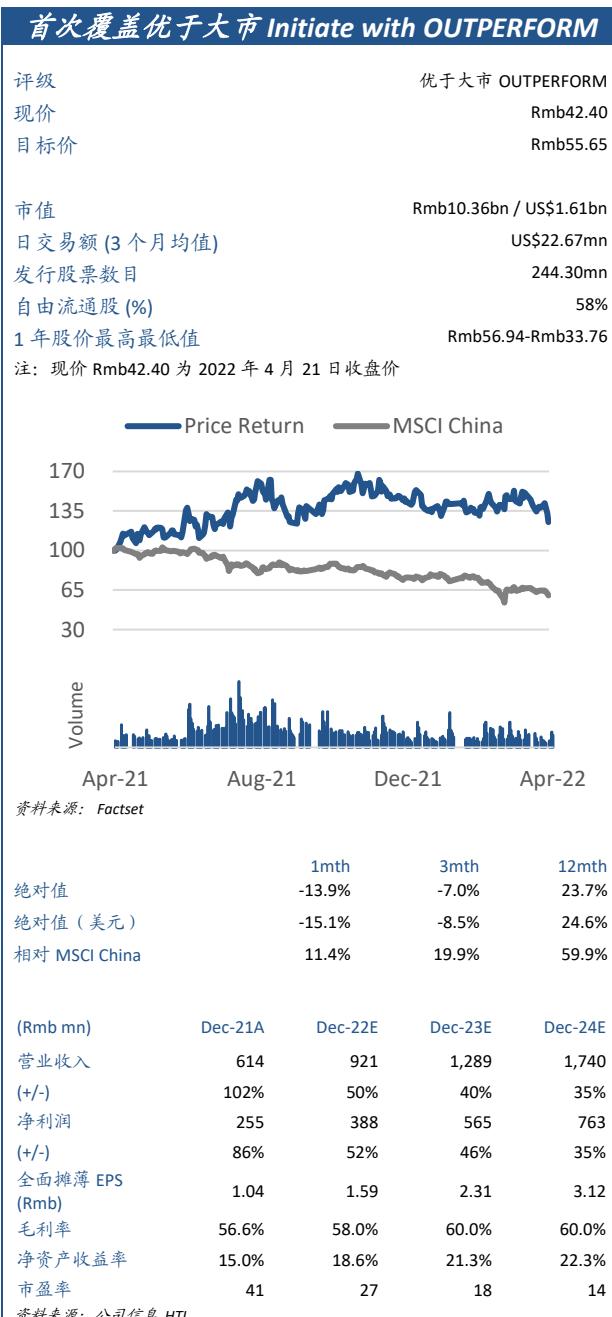


爱乐达 Ald Aviation Manufacturing (300696 CH)

首次覆盖：航空零部件核心供应商，21 年在建工程同比+785.50%，应收账款持续增长
 Core Supplier of Aviation Components, Projects Under Construction in 2021 +785.50% YoY,
 Accounts Receivable Sustained Growth: Initiation

观点聚焦 Investment Focus



(Please see APPENDIX 1 for English summary)

航空零部件民营龙头企业，专注航空航天制造。成都爱乐达航空制造股份有限公司成立于 2004 年，并于 2017 年于深交所创业板上市。公司专注于航空航天制造领域，主要从事军用飞机、民用飞机零部件、航空发动机零件及航天大型结构件的精密制造，具备航空零部件全流程制造能力。公司主营业务为：航空零部件的数控精密加工、特种工艺处理和部组件装配。产品包括飞机机头、机身、机翼、尾翼及起落架等各部位相关零部件、发动机零件以及航天大型结构件。

营收利润双增，现金流充裕。2022 年 4 月 19 日晚公司发布了 2021 年年度报告和一季度报告，2021 年度公司实现营业收入 6.14 亿元（同比 +102.12%），归属母公司净利润 2.55 亿元（同比 +86.47%）。2022 年一季度公司实现营业收入 1.77 亿元（同比 +63.10%），归属母公司净利润 0.66 亿元（同比 +40.95%）。21 年经营性现金流由 -0.24 亿元增加至 2.5 亿元，同比上升 1140.2%，21 年现金及现金等价物净增加额同比增长 1100.54%，主要是因为 21 年销售增加且回款增加，同时特定对象发行股份募集资金到位所致。总体来看，公司持续稳步推进各项业务，精密数控加工新增产能陆续释放，经营性现金流由负转正，货币资金充裕。

