

## United Airlines (UAL)

**\$41.63** (As of 01/04/21)

Price Target (6-12 Months): **\$35.00**

Long Term: 6-12 Months

**Zacks Recommendation:** Underperform

(Since: 11/30/20)

Prior Recommendation: Neutral

Short Term: 1-3 Months

**Zacks Rank:** (1-5)

**4-Sell**

Zacks Style Scores:

VGM:F

Value: C

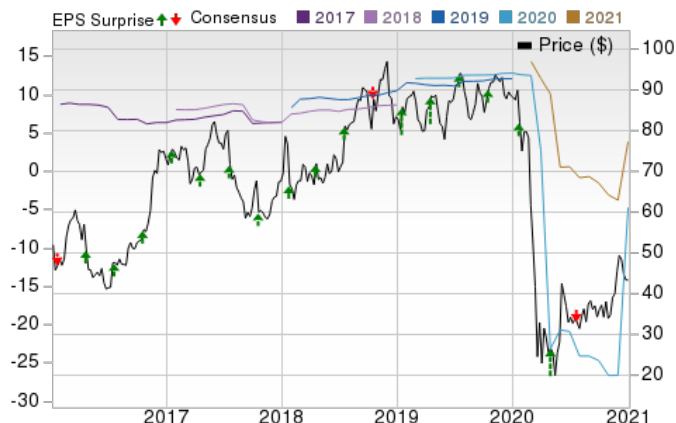
Growth: F

Momentum: F

### Summary

Shares of United Airlines have declined 32.4% since the beginning of March due to coronavirus-triggered demand depression. Thanks to low demand, the carrier incurred a loss in the third quarter, echoing the first two quarters' performance. Passenger revenues plunged 68.4% year over year in the first nine months of 2020. Due to a spike in coronavirus cases in the United States, the carrier provided a bleak outlook for the December quarter. It expects revenues to slump nearly 70% year over year in the fourth quarter, compared with its previous estimate of a decrease of around 67%. Moreover, the company expects capacity to decrease at least 55% year over year from a decline of approximately 55% expected previously. Amid adversities, a second round of coronavirus aid, granting airlines \$15 billion in payroll support offer some relief.

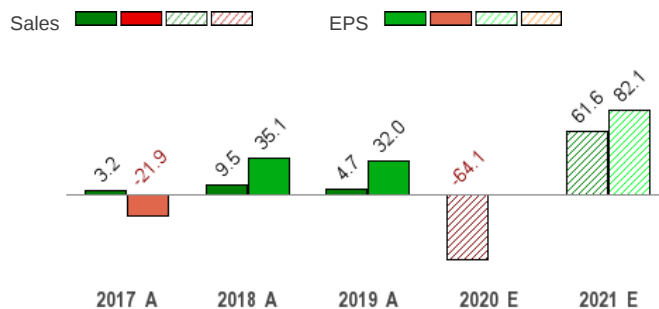
### Price, Consensus & Surprise



### Data Overview

|                                |                             |
|--------------------------------|-----------------------------|
| 52-Week High-Low               | \$90.10 - \$17.80           |
| 20-Day Average Volume (Shares) | 13,823,437                  |
| Market Cap                     | \$12.2 B                    |
| Year-To-Date Price Change      | -3.8%                       |
| Beta                           | 1.63                        |
| Dividend / Dividend Yield      | \$0.00 / 0.0%               |
| Industry                       | Transportation - Airline    |
| Zacks Industry Rank            | Bottom 14% (219 out of 254) |

### Sales and EPS Growth Rates (Y/Y %)



|                               |            |
|-------------------------------|------------|
| Last EPS Surprise             | -7.0%      |
| Last Sales Surprise           | -3.2%      |
| EPS F1 Estimate 4-Week Change | -6.0%      |
| Expected Report Date          | 01/19/2021 |
| Earnings ESP                  | -10.2%     |

### Sales Estimates (millions of \$)

|      | Q1      | Q2       | Q3       | Q4       | Annual*  |
|------|---------|----------|----------|----------|----------|
| 2021 | 4,280 E | 6,022 E  | 7,091 E  | 7,768 E  | 25,082 E |
| 2020 | 7,979 A | 1,475 A  | 2,489 A  | 3,543 E  | 15,520 E |
| 2019 | 9,589 A | 11,402 A | 11,380 A | 10,888 A | 43,259 A |

