



MALAYSIA AIRPORTS HOLDINGS BERHAD ANALYST BRIEFING

FINANCIAL RESULTS FOR THE YEAR ENDED 31ST DECEMBER 2015

**Raja Azmi Raja Nazuddin
Chief Financial Officer
17th February 2016**



Disclaimer



This presentation may contain forward-looking statements by Malaysia Airports Holdings Berhad that reflect management's current expectations, beliefs, intentions or strategies regarding the future and assumptions in light of currently available information. These statements are based on various assumptions and made subject to a number of risks, uncertainties and contingencies. Actual results, performance or achievements may differ materially and significantly from those discussed in the forward-looking statements. Such statements are not and should not be construed as a representation, warranty or undertaking as to the future performance or achievements of Malaysia Airports Holdings Berhad and Malaysia Airports Holdings Berhad assumes no obligation or responsibility to update any such statements.

No representation or warranty (either express or implied) is given by or on behalf of Malaysia Airports Holdings Berhad or its related corporations (including without limitation, their respective shareholders, directors, officers, employees, agents, partners, associates and advisers) (collectively, the "Parties") as to the quality, accuracy, reliability or completeness of the information contained in this presentation (collectively, the "Information"), or that reasonable care has been taken in compiling or preparing the Information.

None of the Parties shall be liable or responsible for any budget, forecast or forward-looking statements or other projections of any nature or any opinion which may have been expressed in the Information.

The Information is and shall remain the exclusive property of Malaysia Airports Holdings Berhad and nothing herein shall give, or shall be construed as giving, to any recipient(s) or party any right, title, ownership, interest, licence or any other right whatsoever in or to the Information herein. The recipient(s) acknowledges and agrees that this presentation and the Information are confidential and shall be held in complete confidence by the recipient(s). No part of this presentation is intended to or construed as an offer, recommendation or invitation to subscribe for or purchase any securities in Malaysia Airports Holdings Berhad.



Key Highlights

Key Highlights (1 of 2)

Improved FY15 revenue and EBITDA due to strong ISG and non-aeronautical revenue performance, mitigating modest passenger growth in Malaysia

ISG & LGM contributing strongly to FY15 EBITDA

- pax growth exceeded expectations ↑19.7% against 15.0% forecast, fastest growing airport in Europe
- 41.7% or RM700.5mil EBITDA contributions on first full year of consolidation

Stronger non-aeronautical revenue, with improved retail and rental performance

- Overall non-aeronautical revenue contributions ↑0.8ppt to 44.1%, or 50.9% when combined with non-airport
- retail revenue ↑9.4% to RM672.5mil, rental and commercial revenue ↑11.2% to RM616.2mil
- mainly due to full year of operations at klia2 with larger commercial space

Challenging year for passenger growth in Malaysia

- due to ↓ frequencies & route cuts by MAS, haze and unfavourable economic conditions impacting mainly KLIA Main pax movements ↓9.2%
- cushioned against returning airlines (BA, ANA & Air China) and LCCs growth

Topline contributions from klia2

- klia2 pax movements ↑9.5%
- spend per pax at klia2 ↑15.8% to RM23.77, Eraman generating 52.0% of sales

Key Highlights (2 of 2)

Major inroads on Aeropolis in 2015, reaffirmed ratings and positive outlook for 2016

Key developments in 2015 include progress on KLIA Aeropolis Development

- Aeropolis - Mitsui Outlet Park KLIA official opening, extension of 60 years for land lease
- Malaysia – KLIA carbon accreditation, KKIA official opening
- Overseas – ISG loan syndication, Delhi disposal

AAA rating reaffirmed and higher dividends for FY15

- ↑ interim dividend payout (FY15: 4.0sen; FY14: 2.0sen)
- ~19% foreign shareholding spread as at 31 December 2015

Significant developments to date in FY16 bodes well for Malaysia Airports

- Improved pax growth for January 2016 with Malaysia ↑3.2% (KLIA ↑4.4%, other Malaysian Airports ↑1.4%) and ISG ↑19.4%
- Malindo's move to KLIA Main provides increased connectivity and shorter turnaround time for transfers with foreign code share partners
- LGK, PEN and BKI also seeing new destinations introduced by AirAsia in January 2016