中航工业下属单位核心供应商，应收账款持续增长，21 年应收账款周转率为近五年最高。随着公司业务规模的不断扩大，公司应收账款及票据金额较大，21/22Q1 占资产比重 23.80%/32.01%。21/22Q1 应收票据及应收账款 4.53/6.26 亿元，同比 +49.32%/+70.10%，主要为应收军工客户货款，军工客户信用良好，未曾发生坏账的情况。21 年应收账款周转率为 1.68 次，同比 +15.86%，为近五年最高，体现出公司回款速度的提高。

21 年在建工程同比+785.50%，产能扩张进行时，为未来营收提供支撑。公司 21/22Q1 在建工程 0.65/0.64 亿元，同比 +785.50%/+48.78%。2021 年 9 月公司新都分/子公司数控业务投产运营，并逐步释放数控产能。21 年 8 月通过向特定对象发行股票方式完成 5 亿元再融资，航空零部件智能制造及系统集成中心项目建设期 2 年，第 3 年部分投产，第 5 年达产，预计达产年收入 2.34 亿元，该项目工程进度进展顺利，从 21 年中的 9.30% 提升到了 21 年末的 17.25%，未来将为公司产能产业双升级奠定坚实基础。

盈利预测及投资评级。我们预计 2022-2024 年 EPS 为 1.59/2.31/3.12 元，对结合可比公司 PE 估值情况，给予公司 2022 年 35 倍 PE 估值，对应目标价格为 55.65 元，首次覆盖给与“优于大市”评级。

风险提示：项目建设进度不及预期；行业竞争加剧带来降价风险；军费支出规模或装备列装进度不及预期等。

1. 公司介绍

1.1. 公司简介

航空零部件民营龙头企业，专注航空航天制造。成都爱乐达航空制造股份有限公司成立于 2004 年，并于 2017 年于深交所创业板上市。公司专注于航空航天制造领域，主要从事军用飞机、民用飞机零部件、航空发动机零件及航天大型结构件的精密制造，具备航空零部件全流程制造能力。

图 1. 公司发展历史



资料来源：公司官网，HTI

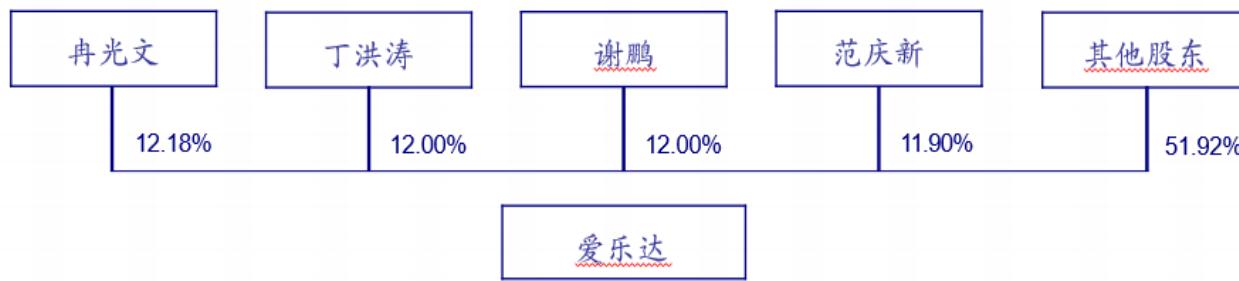
1.2. 股权结构

股权结构情况：截至 2022Q1，冉光文、丁洪涛、范庆新、谢鹏为公司实际控制人，共计直接持有公司 48.08% 股份。

实际控制人及核心管理层工作履历：

- 1) 冉光文：11 年成飞工作经验，设计室主管，目前任公司副董事长；
- 2) 丁洪涛：11 年成飞设计所工作经验，目前任公司监事会主席；
- 3) 谢鹏：14 年成飞设计所工作经验，目前任公司监事；
- 4) 范庆新：6 年成都发动机公司工作经验，目前任公司董事长；

