Singapore Company Update

SIA Engineering

Bloomberg: SIE SP | Reuters: SIAE.SI

DBS Group Research . Equity

Refer to important disclosures at the end of this report

13 Jun 2025

BUY

Last Traded Price (12 Jun 2025): SGD3.07 (STI: 3,922.20) Price Target 12-mth: SGD3.50 (14% upside) (Prev SGD2.80)

Analyst

Jason SUM, CFA jasonsum@dbs.com

What's New

- We estimate new contract with SIA would lead to high single-digit uplift in rates
- Consequently, we now anticipate stronger top-line growth and margin expansion, and expect the street to follow
- Raise FY26/27F net profit estimates by 5%-6% to factor in higher-than-expected rate uplift from SIA contract renewal
- Maintain BUY to reflect our positive earnings revision and higher forward P/E peg (21x vs. 19x previously)

| Forecasts and Valuation | 1 | | | |
|--------------------------|-------|-------|-------|-------|
| FY Mar (SGDmn) | 2024A | 2025A | 2026F | 2027F |
| Revenue | 1,094 | 1,245 | 1,365 | 1,507 |
| EBITDA | 166 | 197 | 240 | 281 |
| Pre-tax Profit | 99.3 | 147 | 185 | 219 |
| Net Profit | 97.1 | 140 | 171 | 201 |
| Net Pft (Pre Ex.) | 121 | 140 | 171 | 201 |
| Net Pft Gth (Pre-ex) (%) | 93.2 | 15.7 | 21.7 | 17.7 |
| EPS (S cts) | 8.64 | 12.4 | 15.2 | 17.9 |
| EPS Pre Ex. (S cts) | 10.8 | 12.5 | 15.2 | 17.9 |
| EPS Gth Pre Ex (%) | 93 | 16 | 22 | 18 |
| Diluted EPS (S cts) | 8.58 | 12.3 | 15.1 | 17.7 |
| Net DPS (S cts) | 8.00 | 9.00 | 10.0 | 11.0 |
| BV Per Share (S cts) | 150 | 153 | 159 | 167 |
| PE (X) | 35.5 | 24.7 | 20.2 | 17.2 |
| PE Pre Ex. (X) | 28.5 | 24.6 | 20.2 | 17.2 |
| P/Cash Flow (X) | 34.4 | 20.7 | 26.8 | 23.1 |
| EV/EBITDA (X) | 17.6 | 14.7 | 12.0 | 10.2 |
| Net Div Yield (%) | 2.6 | 2.9 | 3.3 | 3.6 |
| P/Book Value (X) | 2.0 | 2.0 | 1.9 | 1.8 |
| Net Debt/Equity (X) | CASH | CASH | CASH | CASH |
| ROAE (%) | 5.8 | 8.2 | 9.7 | 10.9 |
| Earnings Rev (%): | | | 5 | 5 |
| Consensus EPS (S cts): | | | 10.5 | 16.0 |
| Other Broker Recs: | | B: 3 | S: 0 | H: 1 |

Source of all data on this page: Company, DBS, Bloomberg

New contract, new earnings trajectory

Investment Thesis:

Technology edge and strong captive business volumes owing to SIA parentage; well positioned for long-term MRO demand growth given established partnerships with leading OEMs. As 70%-80% of SIAEC's top line is driven by its parent SIA, the growth and maintenance cycle of SIA's fleet strongly impacts SIAEC's core businesses. SIA's strategy to maintain a young, technologically advanced fleet of airplanes provides SIAEC with opportunities to gain expertise in maintaining new aircraft types and win third-party maintenance contracts. Moreover, the group's strategic partnerships with leading OEMs (such as GE, Safran, Rolls-Royce, and P&W) position it favourably for long-term growth in MRO demand.

Poised to capitalise on burgeoning air travel demand in the region.

In addition to its own operations in Singapore, Japan, and the Philippines, SIAEC's broader network of associates and JVs is primarily concentrated in Asia, positioning the group's earnings for growth of passenger traffic in the region. Furthermore, the group's facilities are better suited to servicing widebody aircraft used for longer distance international flights.