Headline KPI

Key Performance Indicators (KPIs)	FY14 Actual	FY15		
		Target	Actual Excluding EI	Actual Including EI
Profitability (EBITDA)	RM861.4mil *	RM1,522.4mil	RM1,573.0mil (103.3%)	RM1,679.mil (110.3%)
MAHB	RM861.4mil	RM880.2mil	RM880.1mil (99.9%)	RM978.6mil (111.2%)
ISG & LGM	N/A	RM642.2mil	RM692.9mil (107.9%)	RM700.5mil (109.1%)
Airport Service Quality (ASQ)	> 40 mppa: KLIA Ranking Top 7	> 40 mppa: KLIA Ranking Top 5	> 40 mppa: KLIA Ranking Top 8**	

* Figures are without IC12 : Construction Revenue and Profit

**ASQ Official Results for 4Q15

Quarterly & Preceding Quarter Executive Summary

Revenue

Airport Operations

Non-Airport
Operations

EBITDA

Net Assets

Passengers

Aircrafts



4Qv4Q

4Qv3Q

RM800.2mil ▲ 12.5% ▼ 8.9%

RM745.6mil ▲ 11.8% ▼ 11.1%

RM54.6mil ▲ 22.5% ▼ 14.7%

RM208.4mil ▲ 24.9% ▼ 12.0%



4Qv3Q

RM236.7mil ▼ 16.3%

RM233.6mil ▼ 16.4%

RM3.1mil ▼ 8.4%

RM179.1mil ▼ 22.4%



4Qv4Q

4Qv3Q

RM1,036.9mil ▲ 45.8% ▼ 1.9%

RM979.2mil ▲ 46.9% ▼ 3.0%

RM57.7mil ▲ 29.5% ▼ 14.4%

RM387.5mil ▲ 132.2% ▼ 17.1%

RM8,837.5mil ▲ 20.4% ▼ 3.3%

28.4mil ▲ 1.4% ▼ 4.5%

253,313 ▼ 1.0% ▼ 4.6%

- ▲ 4Q15 v 4Q14 Movement
- ▼ 4Q15 v 3Q15 Movement
- Malaysia Operations Performance
- Turkey Operations Performance (comprising of ISG & LGM)
- Group Performance

FY15 Executive Summary

Revenue

Airport Operations

Non-Airport
Operations

EBITDA

Net Assets

Passengers

Aircrafts



RM2,950.9mil ▲ 10.1%

RM2,711.2mil ▲ 8.0%

RM239.7mil ▲ 39.7%

RM978.6mil ▲ 24.4%

83.7mil ▲ 0.5%

814,472 ▲ 2.9%



RM920.1mil

RM908.0mil

RM12.1mil

RM700.5mil

28.3mil

206,180



RM3,871.0mil ▲ 44.4%

RM3,619.2mil ▲ 44.2%

RM251.8mil ▲ 46.8%

RM1,679.1mil ▲ 113.4%

RM8,837.5mil ▲ 20.4%

112.0mil ▲ 4.7%

1,020,652 ▲ 5.8%



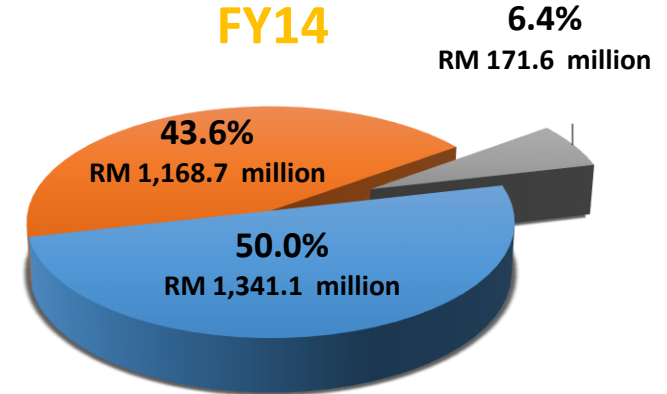
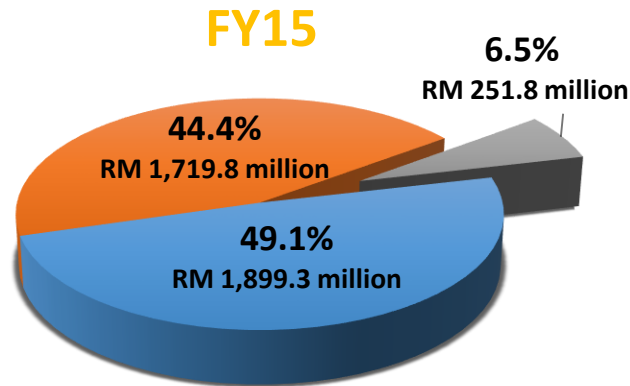
FY15 v FY14 Movement