图 2. 公司股权结构



资料来源：公司官网，HTI

1.3. 主营业务

公司主营业务为：航空零部件的数控精密加工、特种工艺处理和部组件装配。产品包括飞机机头、机身、机翼、尾翼及起落架等各部位相关零部件、发动机零件以及航天大型结构件。

公司生产的航空零部件产品包含结构类、系统液压类及发动机类，军用及民用飞机零部件业务均主要为订单定制生产模式，其中民用飞机零件包括空客、波音多个主要型号机型国际转包订单；赛峰集团起落架零组件国际直接订单；ARJ21、C919、C929、MA700 等国产机型订单。

图 2. 公司股权结构

业务类别	业务内容	图示
数控精密加工	聚焦航空零部件关键件、重要件、复杂零件以及小批量件柔性生产能力建设。业务主要为军用飞机零件、民用飞机零件（军\民用发动机零件、航天大型结构零件等）。	多类型结构件，覆盖飞机机身各个部位
特种工艺	业务主要为公司承接的部分机加产品的特种工艺处理；主机厂及其协作单位机加产品的特种工艺处理；航空制造领域市场其他客户特种工艺业务。	无损检测/阳极氧化生产线
部组件装配	公司已开展某型无人机、某型军机以及多个民用机型部\组件装配业务，着重建设部件装配和机体装配全流程管理能力。	装配类产品：部件机架、轴承、花键以及结构部件

资料来源：公司官网，HTI

2. 营收利润双增，现金流充裕

2022 年 4 月 19 日晚公司发布了 2021 年年度报告和一季度报告，2021 年度公司实现营业收入 6.14 亿元（同比+102.12%），归属母公司净利润 2.55 亿元（同比+86.47%）。2022 年一季度公司实现营业收入 1.77 亿元（同比+63.10%），归属母公司净利润 0.66 亿元（同比+40.95%）。

21/22Q1 公司实现营业收入 6.14/1.77 亿元，同比+102.12%/63.10%，归属母公司净利润 2.55/0.66 亿元，同比+86.47%/40.95%，销售毛利率为 56.63% (-12.63pct) /52.36% (-10.31pct)，21 年营业成本为 2.66 亿元，同比+185.18%，其中原材料和制造费用成本涨幅较大，飞机零部件原材料成本同比+359.10%，制造费用同比+152.38%，21/22Q1 研发费用为 0.17/0.05 亿元，同比+54.00%/56.09%，技术研发试验及测试等投入持续增加。21 年经营性现金流由-0.24 亿元增加至 2.5 亿元，同比上升 1140.2%，21 年现金及现金等价物净增加额同比增长 1100.54%，主要是因为 21 年销售增加且回款增加，同时特定对象发行股份募集资金到位所致。总体来看，公司持续稳定推进各项业务，精密数控加工新增产能陆续释放，经营性现金流由负转正，货币资金充裕。

3. 中航工业下属单位核心供应商，应收账款持续增长，21年应收周转率为近五年最高

随着公司业务规模的不断扩大，公司应收账款及票据金额较大，21/22Q1 占资产比重 23.80%/32.01%。21/22Q1 应收票据及应收账款 4.53/6.26 亿元，同比+49.32%/+70.10%，主要为应收军工客户货款，军工客户信用良好，未曾发生坏账的情况。21 年应收账款周转率为 1.68 次，同比+15.86%，为近五年最高，体现出公司回款速度的提高。21 年公司对中航工业下属单位销售额达 5.87 亿元，占年度销售总额比例 96.36%，公司是中航工业下属某主机厂机加和热表处理领域的战略合作伙伴及某主机厂最大的民营供应商，在部组件装配方面，也是中航工业某主机厂指定四家装配单位之一。