### EPS Estimates

|      | Q1        | Q2        | Q3        | Q4        | Annual*    |
|------|-----------|-----------|-----------|-----------|------------|
| 2021 | -\$4.39 E | -\$1.15 E | \$0.18 E  | \$0.81 E  | -\$4.78 E  |
| 2020 | -\$2.57 A | -\$9.31 A | -\$8.16 A | -\$6.27 E | -\$26.64 E |
| 2019 | \$1.15 A  | \$4.21 A  | \$4.07 A  | \$2.67 A  | \$12.05 A  |

\*Quarterly figures may not add up to annual.

|         |     |
|---------|-----|
| P/E TTM | NA  |
| P/E F1  | NA  |
| PEG F1  | NA  |
| P/S TTM | 0.5 |

The data in the charts and tables, including the Zacks Consensus EPS and Sales estimates, is as of 01/04/2021. The reports text is as of 01/05/2021.

## Overview

United Airlines Holdings is based in Chicago. The carrier changed its name from United Continental Holdings to United Airlines Holdings in June 2019. It is the holding company for both United Airlines and Continental Airlines.

United Airlines, whose fiscal year coincides with the calendar year, transports people and cargo not only throughout North America but also destinations in Asia, Europe, the Middle East and Latin America. The company operates more than 4,800 flights (mainline+regional) a day to 353 airports across multiple destinations. The regional carriers operate under the United Express brand.

The carrier's hubs are at Newark Liberty International Airport, Chicago O'Hare International Airport, Denver International Airport, George Bush Intercontinental Airport, Los Angeles International Airport, A.B. Won Pat International Airport, San Francisco International Airport and Washington Dulles International Airport.

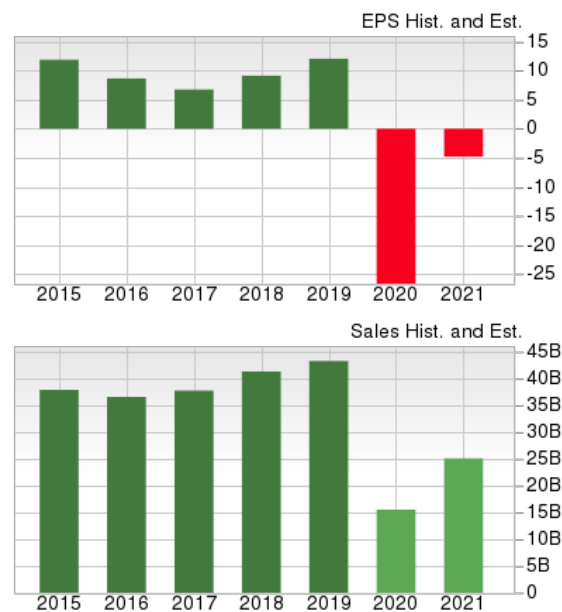
As of Dec 31, 2019, the carrier's total fleet size stood at 1,358, out of which 777 and 581 were mainline and regional aircraft respectively. United Airlines is a member of Star Alliance, the largest and most comprehensive airline alliance in the world.

As of January 1, 2020, Star Alliance carriers served more than 1,300 airports in 195 countries across the globe. United Airlines is part of four passenger joint business arrangements ("JBAs"). Moreover, the company's MileagePlus loyalty program is aimed at promoting customer loyalty by offering awards, benefits and services to its members.

Participants in the program are eligible to earn miles for flights on United Airlines, United Express, Star Alliance members and certain other airlines. MileagePlus flight awards represented 7.2% of the company's total revenue passenger miles in 2019. In August 2019, the carrier removed expiration dates on its frequent flyer miles.

**Passenger revenues** account for the bulk of its top line. In 2019, 91.6% of the top line came from passenger revenues. **Cargo revenues** accounted for approximately 2.7% and the remaining came from "others."

Domestic revenues (United States and Canada) accounted for 62.3% of the total revenues in 2019. Atlantic, Pacific and Latin American regions accounted for 17.1%, 11.9% and 8.7% respectively in 2019.