Malaysia Operations Performance

Turkey Operations Performance (comprising of ISG & LGM)

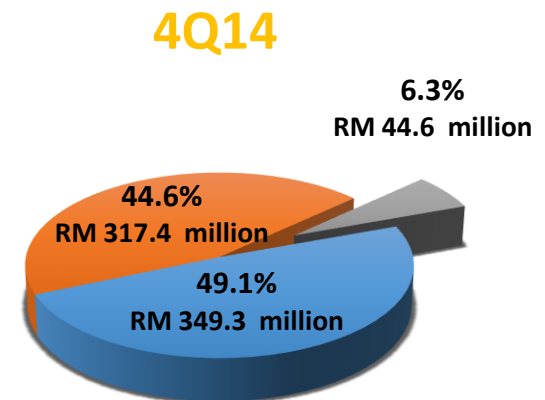
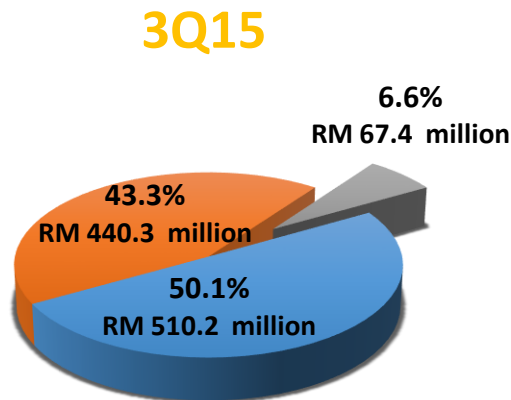
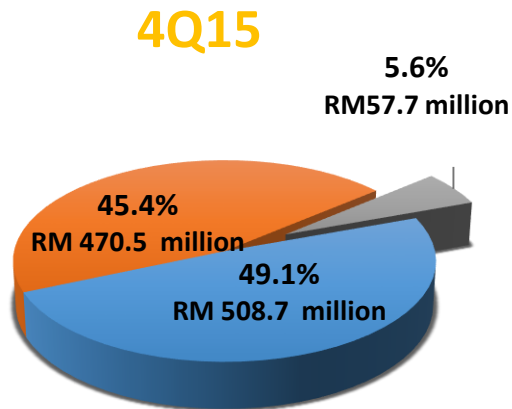
Group Performance