Strategic partnership with Air India; new facilities and capabilities in the medium term. SIAEC has multiple levers in place to drive growth over the next few years, including developing new engine capabilities for LEAP-1A/1B and PW1900, new base maintenance operations in Subang from 2025, new component maintenance, repair, and overhaul (MRO) and line maintenance JVs in Cambodia and Malaysia, and capacity expansion at ESA and SAESL. Additionally, the group was recently selected to be Air India's strategic MRO partner and is poised to capitalise on the promising long-term growth outlook of the Indian aviation market.

Maintain BUY with a higher TP of SGD3.50 (vs. SGD2.80 previously), reflecting our upward earnings revision and higher forward P/E peg (21x vs. 19x previously). We also favour its relative insulation from tariff-related risks, which reinforces the quality of its earnings outlook

Key Risks

Weaker consumer sentiment leading to capacity cuts and deferral of MRO in Asia, and supply chain bottlenecks dampening volumes or increasing costs.

At A Glance

| At A didnee | |
|--|---------------|
| Issued Capital (mn shrs) | 1,120 |
| Mkt. Cap (SGDmn/USDmn) | 3,438 / 2,663 |
| Major Shareholders (%) | |
| Temasek Holdings Pte | 77.6 |
| Free Float (%) | 22.4 |
| 3m Avg. Daily Val (USDmn) | 1.9 |
| GIC Industry: Industrials / Transportation | |





WHAT'S NEW

Lift FY26/27F net profit estimates on improved pricing with SIA; maintain BUY with higher TP of SGD3.50

We estimate that SIAEC's renewed contract with SIA brings a high single-digit rate uplift. To recap, SIAEC announced the renewal of its comprehensive service agreement with both SIA and Scoot last month. The two-year contract is valued at SGD1.3bn, implying an annualised labour revenue run-rate of SGD650mn. Management clarified that this renewal consolidates previously separate contracts for SIA Cargo and SilkAir, and also covers SIA's upcoming A350 cabin retrofit programme.

Based on our estimates, the SGD1.1bn A350 cabin retrofit contract should contribute around SGD100mn annually, assuming 40% of the contract value relates to technical labour and installation. Prior to the renewal, the annual run-rate for all contracts (SIA, Scoot, SilkAir, and SIA Cargo) was about SGD492mn. Excluding the retrofit contribution, the new run-rate stands at roughly SGD552mn, representing a 12.3% increase.

After adjusting for SIA Group's fleet expansion from 195 aircraft in Mar 23 to 205 in Mar 25 (and noting the shift towards a greater share of newer-generation aircraft), we estimate the contract brings a high single-digit uplift in MRO rates charged to the group, which is better than our previous expectation of a mid-single-digit increase.

Maintain BUY with a higher TP of SGD3.50. Consequently, we raise our FY26/27F earnings estimates by 5%-6% to factor in a higher rate increase, and lift our TP to SGD3.50, reflecting a higher P/E multiple of 21x (in line with its five-year pre-pandemic average), up from 19x previously, supported by a broader sector rerating. Our earnings estimates are now the highest on the street, and we expect the street to raise their estimates when the group reports stronger-than-expected margins and earnings in upcoming quarters.