4. 21 年在建工程同比+785.50%，产能扩张进行时，为未来营收提供支撑

公司 21/22Q1 在建工程 0.65/0.64 亿元，同比+785.50%/+48.78%。2021 年 9 月公司新都分/子公司数控业务投产运营，并逐步释放数控产能。21 年 8 月通过向特定对象发行股票方式完成 5 亿元再融资，航空零部件智能制造及系统集成中心项目建设期 2 年，第 3 年部分投产，第 5 年达产，预计达产年收入 2.34 亿元，该项目工程进度进展顺利，从 21 年中的 9.30% 提升到了 21 年末的 17.25%，未来将为公司产能产业双升级奠定坚实基础。

5. 盈利预测及投资评级

我们预计 2022-2024 年 EPS 为 1.59/2.31/3.12 元/股，对结合可比公司 PE 估值情况，给予公司 2022 年 35 倍 PE 估值，对应目标价格为 55.65 元，首次覆盖给予“优于大市”评级。

表 1 公司主营产品收入预测

	2021	2022E	2023E	2024E
航空产品				
营业收入（百万元）	613.64	920.46	1288.65	1739.67
YoY (%)	102.07%	50.00%	40.00%	35.00%
营业成本（百万元）	266.13	386.59	515.46	695.87
毛利率（%）	56.63%	58.00%	60.00%	60.00%
风帆产品				
营业收入（百万元）	0.37	0.39	0.41	0.43
YoY (%)	245.03%	5.00%	5.00%	5.00%
营业成本（百万元）	0.17	0.23	0.24	0.26
毛利率（%）	54.42%	40.00%	40.00%	40.00%
总营业收入（百万元）	614.01	920.85	1289.05	1740.10
YoY (%)	102.12%	49.97%	39.99%	34.99%
总营业成本（百万元）	266.30	386.83	515.70	696.13
综合毛利率（%）	56.63%	57.99%	59.99%	60.00%

资料来源：公司 2021 年年报，HTI

表2 可比公司估值表

代码	简称	总市值 (亿元)	EPS (元)			PE (倍)			PS (倍)	PB (倍)
			2020	2021E	2022E	2020	2021E	2022E		
300775.SZ	三角防务	175.66	0.41	0.88	1.30	95.56	41.92	28.38	10.25	6.24
300777.SZ	中简科技	189.90	0.58	0.60	1.17	90.42	74.26	38.21	20.91	9.16
000768.SZ	中航西飞	673.89	0.28	0.24	0.37	79.72	106.96	67.96	1.69	4.21
	均值		0.50	0.74	1.24	92.99	58.09	33.29	15.58	7.70