Source: Zacks Investment Research

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### Reasons To Sell:

- ▼ The coronavirus outbreak is taking a significant toll on United Airlines. Due to slump in air-travel demand, the carrier incurred a loss in each of the first three quarters of 2020. Notably, passenger revenues declined 68.4% year over year in the first nine months of 2020.
- ▼ The spike in coronavirus cases in the United States has hampered bookings. As a result, the carrier provided a bleak outlook for the December quarter. It expects capacity to decrease at least 55% year over year from a decline of approximately 55%, expected previously. Further, the company estimates revenues to slump close to 70% year over year in the fourth quarter, compared with its previous estimate of a decrease of approximately 67%. Additionally, United Airlines predicts average daily cash burn to be approximately \$24 million-\$26 million in the fourth quarter as opposed to \$15 million-\$20 million anticipated previously.
- ▼ Due to the massive capacity cuts (available seat miles, a measure of capacity, are down 56.9% in the first nine months of 2020), non fuel unit costs are surging. Notably, cost per available seat mile (CASM) excluding fuel, third-party business expenses, profit-sharing and special charges escalated in excess of 100% in the September quarter. The metric surged 72.3% in the first nine months of 2020.

Amid coronavirus concerns, the airline anticipates revenues to decline close to 70% year over year in the fourth quarter.

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## Risks

- Amid low air travel demand due to coronavirus concerns, significant reduction in fuel prices since the beginning of this year should partly offset the adversity. In fact, low fuel prices (down 20.7% in the first nine months of 2020) are aiding the carrier's bottom line. Also, with most of the fleet remaining grounded/under-utilized, fuel gallons consumed were down 53.4% to 1,501 million in the first nine months of 2020, thereby aiding the bottom line.
  - To counteract the enormous slump in demand, the company took several cost-controlling measures like freezing hiring (except for crucial roles), delaying salary increases as well as giving employees the option to apply for voluntary leave or early retirement. The carrier is also trying to preserve cash by cutting down on capital expenditures and operating expenses. While releasing its first-quarter results, the carrier reduced its adjusted capex guidance for 2020 by \$2.5 billion in view of the coronavirus crisis. Adjusted capital expenditures for the current year are anticipated to be approximately \$3.7 billion. Notably, total operating expenses declined by 44.1% in the first nine months of 2020.
  - The company's move to operate cargo-only flights in the face of declining passenger revenues paid off as revenues from the same surged 49.6% year over year in the September quarter. Cargo revenues have increased 26.1% in the first nine months of 2020
  - The signing of the \$900 billion bipartisan coronavirus relief package into law provides a big respite to United Airlines. Of the total amount, airlines are set to receive \$15 billion as payroll support. As a condition to receiving the financial assistance, airlines are prohibited from laying off employees or reducing pays through Mar 31, 2021, as was the case with the first round of coronavirus aid worth \$25 billion, approved in March, when airlines were barred from furloughing workers through Sep 30, 2020. With this additional aid on the way, United Airlines will bring back its workers, who were furloughed on Oct 1, following the expiration of the first round of coronavirus aid. With United Airlines burning millions of dollars in cash amid coronavirus-led depressed travel demand, the federal aid should help the company better deal with the crisis.
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## Last Earnings Report

### Wider-Than-Expected Loss in Q3

United Airlines incurred a loss (excluding \$1.83 from non-recurring items) of \$8.16 per share, comparing unfavorably with the Zacks Consensus Estimate of a loss of \$7.63. Results were hurt by the coronavirus-induced weakness in air-travel demand.

Moreover, operating revenues of \$2,489 million slumped 78.1% year over year and also lagged the Zacks Consensus Estimate of \$2,570.1 million. This year-over-year plunge was due to the 84.3% drop in passenger revenues to \$1,649 million. However, the carrier's move to operate cargo-only flights in the face of declining passenger revenues paid off as revenues from the same surged 49.6% year over year to \$422 million. Meanwhile revenues from other sources declined 32.3% in the September quarter to \$418 million.

Per the carrier's CEO Scott Kirby, "Even though the negative impact of COVID-19 will persist in the near term, we are now focused on positioning the airline for a strong recovery."

### Operating Results

Consolidated passenger revenue per available seat mile (PRASM: a key measure of unit revenues) decreased 46.8% year over year to 7.42 cents. Total revenue per available seat mile fell 26.1% to 11.21 cents. On a consolidated basis, average yield per revenue passenger mile dipped 4.2% from the year-ago quarter.