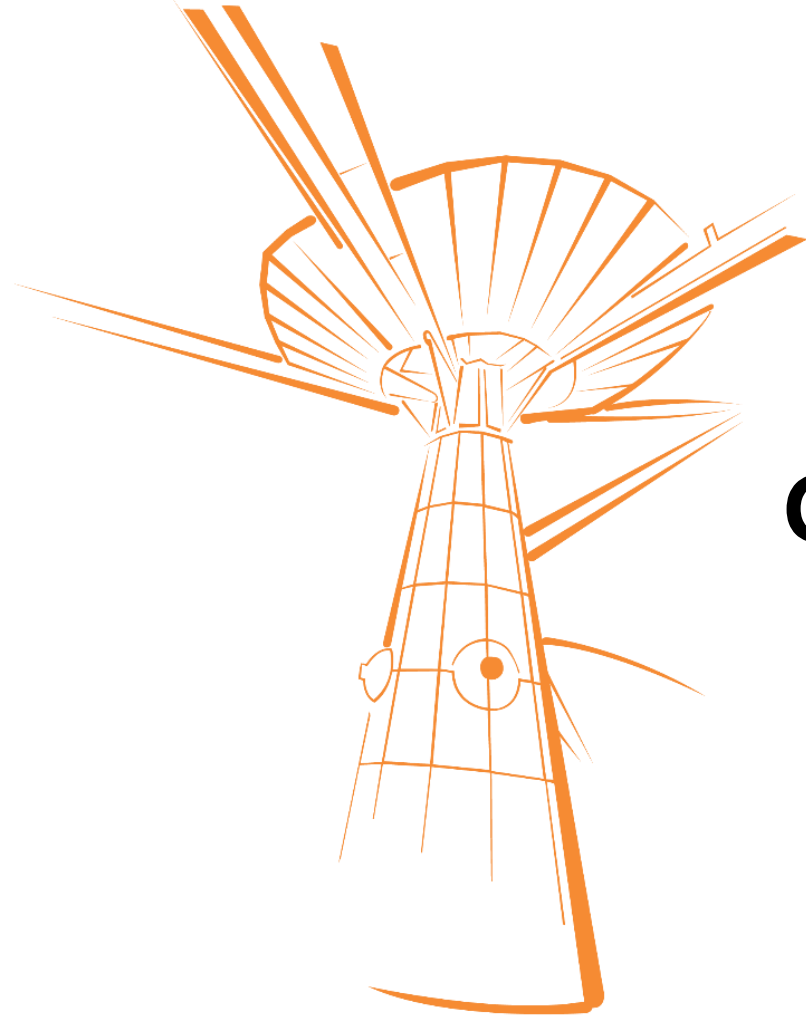
Revenue Profile



Malaysia Airports has less reliance from aeronautical revenue as the non aeronautical and non-airport segments collectively contribute 50.9% of total revenue in FY15

■ Aero
 ■ Non Aero
 ■ Non-Airport





Group Financial Review

Significant Events

Malaysia



- 18/3/15: Langkawi International Airport voted Best Airport for 2nd year running
- 27/3/15: Completion of RM1.3bil rights issue exercise
- 5/5/15: Declared final single tier dividend of 3.6sen per share
- 6/5/15: KLIA receives ACI Carbon Accreditation
- 29/7/15: Official opening of Mitsui Outlet Park KLIA
- 30/7/15: Declared single-tier interim dividend of 4.0sen per ordinary share
- 16/9/15: Official opening of T1 Kota Kinabalu International Airport ('KKIA')
- 20/11/15: MAHB granted land lease extension of 60 years for land at KLIA and other airports
- 1/12/15: AirAsia's operations moved to T1 KKIA
- 17/12/15: RAM reaffirms MAHB's AAA rating

Istanbul Sabiha Gokcen Airport



- 2/1/15: Increased stake from 60% to 100%
- 8/4/15: Completion of EUR Syndicated Term Loan Facility
- 20/4/15: Establishment of ISG Steering Committee

