

Spirit Airlines

4Q23 revenues, operations beat; an appeal of the JBLU ruling has been filed

Reiterate Rating: UNDERPERFORM | PO: 5.00 USD | Price: 6.68 USD

4Q23 revenues, operations beat; appeal has been filed

On Friday, Spirit Airlines (SAVE) released an update describing peak holiday bookings as strong, with 4Q23 revenues at the high-end of guidance. The revenue beat was not a surprise as other domestic airlines spoke to better 4Q results back in December. However, much better cost controls resulted and drove a 4% point improvement in operating margin. In addition, SAVE announced it is evaluating balance sheet options while JBLU/SAVE announced they are appealing the <u>judge's ruling</u>, a timeline that is unclear.

Evaluating options with 2025 maturities on the horizon

With SAVE's earnings pressured into 2025, we expect balance sheet issues to remain a key investor concern. While SAVE noted that it is assessing options for its \$1.1B loyalty bond maturity in September 2025, we note that these bonds yield 39.7%, well in excess of loyalty bonds issued by network carriers which yield 5-6%. Without significant operational improvement in the next year, we see risk to SAVE's ability to refinance.

Liquidity is the priority; expecting GTF compensation

SAVE has taken steps to improve its liquidity in recent months, including the December/January sale-leaseback transaction of 25 aircraft, a \$419M net cash inflow, and could benefit from the \$70M breakup fee should an appeal fail. Negotiations with Pratt & Whitney on compensation for GTF engine availability issues remain ongoing, while SAVE describes the eventual agreement as a significant source of liquidity. Based on RTX's guidance on the cash impact from the recall (\$3B) and SAVE's 85 impacted aircraft (~43% of fleet), we estimate compensation in the \$200-225M range.

Adjusting our estimates; reiterate Underperform

Based on SAVE's update, our 4Q23 unit revenue estimate moves to -17.3% from -18.3% previously, with our unit cost forecast now +3.7% from +5.3% on strong completion factor and lower airport costs. Our 4Q23E EPS improve to \$(1.37) from \$(1.55) while 2024E EPS increases to \$(2.79) from \$(3.19) due to the 4Q23 flowthrough. We reiterate our \$5 PO and Underperform rating, based on approximately 1.0x our 2025E book value.

material (m.) (mgh)	2022			20245	20255
Estimates (Dec) (US\$)	2021A	2022A	2023E	2024E	2025E
EPS	(4.19)	(1.70)	(3.19)	(2.73)	(2.04)
GAAP EPS	(4.49)	(5.10)	(3.78)	(2.79)	(2.07)
EPS Change (YoY)	50.7%	59.4%	-87.6%	14.4%	25.3%
Consensus EPS (Bloomberg)			(3.36)	(3.51)	(1.95)
DPS	0	0	0	0	0
Valuation (Dec)					
EV / EBITDA*	NM	37.3x	NM	NM	55.6x
Free Cash Flow Yield*	-19.6%	-48.4%	-54.6%	-64.0%	-48.9%
* For full definitions of <i>IQ</i> method SM measures, see page 4.					

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Refer to important disclosures on page 5 to 7. Analyst Certification on page 3. Price
Objective Basis/Risk on page 3.

Timestamp: 22 January 2024 05:00AM EST

22 January 2024

Equity

Key Changes		
(US\$)	Previous	Current
2023E Rev (m)	5,336.7	5,361.7
2024E Rev (m)	5,457.7	5,445.9
2025E Rev (m)	5,923.6	5,911.9
2023E EPS	-3.38	-3.19
2024E EPS	-3.13	-2.73
2025E EPS	-2.47	-2.04

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Stock Data

Price	6.68 USD
Price Objective	5.00 USD
Date Established	17-Jan-2024
Investment Opinion	C-3-9
52-Week Range	4.04 USD - 18.97 USD
Mrkt Val (mn) / Shares Out	729 USD / 109.2
(mn)	
Free Float	99.1%
Average Daily Value (mn)	116.18 USD
BofA Ticker / Exchange	SAVE / NYS
Bloomberg / Reuters	SAVE US / SAVE.N
ROE (2023E)	-26.0%
Net Dbt to Eqty (Dec-2022A)	308.3%
ESGMeter™	Medium

ESGMeter is not indicative of a company's future stock price performance and is not an investment recommendation or rating. ESGMeter is independent of BofA Global Research's equity investment rating, volatility risk rating, income rating, and price objective for that company. For full details, refer to "BofA ESGMeter Methodology".