SIAEC's past contract renewals with the SIA Group

| Year | Contract Value | Parties | Length (years) | Annual Value (SGD mn) |
|------|---------------------------|----------------|-------------------|-----------------------------|
| 2025 | SGD1.3bn over 2 years | SIA + Scoot | 2 + 1 | 650 |
| 2023 | SGD1.14bn over 3 years | SIA | 2 + 1 | 380 |
| 2023 | SGD120.8mn over 3 years | Scoot | 2 + 1 | 40 |
| 2019 | SGD1.35bn over 4 years | SIA | 2 + 2 | 338 |
| 2018 | SGD484mn over 12 years | SilkAir | 12 | 40 |
| 2016 | SGD250mn over 8 years | SIA Cargo | 3+3+2 | 31 |
| 2015 | SGD197mn over 6 years | SilkAir | 5 + 1 | 33 |
| 2015 | SGD2.75bn over 8 years | SIA | 4+2+2 | 344 |
| 2014 | SGD350mn over 12 years | SilkAir | 5 + 7 | 29 |
| 2011 | SGD358mn over 5 years | SIA Cargo | 3 + 2 | 72 |
| 2010 | SGD300mn over 5 years | SilkAir | 5 | 60 |
| 2010 | SGD2.2bn over 5 years | SIA | 3 + 2 | 440 |

Source: Company, DBS

Company Background

SIA Engineering (SIE) is a leading regional aircraft maintenance, repair, and overhaul (MRO) company with bases in Singapore and the Philippines. A comprehensive cluster of JVs with renowned OEMs allows it to provide a full suite of MRO services.



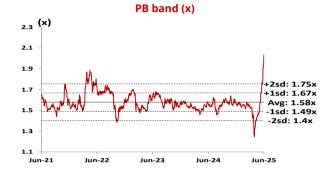


Valuation table

| Valuation Methodology | Methodology Parameters | |
|-----------------------|--------------------------------|------|
| DCF | 8.0% WACC, 3.0% risk-free rate | 3.57 |
| P/E | 21.0x FY26F adjusted EPS | 3.36 |
| | Average | 3.50 |

Historical PE and PB band





Source: Bloomberg, DBS estimates

Source: Bloomberg, DBS estimates





Segmental Breakdown

| FY Mar | 2023A | 2024A | 2025A | 2026F | 2027F |
|-----------------------|--------|--------|--------|-------|-------|
| Revenues (SGDmn) | | | | | |
| Airframe overhaul and | 645 | 836 | 912 | 993 | 1,097 |
| Engine & Component | 151 | 258 | 333 | 372 | 410 |
| Total | 796 | 1,094 | 1,245 | 1,365 | 1,507 |
| EBIT (SGDmn) | | | | | |
| Airframe overhaul and | (2.0) | 33.0 | 27.2 | 44.7 | 63.1 |
| Engine & Component | (24.3) | (30.6) | (12.6) | 4.35 | 10.1 |
| Total | (26.3) | 2.40 | 14.6 | 49.0 | 73.1 |
| EBIT Margins (%) | | | | | |
| Airframe overhaul and | (0.3) | 3.9 | 3.0 | 4.5 | 5.8 |
| Engine & Component _ | (16.1) | (11.9) | (3.8) | 1.2 | 2.5 |
| Total | (3.3) | 0.2 | 1.2 | 3.6 | 4.9 |

Income Statement (SGDmn)