During the quarter under review, consolidated airline traffic, measured in revenue passenger miles, tumbled 83.6% year over year. Capacity (measured in available seat miles) contracted 70.4%. Consolidated load factor (percentage of seat occupancy) deteriorated 38.3 points year over year to 47.8% as traffic decline was more than capacity contraction. Meanwhile, average fuel price per gallon fell 35.1% year over year to \$1.31. With most of the fleet remaining grounded/under-utilized, fuel gallons consumed were down 65.9% to 387 million.

Owing to its cost-reduction initiatives, the carrier was able to bring down the operating costs (excluding special charges) by 48% on a year-over-year basis. Consolidated unit cost or cost per available seat mile (CASM) excluding fuel, third-party business expenses, profit-sharing and special charges escalated in excess of 100%, mainly due to the capacity cuts.

United Airlines exited the third quarter with cash and cash equivalents of \$13,150 million compared with \$2,762 million at 2019 end. Long-term debt at the end of the reported quarter was \$22,297 million compared with \$13,145 million at 2019 end.

### Other Details

During the September quarter, cash burn averaged \$25 million a day including \$4 million of principal payments and severance expenses. The reading compared favorably with \$40 million (including \$3 million of principal payments and severance expenses) recorded in second-quarter 2020. The carrier exited the quarter with total available liquidity of approximately \$19.4 billion.

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| Quarter Ending   | 09/2020      |
|------------------|--------------|
| Report Date      | Oct 14, 2020 |
| Sales Surprise   | -3.16%       |
| EPS Surprise     | -6.95%       |
| Quarterly EPS    | -8.16        |
| Annual EPS (TTM) | -17.37       |

## Recent News

### Goal of Becoming 100% Green by 2050 — Dec 10, 2020

United Airlines announced that it intends to reduce carbon emissions generated by its fleet by 100% over the next 30 years (2050). The carrier intends to reach its goal of becoming 100% green by making a multimillion-dollar investment in a carbon-capture joint venture (1PointFive) between Occidental Petroleum's subsidiary Oxy Low Carbon Ventures and a private equity firm Rusheen Capital Management. 1PointFive's focus is to curb the rise in global temperature by physically removing carbon dioxide from the air, using Direct Air Capture technology.

### COVID-19 tests for Houston Customers — Nov 23, 2020

United Airlines plans to expand coronavirus testing option for customers by making it available for travel from Houston, TX to some of the destinations in Latin America and the Caribbean. Starting Dec 7, 2020, customers can avail the testing options for flights departing from George Bush Intercontinental Airport to some Latin American and Caribbean destinations such as Aruba, Belize City; Belize, Guatemala City; Guatemala and Nassau; Bahamas. These pre-travel self-collected, mail-in tests will help customers bypass local quarantine rules upon arrival. The testing facility will be available to customers for a price of \$119. Customers are required to take the tests which will be administered by Advanced Diagnostic Laboratory, 72 hours before departure. Results will be available through an email within 24-48 hours.

### Return to NY's JFK Airport Next Year — Nov 11, 2020

United Airlines intends to resume operations from New York City's John F. Kennedy Airport (JFK). The services will commence on Feb 1, 2021. By returning to New York's JFK Airport after five years, this Chicago-based carrier will offer nonstop flights to the west coast. As part of the plan to return to one of the most well-known airports in the New York area, United Airlines will operate non-stop flights connecting JFK and Los Angeles International Airport. Additionally, flights on the JFK -San Francisco International Airport route will also be in operation starting February 2021. There will be two round-trips for each west coast city.

## Valuation

United Airlines shares are up 18.2% in the past six months but down 52.5% over the trailing 12-month period. Stocks in the Zacks sub-industry and the sector are up 31.8% and 27.9% in the past six months respectively. Over the past year, the Zacks sub-industry is down 27.9%, while the sector is up 10.3%.

The S&P 500 Index is up 17.3% and 16% in the past six months and in the past year respectively.

The stock is currently trading at 0.48X forward 12-month price to sales, which compares to 0.89X for the Zacks sub-industry, 1.47X for the Zacks sector and 4.43X for the S&P 500 index.