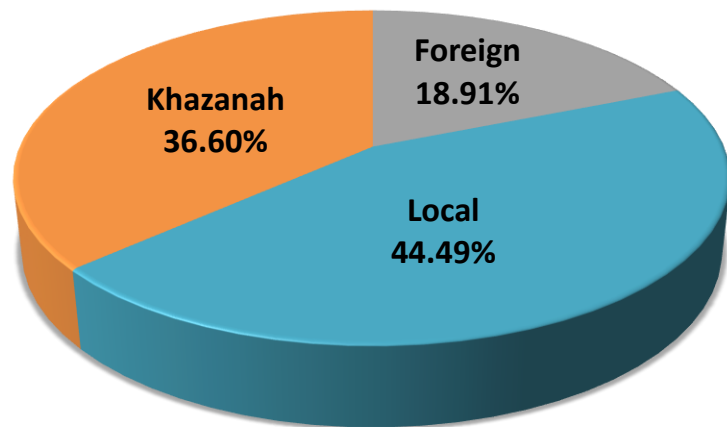
Delhi & Hyderabad Airports



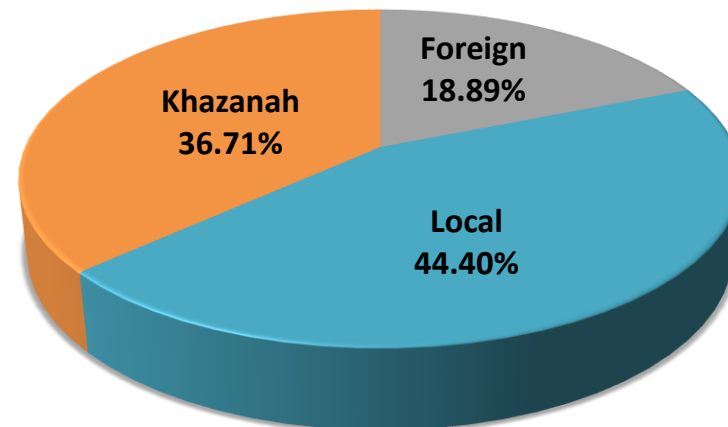
- 25/5/15: Completion of disposal of the 10% stake in Delhi Airport for USD80 mil to GMR Airports Limited

Shareholding Analysis

As at 31/12/14



As at 31/12/15



- Foreign shareholdings still ~19%
- Dividend Payout Ratio is at least 50% of Net Profit
- RAM AAA ratings reaffirmed on 17 December 2015
- Moody's A3 ratings reaffirmed on 11 January 2016

Financial Year	Dividend Reinvestment Plan Subscription Rate		Dividend Payment Per Share (sen)	
	Interim	Final	Interim	Final
2012	46.2%	85.0%	6.00	7.63
2013	88.4%	87.6%	6.00	5.78
2014	53.4%	74.1%	2.00	3.60
2015	-	-	4.00	-

EBITDA/PBT Reconciliation

	MAHB RM'mil	ISG & LGM RM'mil	Total RM'mil
EBITDA excluding exceptional items/adjustments	880.1	692.9	1,573.0
<i>+ Other income - Gain on DIAL disposal</i>	81.2	-	81.2
<i>+ Other income - FX gain on bridging loan settlement</i>	63.5	-	63.5
<i>+ Other income - ISG PPA interest income</i>	-	7.6	7.6
<i>- Other expenses - Misc provisions and impairment</i>	(46.2)	-	(46.2)
EBITDA including exceptional items/adjustments	978.6	700.5	1,679.1
- Depreciation and amortisation	(502.8)	(216.6)	(719.4)
- Amortisation - ISG PPA concession rights fair value	-	(182.3)	(182.3)
- Finance costs	(209.1)	(446.5)	(655.6)
- Finance costs – ISG PPA interest expense	-	(27.1)	(27.1)
- Finance costs – premium on DIAL debenture	(59.2)	-	(59.2)
+ Share of associate and jointly controlled entities	6.1	-	6.1
Profit before taxation	213.7	(172.0)	41.7
- Taxation and zakat	(11.6)	(33.7)	(45.3)
<i>+ Taxation – ISG PPA deferred tax assets</i>	-	40.7	40.7
Profit after taxation	202.1	(165.0)	37.1