| FY Mar | 2023A | 2024A | 2025A | 2026F | 2027F |
|-----------------------------|--------|---------|---------|---------|---------|
| Revenue | 796 | 1,094 | 1,245 | 1,365 | 1,507 |
| Cost of Goods Sold | (822) | (1,092) | (1,231) | (1,316) | (1,434) |
| Gross Profit | (26.3) | 2.36 | 14.6 | 49.0 | 73.1 |
| Other Opng (Exp)/Inc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Operating Profit | (26.3) | 2.36 | 14.6 | 49.0 | 73.1 |
| Other Non Opg (Exp)/Inc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Associates & JV Inc | 77.8 | 101 | 119 | 124 | 138 |
| Net Interest (Exp)/Inc | 10.3 | 20.0 | 14.7 | 11.8 | 7.78 |
| Exceptional Gain/(Loss) | 3.68 | (24.1) | (0.6) | 0.0 | 0.0 |
| Pre-tax Profit | 65.5 | 99.3 | 147 | 185 | 219 |
| Tax | 0.99 | (2.2) | (5.7) | (12.2) | (16.2) |
| Minority Interest | (0.1) | 0.0 | (2.0) | (2.0) | (2.0) |
| Preference Dividend | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net Profit | 66.4 | 97.1 | 140 | 171 | 201 |
| Net Profit before Except. | 62.7 | 121 | 140 | 171 | 201 |
| EBITDA | 116 | 166 | 197 | 240 | 281 |
| Growth | | | | | |
| Revenue Gth (%) | 40.6 | 37.5 | 13.8 | 9.6 | 10.4 |
| EBITDA Gth (%) | (4.3) | 44.1 | 18.3 | 21.9 | 17.1 |
| Opg Profit Gth (%) | 20.8 | (109.0) | 519.7 | 235.9 | 49.2 |
| Net Profit Gth (Pre-ex) (%) | (16.3) | 93.2 | 15.7 | 21.7 | 17.7 |
| Margins & Ratio | | | | | |
| Gross Margins (%) | (3.3) | 0.2 | 1.2 | 3.6 | 4.9 |
| Opg Profit Margin (%) | (3.3) | 0.2 | 1.2 | 3.6 | 4.9 |
| Net Profit Margin (%) | 8.3 | 8.9 | 11.2 | 12.5 | 13.3 |
| ROAE (%) | 4.1 | 5.8 | 8.2 | 9.7 | 10.9 |
| ROA (%) | 3.5 | 4.8 | 6.6 | 7.8 | 8.7 |
| ROCE (%) | (1.5) | 0.1 | 0.8 | 2.5 | 3.5 |
| Div Payout Ratio (%) | 93.1 | 92.6 | 72.5 | 65.9 | 61.6 |
| Net Interest Cover (x) | NM | NM | NM | NM | NM |

Source: Company, DBS





Balance Sheet (SGDmn)

| FY Mar | 2023A | 2024A | 2025A | 2026F | 2027F |
|---------------------------|-------|-------|-------|--------|--------|
| Net Fixed Assets | 288 | 289 | 287 | 275 | 265 |
| Invts in Associates & IVs | 685 | 749 | 833 | 915 | 1,006 |
| Other LT Assets | 58.3 | 49.8 | 51.5 | 51.5 | 51.5 |
| Cash | 633 | 646 | 663 | 678 | 701 |
| ST Invtestment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Inventory | 204 | 213 | 172 | 189 | 208 |
| Debtors | 34.2 | 70.9 | 60.9 | 66.8 | 73.7 |
| Net Intangibles Assets | 40.8 | 32.0 | 36.7 | 36.7 | 36.7 |
| Other Current Assets | 81.4 | 71.2 | 73.8 | 73.8 | 73.8 |
| Total Assets | 1,983 | 2,088 | 2,141 | 2,248 | 2,380 |
| | | | | | |
| ST Debt | 24.6 | 27.9 | 23.6 | 23.6 | 23.6 |
| Creditor | 184 | 266 | 259 | 290 | 328 |
| Other Current Liab | 7.30 | 7.67 | 54.8 | 58.8 | 62.8 |
| LT Debt | 90.6 | 82.5 | 61.6 | 61.6 | 61.6 |
| Other LT Liabilities | 0.50 | 0.72 | 1.00 | 1.00 | 1.00 |
| Shareholder's Equity | 1,666 | 1,687 | 1,720 | 1,790 | 1,878 |
| Minority Interests | 10.6 | 16.2 | 21.1 | 23.1 | 25.1 |
| Total Cap. & Liab. | 1,983 | 2,088 | 2,141 | 2,248 | 2,380 |
| Non-Cash Wkg. Capital | 128 | 81.0 | (6.8) | (19.8) | (34.5) |
| Net Cash/(Debt) | 518 | 536 | 578 | 592 | 616 |
| Debtors Turn (avg days) | 16.0 | 17.5 | 19.3 | 17.1 | 17.0 |
| Creditors Turn (avg days) | 78.0 | 79.8 | 82.1 | 80.3 | 82.7 |
| Inventory Turn (avg days) | 86.9 | 73.8 | 60.2 | 52.7 | 53.2 |
| Asset Turnover (x) | 0.4 | 0.5 | 0.6 | 0.6 | 0.7 |
| Current Ratio (x) | 4.4 | 3.3 | 2.9 | 2.7 | 2.6 |
| Quick Ratio (x) | 3.1 | 2.4 | 2.1 | 2.0 | 1.9 |
| Net Debt/Equity (X) | CASH | CASH | CASH | CASH | CASH |
| Net Debt/Equity ex MI (X) | CASH | CASH | CASH | CASH | CASH |
| Capex to Debt (%) | 42.2 | 35.5 | 62.1 | 64.6 | 70.4 |