Over the past five years, the stock has traded as high as 0.66X and as low as 0.12X, with a 5-year median of 0.5X. Our Underperform recommendation indicates that the stock will perform worse than the market. Our \$35 price target reflects 0.4X forward 12-month sales.

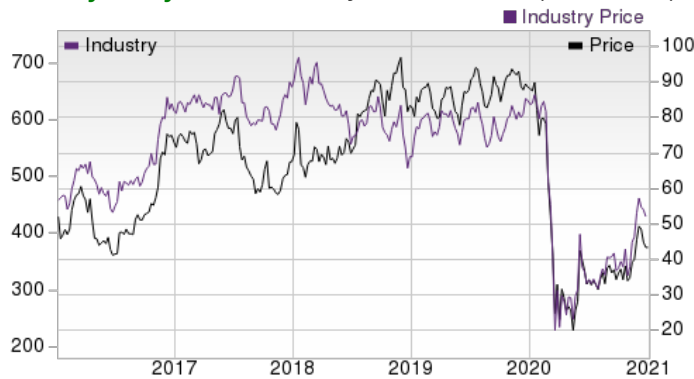
The table below shows summary valuation data for UAL

| Valuation Multiples - UAL |               |       |              |        |         |
|---------------------------|---------------|-------|--------------|--------|---------|
|                           |               | Stock | Sub-Industry | Sector | S&P 500 |
| P/S F 12M                 | Current       | 0.48  | 0.89         | 1.47   | 4.43    |
|                           | 5-Year High   | 0.66  | 0.94         | 1.49   | 4.43    |
|                           | 5-Year Low    | 0.12  | 0.37         | 0.86   | 3.21    |
|                           | 5-Year Median | 0.5   | 0.73         | 1.22   | 3.67    |
| EV/S TTM                  | Current       | 0.91  | 1.4          | 2.19   | 4.38    |
|                           | 5-Year High   | 1.01  | 1.46         | 2.22   | 4.43    |
|                           | 5-Year Low    | 0.31  | 0.45         | 1.13   | 2.62    |
|                           | 5-Year Median | 0.71  | 0.92         | 1.62   | 3.59    |

As of 01/04/2021

Source: Zacks Investment Research

## Industry Analysis Zacks Industry Rank: Bottom 14% (219 out of 254)



Source: Zacks Investment Research

## Top Peers

| Company (Ticker)                              | Rec          | Rank |
|-----------------------------------------------|--------------|------|
| American Airlines Group Inc. (AAL)            | Neutral      | 3    |
| Delta Air Lines, Inc. (DAL)                   | Neutral      | 4    |
| Hawaiian Holdings, Inc. (HA)                  | Neutral      | 3    |
| JetBlue Airways Corporation (JBLU)            | Neutral      | 3    |
| Southwest Airlines Co. (LUV)                  | Neutral      | 3    |
| Spirit Airlines, Inc. (SAVE)                  | Neutral      | 4    |
| China Southern Airlines Company Limited (ZNH) | Neutral      | 2    |
| Air FranceKLM SA (AFLLY)                      | Underperform | 4    |