EBITDA/PBT reconciliation

	Malaysia	ISG&LGM	Total	Total	Var	
	FY15 RM'mil	FY15 RM'mil	FY15 RM'mil	FY14 RM'mil		%
EBITDA with exceptional items/adjustments	978.6	700.5	1,679.1	786.8	892.3	113.4%
<u>Exceptional items / Adjustments</u>						
Gain on disposal of DIAL	(81.2)	-	(81.2)	-		Other income
FX gain from settlement of bridging loan	(63.5)	-	(63.5)	-		Other income
ISG/LGM interest income on PPA		(7.6)	(7.6)			Other income
Misc provisions and impairment	46.2	-	46.2	-		Other expenses
Impairment of LCCT assets	-	-	-	50.7		Other expenses
Costs relating to ISG acquisition	-	-	-	23.9		Other expenses
EBITDA without exceptional items/adjustments	880.1	692.9	1,573.0	861.4	711.6	82.6%
PBT with exceptional items/adjustments	213.7	(172.0)	41.7	720.8	(679.1)	-94.2%
<u>Exceptional items / Adjustments</u>						
Gain on disposal of DIAL	(81.2)	-	(81.2)	-		Other income
FX gain from settlement of bridging loan	(63.5)	-	(63.5)	-		Other income
ISG/LGM interest income on PPA	-	(7.6)	(7.6)			Other income
Misc provisions and impairment	46.2	-	46.2	-		Other expenses
Impairment of LCCT assets	-	-	-	50.7		Other expenses
Costs relating to ISG acquisition	-	-	-	23.9		Other expenses
Amortisation on ISG concession rights FV	-	182.3	182.3	-		Dep'n & Amortisation
Premium on DIAL debenture	59.2	-	59.2	-		Finance costs
ISG/LGM interest expense on PPA	-	27.1	27.1	-		Finance costs
Gain arising from remeasurement of FV	-	-	-	(483.7)		FRS3
Gain on bargain purchase	-	-	-	(314.9)		FRS3
Impairment of goodwill	-	-	-	231.3		FRS3
PBT without exceptional items/adjustments	174.3	29.8	204.1	228.1	(24.0)	-10.5%
EBITDA Margin without exceptional items / adjustments	30%	75%	41%	32%		

*Figures are without IC12 construction revenue and profit

FRS 138: Intangible Assets &

FRS 116: Property, Plant and Equipment

Change in Depreciation and Amortisation Method

- ✈ The Group's infrastructure and construction assets in Malaysia were previously depreciated and amortised based on a straight line basis
- ✈ With effect from 1st Jan 2014, the Group had changed the depreciation and amortisation method for these assets to the Unit of Production Method ("UOP") **based on forecasted passenger during the concession period**
- ✈ These changes were made to be consistent with the method applied for concession rights and to **better reflect the pattern in** which the related **asset's future economic benefits** are expected to be consumed by the entity
- ✈ The changes to UOP method has led to **a reduction in depreciation and amortisation by RM101.1 million** for FY2014
- ✈ Quarterly depreciation and amortisation charges under the UOP method are as below:

Quarter	Depreciation & amortisation under UOP method Malaysia Operations (RM' million)	
	UOP Method	Straight Line Method
1Q14	59.3	66.1
2Q14	102.3	134.4
3Q14	120.9	137.0
4Q14	122.9	168.9
1Q15	120.0	
2Q15	121.7	
3Q15	121.9	
4Q15	139.2	

Normalised
for FY14

IC 12: Service Concession Arrangements

MAHB Group Construction Profit

- ✈ IC 12 addresses the accounting for “public-private” arrangements whereby a private sector operator involves in the construction/upgrading of infrastructure assets to be used in providing public service
- ✈ Under IC 12, the operator may provide construction services to the grantor in exchange for an intangible asset, i.e. a right to collect revenue in accordance with the Operating Agreements
- ✈ In accordance with FRS 138 Intangible Assets, the operator recognises the intangible asset at its fair value
- ✈ The fair value of the intangible asset is calculated by including certain mark-up on the actual cost incurred, estimated to reflect a margin consistent with other similar construction works
- ✈ The Group has estimated the mark-up used in calculating the fair value of the consideration receivables at an average of 4.5% and 7.5% on the cost incurred for klia2 and other developments and expansion to Penang International Airport, respectively and such the contract revenue and contract costs associated with the construction contract is recognised as revenue and expense respectively by reference to the stage of completion of the contract activity at the balance sheet date
- ✈ klia2 and the expansion for Penang International Airport were completed in May 2014 and June 2013 respectively

Description (RM'mil)	4Q15	4Q14	Var (%)	FY15	FY14	Var (%)	Cumulative since inception to YTD15	Cumulative since inception to YTD14
Construction Revenue	-	-	-	-	662.4	(100.0)	5,171.8	5,171.8
Construction Costs	-	-	-	-	(633.9)	(100.0)	4,940.7	4,940.7
Construction Profit	-	-	-	-	28.5	(100.0)	231.0	231.0

FRS 3: Business Combinations

Acquisition of remaining 40% stake in ISG and LGM (Purchase Price Allocation Exercise)