Cash Flow Statement (SGDmn)

| FY Mar | 2023A | 2024A | 2025A | 2026F | 2027F |
|------------------------|--------|--------|--------|--------|--------|
| Dra Tay Drafit | CE E | 00.2 | 1.47 | 105 | 310 |
| Pre-Tax Profit | 65.5 | 99.3 | 147 | 185 | 219 |
| Dep. & Amort. | 64.0 | 63.1 | 63.7 | 67.0 | 70.0 |
| Tax Paid | 3.00 | (0.8) | (1.7) | (8.2) | (12.2) |
| Assoc. & JV Inc/(loss) | (77.8) | (101) | (119) | (124) | (138) |
| Chg in Wkg.Cap. | 21.5 | 25.9 | 84.8 | 9.08 | 10.6 |
| Other Operating CF | (11.6) | 13.8 | (8.5) | 0.0 | 0.0 |
| Net Operating CF | 64.6 | 100 | 167 | 129 | 149 |
| Capital Exp.(net) | (48.6) | (39.2) | (52.9) | (55.0) | (60.0) |
| Other Invts.(net) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Invts in Assoc. & JV | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Div from Assoc & JV | 36.7 | 27.8 | 39.9 | 41.7 | 46.4 |
| Other Investing CF | (7.5) | 42.3 | (1.8) | 0.0 | 0.0 |
| Net Investing CF | (19.4) | 30.8 | (14.8) | (13.3) | (13.6) |
| Div Paid | 0.0 | (84.3) | (89.8) | (101) | (112) |
| Chg in Gross Debt | (30.8) | (28.3) | (31.8) | 0.0 | 0.0 |
| Capital Issues | 0.0 | (4.0) | (15.6) | 0.0 | 0.0 |
| Other Financing CF | (6.3) | (1.2) | 2.50 | 0.0 | 0.0 |
| Net Financing CF | (37.1) | (118) | (135) | (101) | (112) |
| Currency Adjustments | (0.6) | (0.4) | (0.1) | 0.0 | 0.0 |
| Chg in Cash | 7.50 | 13.0 | 17.4 | 14.2 | 23.4 |
| Opg CFPS (S cts) | 3.83 | 6.62 | 7.31 | 10.6 | 12.3 |
| Free CFPS (S cts) | 1.42 | 5.44 | 10.2 | 6.56 | 7.95 |
| | | | | | |

Source: Company, DBS





Target Price & Ratings 12-mth History



| S.No. | Date of Report | Closing Price | 12-mth Target Price | Rating |
|-------|-------------------|------------------|---------------------------|--------|
| 1: | 11 Nov 24 | 2.42 | 2.50 | HOLD |
| 2: | 15 May 25 | 2.41 | 2.80 | BUY |

Note: Share price and Target price are adjusted for corporate actions.

Source: DBS

Analyst: Jason SUM, CFA



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BUY (>15% total return over the next 12 months for small caps, >10% for large caps)

HOLD (-10% to +15% total return over the next 12 months for small caps, -10% to +10% for large caps)

FULLY VALUED (negative total return, i.e., > -10% over the next 12 months)

SELL (negative total return of > -20% over the next 3 months, with identifiable share price catalysts within this time frame)

Completed Date: 13 Jun 2025 06:29:21 (SGT) Dissemination Date: 13 Jun 2025 06:53:58 (SGT)

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