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

| Industry Comparison Industry: Transportation - Airline |              |            |           | Industry Peers |            |           |
|--------------------------------------------------------|--------------|------------|-----------|----------------|------------|-----------|
|                                                        | UAL          | X Industry | S&P 500   | AAL            | DAL        | LUV       |
| Zacks Recommendation (Long Term)                       | Underperform | -          | -         | Neutral        | Neutral    | Neutral   |
| Zacks Rank (Short Term)                                | 4            | -          | -         | 3              | 4          | 3         |
| VGM Score                                              | F            | -          | -         | F              | D          | F         |
| Market Cap                                             | 12.18 B      | 4.10 B     | 25.35 B   | 9.15 B         | 24.70 B    | 26.59 B   |
| # of Analysts                                          | 20           | 4          | 13        | 9              | 11         | 13        |
| Dividend Yield                                         | 0.00%        | 0.00%      | 1.48%     | 0.00%          | 0.00%      | 0.00%     |
| Value Score                                            | C            | -          | -         | C              | B          | C         |
| Cash/Price                                             | 1.09         | 0.53       | 0.06      | 0.92           | 0.84       | 0.53      |
| EV/EBITDA                                              | 3.06         | 3.75       | 14.42     | 5.37           | 3.63       | 5.27      |
| PEG F1                                                 | NA           | 44.24      | 2.57      | NA             | NA         | 80.84     |
| P/B                                                    | 1.73         | 0.99       | 3.64      | NA             | 7.36       | 2.72      |
| P/CF                                                   | 1.94         | 3.20       | 13.82     | 1.47           | 3.41       | 6.62      |
| P/E F1                                                 | NA           | 33.71      | 20.14     | NA             | NA         | 485.05    |
| P/S TTM                                                | 0.53         | 0.74       | 2.83      | 0.37           | 1.01       | 2.08      |
| Earnings Yield                                         | -11.48%      | -1.43%     | 4.86%     | -34.17%        | -0.44%     | 0.20%     |
| Debt/Equity                                            | 3.22         | 0.85       | 0.70      | -5.44          | 8.88       | 1.07      |
| Cash Flow (\$/share)                                   | 21.42        | 4.08       | 6.93      | 10.27          | 11.37      | 6.80      |
| Growth Score                                           | F            | -          | -         | F              | F          | F         |
| Historical EPS Growth (3-5 Years)                      | -0.20%       | 2.46%      | 9.71%     | -20.89%        | 6.20%      | 3.15%     |
| Projected EPS Growth (F1/F0)                           | 82.05%       | 95.80%     | 12.14%    | 73.81%         | 98.44%     | 101.43%   |
| Current Cash Flow Growth                               | 15.52%       | 4.67%      | 5.22%     | 5.17%          | 17.74%     | -3.22%    |
| Historical Cash Flow Growth (3-5 Years)                | 8.25%        | 8.55%      | 8.33%     | -4.04%         | 10.18%     | 8.55%     |
| Current Ratio                                          | 1.04         | 1.04       | 1.38      | 0.74           | 1.27       | 2.07      |
| Debt/Capital                                           | 76.32%       | 52.72%     | 41.97%    | NA             | 89.88%     | 51.59%    |
| Net Margin                                             | -19.85%      | -19.03%    | 10.40%    | -25.56%        | -42.88%    | -12.94%   |
| Return on Equity                                       | -54.29%      | -19.15%    | 15.07%    | NA             | -39.69%    | -22.65%   |
| Sales/Assets                                           | 0.41         | 0.36       | 0.50      | 0.40           | 0.35       | 0.41      |
| Projected Sales Growth (F1/F0)                         | 61.61%       | 54.51%     | 5.94%     | 57.58%         | 66.24%     | 62.56%    |
| Momentum Score                                         | F            | -          | -         | C              | D          | F         |
| Daily Price Change                                     | -3.75%       | -3.35%     | -1.64%    | -4.06%         | -3.68%     | -3.37%    |
| 1-Week Price Change                                    | -0.02%       | 0.47%      | 1.16%     | 0.70%          | 1.21%      | 0.71%     |
| 4-Week Price Change                                    | -15.39%      | -7.86%     | -0.51%    | -12.09%        | -8.55%     | -5.95%    |
| 12-Week Price Change                                   | 14.43%       | 24.55%     | 7.68%     | 17.10%         | 18.66%     | 14.93%    |
| 52-Week Price Change                                   | -52.53%      | -32.94%    | 5.11%     | -44.62%        | -32.83%    | -16.79%   |
| 20-Day Average Volume (Shares)                         | 13,823,437   | 223,423    | 1,660,295 | 66,730,636     | 10,456,243 | 6,612,777 |
| EPS F1 Estimate 1-Week Change                          | 0.00%        | 0.00%      | 0.00%     | 0.00%          | 0.00%      | 0.00%     |
| EPS F1 Estimate 4-Week Change                          | -5.96%       | 0.00%      | 0.00%     | 0.65%          | 0.00%      | 0.00%     |
| EPS F1 Estimate 12-Week Change                         | -155.17%     | -43.06%    | 2.53%     | -27.74%        | -142.85%   | -91.84%   |
| EPS Q1 Estimate Monthly Change                         | -7.37%       | 0.00%      | 0.00%     | -3.22%         | 0.00%      | 0.00%     |

Source: Zacks Investment Research

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## 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.

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### 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    | C |
| Growth Score   | F |
| Momentum Score | F |
| VGM Score      | F |

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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## Disclosures

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## Additional Disclosure

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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.

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**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.

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**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.

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**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.