFO) and Cancún, Mexico (CUN). JetBlue intends to initiate services between BDL and CUN on Nov 19, 2020. Beginning Dec 18, the carrier will operate services between BDL and LAX, LAS and SFO.

Valuation

JetBlue shares are down 31.9% and 24.5% in the year-to-date period and over the trailing 12-month period respectively. Stocks in the Zacks sub-industry are down 40.4% in the year-to-date period, while those in the Zacks Transportation sector are up 5.2%. Over the past year, the Zacks sub-industry is down 35.1%, while the sector is up 14.6%.

The S&P 500 index is up 6.3% and 16.2% in the year-to-date period and in the past year respectively.

The stock is currently trading at 0.63X forward 12-month price to sales, which compares to 0.75X for the Zacks sub-industry, 1.43X for the Zacks sector and 4.14X for the S&P 500 Index.

Over the past five years, the stock has traded as high as 1.23X and as low as 0.24X, with a 5-year median of 0.77X. Our Neutral recommendation indicates that the stock will perform in line with the market. Our \$13 price target reflects 0.64X forward 12-month sales.

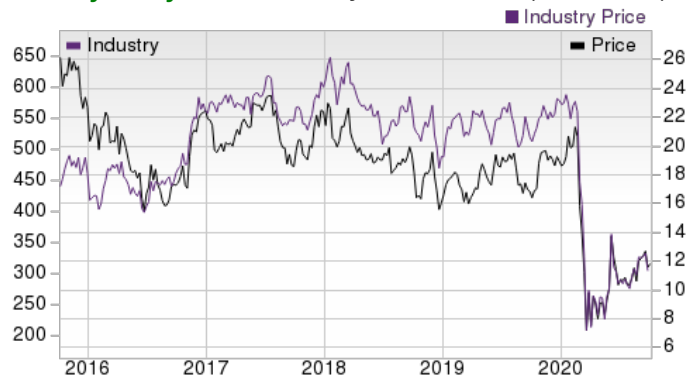
The table below shows summary valuation data for JBLU

Valuation Multiples - JBLU					
		Stock	Sub-Industry	Sector	S&P 500
P/S F 12M	Current	0.63	0.75	1.43	4.14
	5-Year High	1.23	0.94	1.43	3.18
	5-Year Low	0.24	0.37	0.85	3.67
	5-Year Median	0.77	0.74	1.21	4.14
EV/EBITDA TTM	Current	22.15	10.43	10.07	15.1
	5-Year High	22.5	10.88	11.08	15.66
	5-Year Low	2.25	2.83	5.13	9.53
	5-Year Median	5.03	5.58	7.24	13.08
EV/S TTM	Current	0.68	0.81	1.89	3.97
	5-Year High	1.45	1.17	1.89	4.15
	5-Year Low	0.27	0.45	1.13	2.61
	5-Year Median	0.85	0.92	1.61	3.57

As of 10/08/2020

Source: Zacks Investment Research

Industry Analysis Zacks Industry Rank: Bottom 6% (237 out of 252)



Source: Zacks Investment Research

Top Peers

Company (Ticker)	Rec	Rank
Alaska Air Group, Inc. (ALK)	Neutral	4
easyjet PLC (EJTTF)	Neutral	4
Gol Linhas Aereas Inteligentes S.A. (GOL)	Neutral	3
Southwest Airlines Co. (LUV)	Neutral	4
Ryanair Holdings PLC (RYAAY)	Neutral	4
Swire Pacific Ltd. (SWRAY)	Neutral	3
Spirit Airlines, Inc. (SAVE)	Underperform	5
SkyWest, Inc. (SKYW)	Underperform	4

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

Industry Comparison Industry: Transportation - Airline				Industry Peers		
	JBLU	X Industry	S&P 500	ALK	EJTTF	RYAAY
Zacks Recommendation (Long Term)	Neutral	-	-	Neutral	Neutral	Neutral
Zacks Rank (Short Term)	3	-	-	4	4	4
VGM Score	D	-	-	C	A	F
Market Cap	3.47 B	2.22 B	24.20 B	4.78 B	2.87 B	19.94 B
# of Analysts	8	5	14	7	2	3
Dividend Yield	0.00%	0.00%	1.6%	0.00%	0.00%	0.00%
Value Score	B	-	-	B	A	D
Cash/Price	0.90	0.63	0.07	0.60	0.82	0.24
EV/EBITDA	2.95	3.50	13.53	2.32	NA	8.86
PEG F1	NA	0.44	2.90	NA	NA	NA
P/B	0.85	0.84	3.54	1.23	1.07	3.88
P/CF	3.37	2.65	13.37	3.90	2.65	10.24
P/E F1	NA	48.63	21.94	NA	NA	NA
P/S TTM	0.59	0.55	2.66	0.72	NA	2.85
Earnings Yield	-44.31%	-30.26%	4.31%	-23.27%	-2.63%	-5.20%
Debt/Equity	0.84	0.84	0.70	0.40	0.76	0.60
Cash Flow (\$/share)	3.79	4.09	6.92	9.91	2.73	8.65
Growth Score	D	-	-	C	A	F
Historical EPS Growth (3-5 Years)	-6.90%	2.82%	10.45%	-7.47%	NA	9.71%
Projected EPS Growth (F1/F0)	-397.17%	-271.76%	-3.01%	-240.01%	89.78%	-192.82%
Current Cash Flow Growth	14.33%	8.90%	5.47%	28.26%	18.35%	0.95%
Historical Cash Flow Growth (3-5 Years)	14.43%	8.07%	8.50%	7.14%	2.84%	0.72%
Current Ratio	0.95	0.78	1.35	0.79	0.55	0.67
Debt/Capital	45.59%	52.72%	42.90%	28.63%	43.20%	37.69%
Net Margin	-4.05%	-5.47%	10.28%	0.85%	NA	3.61%
Return on Equity	-7.24%	-6.63%	14.79%	-0.83%	NA	10.45%
Sales/Assets	0.48	0.48	0.51	0.50	NA	0.43
Projected Sales Growth (F1/F0)	-61.68%	-46.97%	-0.62%	-57.96%	43.40%	-65.40%
Momentum Score	F	-	-	F	F	F
Daily Price Change	3.74%	1.34%	1.28%	4.35%	0.00%	1.41%
1-Week Price Change	2.08%	1.28%	2.13%	2.23%	2.83%	-0.15%
4-Week Price Change	4.08%	-4.64%	4.49%	-5.53%	-8.03%	3.86%
12-Week Price Change	15.70%	0.00%	6.74%	3.62%	-14.05%	23.47%
52-Week Price Change	-24.53%	-42.61%	6.65%	-40.46%	-49.83%	27.76%
20-Day Average Volume (Shares)	8,433,631	184,151	2,121,744	2,367,252	1,063	660,377
EPS F1 Estimate 1-Week Change	-0.56%	0.00%	0.00%	-0.66%	-235.71%	-7.20%
EPS F1 Estimate 4-Week Change	-0.76%	-3.25%	0.00%	-4.58%	-235.71%	-7.20%
EPS F1 Estimate 12-Week Change	-47.31%	-33.87%	3.47%	-52.05%	-130.65%	-22.37%
EPS Q1 Estimate Monthly Change	-6.19%	-11.43%	0.00%	-43.74%	NA	0.00%

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.

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

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.

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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.