JBLU - Jetblue

RTX- Raytheon technologies

GTF- Geared turbofan

iQprofile[™] Spirit Airlines

(US\$ Millions)	2021A	2022A	2023E	2024E	2025
Return on Capital Employed	-0.6%	-5.8%	-3.8%	-2.7%	-1.8%
Return on Equity	-20.1%	-10.3%	-26.0%	-29.1%	-28.0%
Operating Margin	-1.8%	-11.8%	-8.3%	-6.1%	-3.6%
Free Cash Flow	(143)	(353)	(398)	(467)	(357)
<i>iQ</i> method [™] – Quality of Earnings*					
(US\$ Millions)	2021A	2022A	2023E	2024E	2025
Cash Realization Ratio	NM	NM	NM	NM	NM
Asset Replacement Ratio	1.2x	0.8x	0.9x	1.5x	1.5x
Tax Rate	9.2%	20.9%	21.0%	24.0%	24.0%
Net Debt-to-Equity Ratio	177.9%	308.3%	21.070 NM	24.070 NM	NM
Interest Cover	-0.4x	-5.1x	-3.4x	-2.5x	-1.7x
Income Statement Data (Dec)					
(US\$ Millions)	2021A	2022A	2023E	2024E	20251
Sales	3,231	5,068	5,362	5,446	5,912
% Change	78.5%	56.9%	5.8%	1.6%	8.6%
Gross Profit	(57)	(599)	(446)	(331)	(213)
% Change	88.8%	-956.6%	25.5%	25.8%	35.6%
EBITDA	(136)	181	(63)	4	121
% Change	74.5%	NM	NM	NM	NM
Net Interest & Other Income	(463)	(102)	(79)	(75)	(91)
Net Income (Adjusted)	(439)	(189)	(356)	(304)	(227)
% Change	38.9%	57.0%	-88.4%	14.5%	25.3%
Free Cash Flow Data (Dec)					
(US\$ Millions)	2021A	2022A	2023E	2024E	20251
Net Income from Cont Operations (GAAP)	(472)	(554)	(414)	(309)	(231)
Depreciation & Amortization	294	313	325	335	335
61					
Change in Working Capital	72	(120)	16	7	40
Change in Working Capital Deferred Taxation Charge	72 (50)	(120) (149)	16 (67)	7 0	
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Deferred Taxation Charge	(50)	(149)	(67)	0	0
Deferred Taxation Charge Other Adjustments, Net	(50) 365	(149) 421	(67) 35	0 0	(500)
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change	(50) 365 (352)	(149) 421 (264)	(67) 35 (294)	0 0 (500)	(500) - 357
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow	(50) 365 (352) -143	(149) 421 (264) - 353	(67) 35 (294) -398	0 0 (500) -467	(500) - 357 23.6%
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase Cost of Dividends Paid	(50) 365 (352) -143 81.7% 374	(149) 421 (264) -353 -147.6% (2)	(67) 35 (294) -398 -12.8% (2)	0 (500) - 467 - 17.2% 0	0 (500) - 357 23.6% 0
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase	(50) 365 (352) -143 81.7%	(149) 421 (264) - 353 - 147.6% (2)	(67) 35 (294) - 398 - 12.8% (2)	0 (500) - 467 - 17.2%	40 0 (500) -357 23.6% 0 0
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase Cost of Dividends Paid	(50) 365 (352) -143 81.7% 374	(149) 421 (264) -353 -147.6% (2)	(67) 35 (294) -398 -12.8% (2)	0 (500) - 467 - 17.2% 0	0 (500) - 357 23.6% 0
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase Cost of Dividends Paid Change in Debt Balance Sheet Data (Dec) (US\$ Millions)	(50) 365 (352) -143 81.7% 374	(149) 421 (264) -353 -147.6% (2)	(67) 35 (294) -398 -12.8% (2)	0 (500) - 467 - 17.2% 0	0 (500) -357 23.6% 0 0 3
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase Cost of Dividends Paid Change in Debt Balance Sheet Data (Dec) (US\$ Millions) Cash & Equivalents	(50) 365 (352) -143 81.7% 374 0 (660)	(149) 421 (264) -353 -147.6% (2) 0 398	(67) 35 (294) -398 -12.8% (2) 0 (334)	0 (500) -467 -17.2% 0 0 (143)	0 (500) -357 23.6% 0 0 3
Deferred Taxation Charge Other Adjustments, Net Capital Expenditure Free Cash Flow % Change Share / Issue Repurchase Cost of Dividends Paid Change in Debt Balance Sheet Data (Dec) (US\$ Millions)	(50) 365 (352) -143 81.7% 374 0 (660)	(149) 421 (264) -353 -147.6% (2) 0 398	(67) 35 (294) -398 -12.8% (2) 0 (334)	0 (500) -467 -17.2% 0 0 (143)	0 (500) -357 23.6% 0 0