资料来源: wind, HTI

收盘价为 2022 年 4 月 21 日价格, EPS 为 wind 一致预期

6. 风险提示

项目建设进度不及预期; 行业竞争加剧带来降价风险; 军费支出规模或装备列装进度不及预期等。

财务报表分析和预测

主要财务指标	2021	2022E	2023E	2024E	利润表 (百万元)	2021	2022E	2023E	2024E
每股指标 (元)					营业总收入	614	921	1289	1740
每股收益	1.04	1.59	2.31	3.12	营业成本	266	387	516	696
每股净资产	6.97	8.56	10.88	14.00	毛利率%	56.6%	58.0%	60.0%	60.0%
每股经营现金流	1.01	-0.02	1.08	1.56	营业税金及附加	9	13	19	25
每股股利	0.00	0.00	0.00	0.00	营业税金率%	1.4%	1.5%	1.5%	1.5%
价值评估 (倍)					营业费用	1	1	2	3
P/E	40.77	26.67	18.35	13.59	营业费用率%	0.1%	0.2%	0.2%	0.2%
P/B	6.08	4.95	3.90	3.03	管理费用	21	37	52	70
P/S	16.87	11.25	8.04	5.95	管理费用率%	3.5%	4.0%	4.0%	4.0%
EV/EBITDA	37.10	20.84	14.39	10.49	EBIT	295	455	662	894
股息率%	0.0%	0.0%	0.0%	0.0%	财务费用	-1	-2	-3	-4
盈利能力指标 (%)					财务费用率%	-0.2%	-0.2%	-0.2%	-0.2%
毛利率	56.6%	58.0%	60.0%	60.0%	资产减值损失	0	0	0	0
净利润率	41.5%	42.2%	43.8%	43.9%	投资收益	0	0	0	0
净资产收益率	15.0%	18.6%	21.3%	22.3%	营业利润	299	457	665	898
资产回报率	13.4%	16.2%	18.5%	19.4%	营业外收支	0	0	0	0
投资回报率	14.6%	18.3%	21.1%	22.1%	利润总额	299	457	665	898
盈利增长 (%)					EBITDA	327	505	717	953
营业收入增长率	102.1%	50.0%	40.0%	35.0%	所得税	44	69	100	135
EBIT 增长率	75.8%	54.3%	45.7%	35.0%	有效所得税率%	14.7%	15.0%	15.0%	15.0%
净利润增长率	86.5%	52.3%	45.5%	35.1%	少数股东损益	0	0	0	0
偿债能力指标					归属母公司所有者净利润	255	388	565	763
资产负债率	10.4%	12.7%	12.8%	13.0%					
流动比率	9.58	7.54	7.54	7.47	资产负债表 (百万元)	2021	2022E	2023E	2024E
速动比率	8.49	6.07	6.05	5.99	货币资金	563	500	701	1021
现金比率	3.62	1.91	2.02	2.18	应收账款及应收票据	453	782	1095	1478
经营效率指标					存货	156	371	495	668
应收账款周转天数	259.46	300.00	300.00	300.00	其它流动资产	317	320	327	333
存货周转天数	214.08	350.00	350.00	350.00	流动资产合计	1489	1973	2617	3500
总资产周转率	0.32	0.38	0.42	0.44	长期股权投资	27	27	27	27
固定资产周转率	2.41	3.67	5.32	7.59	固定资产	255	251	242	229
					在建工程	65	81	97	113
					无形资产	30	29	28	27
					非流动资产合计	413	424	430	432
					资产总计	1902	2396	3047	3932
					短期借款	0	1	0	0
					应付票据及应付账款	91	119	167	220
					预收账款	0	0	0	0
					其它流动负债	65	141	180	248
					流动负债合计	155	262	347	468
					长期借款	15	15	15	15
					其它长期负债	28	28	28	28
					非流动负债合计	43	43	43	43
					负债总计	199	305	390	511
					实收资本	244	244	244	244
					归属于母公司所有者权益	1703	2092	2657	3420
					少数股东权益	0	0	0	0
					负债和所有者权益合计	1902	2396	3047	3932
现金流量表 (百万元)	2021	2022E	2023E	2024E					
净利润	255	388	565	763					
少数股东损益	0	0	0	0					
非现金支出	41	50	54	59					
非经营收益	-4	0	0	0					
营运资金变动	-47	-443	-357	-441					
经营活动现金流	246	-4	263	381					
资产	-97	-61	-61	-61					
投资	-223	0	0	0					
其他	31	0	0	0					
投资活动现金流	-289	-61	-61	-61					
债权募资	-15	1	-1	0					
股权募资	494	0	0	0					
其他	-22	0	0	0					
融资活动现金流	457	1	-2	0					
现金净流量	414	-63	201	320					

备注: (1) 表中计算估值指标的收盘价日期为 04 月 21 日; (2) 以上各表均为简表

资料来源: 公司年报 (2021), HTI

APPENDIX 1**Summary**

- Leading private enterprise of aviation parts, focusing on aerospace manufacturing. The company focuses on the aerospace manufacturing field, mainly engaged in military aircraft, civil aircraft parts, aero-engine parts and aerospace large structural parts of precision manufacturing, with the aviation parts of the whole process manufacturing capabilities.
- Both revenue and profit increased, and cash flow was abundant. On the evening of April 19, 2022, the company released the 2021 annual report and first-quarter report. The company achieved operating revenue of Rmb614mn (+102.12% YoY) and NP of Rmb255mn (+86.47% YoY) in FY2021. In the first quarter of 2022, the company achieved operating revenue of Rmb177mn (+63.10% YoY) and NP of Rmb66mn (+40.95% YoY).
- As a core supplier of AVIC's subordinate units, accounts receivable continue to grow, and the receivable turnover ratio in 2021 was the highest in the past five years.
- Construction in progress in 2021 increased by 785.50% YoY, capacity expansion in progress, it will support for future revenue.
- We estimate the company's 2022-2024 EPS to be Rmb1.59/ 2.31/ 3.12, respectively, and we value the company PE at 35x in 2022, corresponding to a target price of Rmb55.65, initiate with an "Outperform" rating.
- Risk: the project construction progress is not as expected; the risk of price reduction due to increased competition in the industry; the scale of military spending or equipment installation progress is not as expected, etc.

附录 APPENDIX

重要信息披露

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中性，未来 12-18 个月内预期相对基准指数变化不大，基准定义如下。根据 FINRA/NYSE 的评级分布规则，我们会将中性评级划入持有这一类别。

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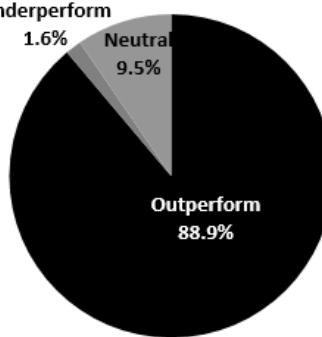
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Outperform: The stock's total return over the next 12-18 months is expected to exceed the return of its relevant broad market benchmark, as indicated below.

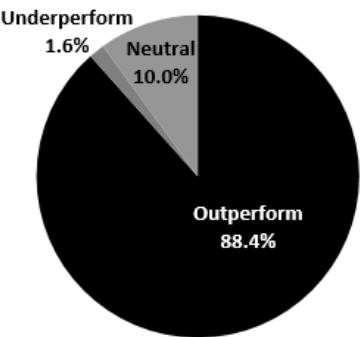
Neutral: The stock's total return over the next 12-18 months is expected to

评级分布 Rating Distribution

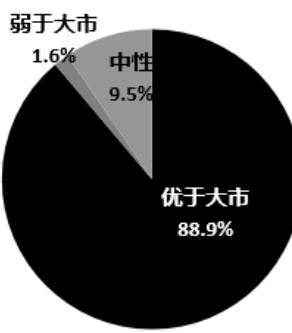
Most Recent Full Quarter



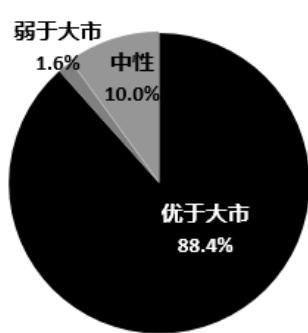
Prior Full Quarter



最新季度



上一季度



be in line with the return of its relevant broad market benchmark, as indicated below. For purposes only of FINRA/NYSE ratings distribution rules, our Neutral rating falls into a hold rating category.

Underperform: The stock's total return over the next 12-18 months is expected to be below the return of its relevant broad market benchmark, as indicated below.

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截至 2022 年 3 月 31 日海通国际股票研究评级分布

	优于大市	中性 (持有)	弱于大市
海通国际股票研究覆盖率	88.9%	9.5%	1.6%
投资银行客户*	6.8%	5.8%	0.0%

*在每个评级类别里投资银行客户所占的百分比。

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中性, 未来 12-18 个月内预期相对基准指数变化不大, 基准定义如下。根据 FINRA/NYSE 的评级分布规则, 我们会将中性评级划入持有这一类别。

卖出, 未来 12-18 个月内预期相对基准指数跌幅在 10% 以上, 基准定义如下

各地股票基准指数: 日本 – TOPIX, 韩国 – KOSPI, 台湾 – TAIEX, 印度 – Nifty100; 其他所有中国概念股 – MSCI China.

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	Outperform	Neutral (hold)	Underperform
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IB clients*	6.8%	5.8%	0.0%

*Percentage of investment banking clients in each rating category.

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SELL: The stock's total return over the next 12-18 months is expected to be below the return of its relevant broad market benchmark, as indicated below.

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