6,937

9,185

254

535

1,061

5,656

361

7,613

1,572

9,185

7,624

279

447

1,180

6,105

8,025

1,166

9,191

293

9,191

7,285

8,731

279

447

1,187

5,877

7,804

8,731

927

293

6,292

8,540

406

368

908

4,727

423

6,426

2,114

8,540

Company Sector

Airlines

Company Description

Spirit Airlines is an ultra low-cost carrier fundamentally focused on providing the lowest available fares to consumers on routes in which it serves. Spirit uses low fares to address underserved markets, which enables the carrier to stimulate traffic that otherwise would not have flown and capitalize on an ancillary service revenue model. Spirit operates a fleet of 180 Airbus single-aisle aircraft and serves 85 destinations in 16 countries throughout the U.S., Latin America and the Caribbean.

Investment Rationale

SAVE has a difficult path ahead to return to its historical level of growth and profitability, exacerbated by approaching debt maturities. Fundamentals are further pressured by a tough domestic capacity environment and GTF engine repairs which inhibit growth and cost plans, hurting SAVE's traditional ultra-low cost business model.

Stock Data

7,450

8,542

1,227

5,880

7,847

696

8,542

293

279

447

Average Daily Volume 17,392,268

Quarterly Earnings Estimates

	2022	2023
Q1	-1.56A	-0.80A
Q2	-0.29A	0.29A
Q3	0.03A	-1.34A
Q4	0.12A	-1.34E

Property, Plant & Equipment

Other Non-Current Assets

Other Current Liabilities

Other Non-Current Liabilities

Total Assets

Short-Term Debt

Long-Term Debt

Total Equity

Total Liabilities

Total Equity & Liabilities* For full definitions of *IQmethod* sm measures, see page 4.

Price objective basis & risk

Spirit Airlines (SAVE)

Our \$5 price objective is based on approximately 1.0x our 2025E book value.

Upside risks to our price objective include an appeal of the JBLU antitrust ruling, better than expected pricing, and a stronger macro backdrop.

Downside risks to our price objective are an inability to refinance or address 2025 maturities, higher fuel prices, general economic weakness, government regulation/taxes, safety concerns, and terrorism/geopolitical events.

Analyst Certification

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US - Airlines and Cruise Coverage Cluster

Investment rating	Company	BofA Ticker	Bloomberg symbol	Analyst
· ·	Company	DOIA TICKEI	biodiliberg syllibor	Allalyst
BUY				
	Air Canada	YAC	AC CN	Andrew G. Didora, CFA
	Air Canada	ACDVF	ACDVF US	Andrew G. Didora, CFA
	Alaska Air Group	ALK	ALK US	Andrew G. Didora, CFA
	Carnival Corporation	CCL	CCL US	Andrew G. Didora, CFA
	Carnival Plc	CUKPF	CCL LN	Andrew G. Didora, CFA
	Delta Air Lines	DAL	DAL US	Andrew G. Didora, CFA
	United Airlines Holdings	UAL	UAL US	Andrew G. Didora, CFA
NEUTRAL				
	Frontier Airlines	ULCC	ULCC US	Andrew G. Didora, CFA
	Norwegian Cruise Line Holdings	NCLH	NCLH US	Andrew G. Didora, CFA
	Royal Caribbean Group	RCL	RCL US	Andrew G. Didora, CFA
	Southwest	LUV	LUV US	Andrew G. Didora, CFA
UNDERPERFORM				
	Allegiant Travel Company	ALGT	ALGT US	Andrew G. Didora, CFA
	American Airlines Group	AAL	AAL US	Andrew G. Didora, CFA
	JetBlue Airways	JBLU	JBLU US	Andrew G. Didora, CFA
	Spirit Airlines	SAVE	SAVE US	Andrew G. Didora, CFA
RSTR				
	Hawaiian Holdings	HA	HA US	Andrew G. Didora, CFA



IQmethod[™] Measures Definitions

Business Performance	Numerator	Denominator
Return On Capital Employed	NOPAT = (EBIT + Interest Income) \times (1 $-$ Tax Rate) + Goodwill Amortization	Total Assets — Current Liabilities + ST Debt + Accumulated Goodwill Amortization
Return On Equity	Net Income	Shareholders' Equity
Operating Margin	Operating Profit	Sales
Earnings Growth	Expected 5 Year CAGR From Latest Actual	N/A
Free Cash Flow	Cash Flow From Operations — Total Capex	N/A
Quality of Earnings	Numerator	Denominator
Cash Realization Ratio	Cash Flow From Operations	Net Income
Asset Replacement Ratio	Capex	Depreciation
Tax Rate	Tax Charge	Pre-Tax Income
Net Debt-To-Equity Ratio	Net Debt = Total Debt - Cash & Equivalents	Total Equity
Interest Cover	EBIT	Interest Expense
Valuation Toolkit	Numerator	Denominator
Price / Earnings Ratio	Current Share Price	Diluted Earnings Per Share (Basis As Specified)
Price / Book Value	Current Share Price	Shareholders' Equity / Current Basic Shares
Dividend Yield	Annualised Declared Cash Dividend	Current Share Price
Free Cash Flow Yield	Cash Flow From Operations – Total Capex	Market Cap = Current Share Price × Current Basic Shares
Enterprise Value / Sales	EV = Current Share Price × Current Shares + Minority Equity + Net Debt + Other LT Liabilities	Sales

EV / EBITDA Enterprise Value Basic EBIT + Depreciation + Amortization

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Important Disclosures

Spirit Airlines (SAVE) Price Chart



B: Buy, N: Neutral, U: Underperform, PO: Price Objective, NA: No longer valid, NR: No Rating

The Investment Opinion System is contained at the end of the report under the heading "Fundamental Equity Opinion Key". Dark grey shading indicates the security is restricted with the opinion suspended. Medium grey shading indicates the security is under review with the opinion withdrawn. Light grey shading indicates the security is not covered. Chart is current as of a date no more than one trading day prior to the date of the report.

Equity Investment Rating Distribution: Transport/Infrastructure Group (as of 31 Dec 2023)

Coverage Universe	Count	Percent	Inv. Banking Relationships R1	Count	Percent
Buy	67	50.38%	Buy	44	65.67%
Hold	31	23.31%	Hold	13	41.94%
Sell	35	26.32%	Sell	17	48.57%

Equity Investment Rating Distribution: Global Group (as of 31 Dec 2023)

Coverage Universe	Count	Percent	Inv. Banking Relationships R1	Count	Percent
Buy	1895	53.62%	Buy	1083	57.15%
Hold	832	23.54%	Hold	454	54.57%
Sell	807	22.84%	Sell	383	47.46%

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Investment rating Total return expectation (within 12-month period of date of initial rating) Ratings dispersion guidelines for coverage cluster^{R2}

Buy	≥ 10%	≤ 70%
Neutral	≥ 0%	≤ 30%
nderperform	N/A	≥ 20%

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