✈ FRS 3 – Business Combinations refers the transaction as a business combination **achieved in stages**, sometimes also referred to as a step acquisition. It further states that:

In a business combination achieved in stages, the **acquirer shall re-measure its previously held equity interest in the acquiree at its acquisition-date FV and recognise the resulting gain or loss, if any, in profit or loss**

✈ Further, FRS 3 states that the acquirer shall recognise goodwill as of the acquisition date measured as the excess of (a) over (b) below:

(a) the aggregate of:

- (i) the consideration transferred measured in accordance with this FRS, which generally requires acquisition-date FV;
- (ii) the amount of any non-controlling interest in the acquiree measured in accordance with this FRS; and
- (iii) in a business combination achieved in stages, the acquisition-date FV of the acquirer's previously held equity interest in the acquiree

(b) the net of the acquisition-date amount of the identifiable assets acquired and the liabilities assumed measured in accordance with this FRS

	RM'mil Description	
	Previously stated	Restated
Gain on remeasurement of FV of investment (ISG & LGM)	502.5	483.7
Gain on Bargain Purchase (ISG)	379.1	314.9
Goodwill - Impaired (LGM)	(229.4)	(231.3)
	652.20	567.34

Excess of NA FV over their carrying amount of previously held equity investment

Gain arising from lower acquisition cost as compared to the FV of NA acquired

Impairment of the difference of higher acquisition cost as compared to FV of NA acquired

✈ The one year period for the PPA exercise ended on 31 December 2015. During the year, the PPA amounts have been revised according to the finalised valuation report, resulting in a net PYA restatement of RM84.8mil

Group 4Q15 Results (vs 4Q14)

RM'mil	4Q15			4Q14 (Restated)	Var % (MAHB Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB				
Revenue	800.2	236.7	1,036.9	711.3	12.5	↑	45.8	↑
EBITDA	208.4	179.1	387.5	166.9	24.9	↑	132.2	↑
Depreciation & Amortisation	(139.2)	(129.0)	(268.2)	(67.9)	105.1	↑	295.2	↑
Finance Cost	(67.3)	(110.3)	(177.5)	(52.7)	27.6	↑	236.7	↑
PBT*	2.1	(60.2)	(58.1)	30.1	(93.0)	↓	(292.8)	↓
Taxation	21.3	(6.5)	14.8	(19.7)	(208.0)	↓	(174.9)	↓
Net Earnings*	23.4	(66.8)	(43.3)	10.4	125.7	↑	(517.1)	↓
FRS 3 Business Combinations: Acquisition of ISG and LGM Adjustments	-	-	-	567.3	-		-	
PBT	2.1	(60.2)	(58.1)	597.5	(99.6)	↓	(109.7)	↓
Net Earnings	23.4	(66.8)	(43.3)	577.7	(95.9)	↓	(107.5)	↓
EBITDA Margin (%)	26.0%	75.6%	37.4%	23.5%	2.6	ppt	13.9	ppt
PBT Margin (%)	0.3%	(25.4%)	(5.6%)	84.0%	↓ (83.7)	ppt	↓ (89.6)	ppt

*Excluding FRS 3 Business Combinations: Acquisition of ISG and LGM adjustments

Exchange rate used in profit and loss for 4Q15 : RM4.64/EUR

Group 4Q15 Results (vs 4Q14)

RM'mil	4Q15			4Q14 (Restated)	Var % (MAHB Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB				
Revenue	800.2	236.7	1,036.9	711.3	12.5	↑	45.8	↑

Revenue grew by 45.8%

- Airport operations : RM979.2mil (+46.9%)
 - Aeronautical : RM508.7mil (+45.6%) was mainly due to ISG's aeronautical revenue of RM125.0mil and lower airlines incentives by RM33.9mil due to higher provision in 4Q14
 - Non-Aeronautical : RM470.5mil (+48.2%) arising from ISG & LGM's non-aeronautical revenue of RM108.6mil and higher retail and rental revenue by RM18.0mil and RM26.5mil to RM193.6mil and RM168.3mil respectively
- Non-airport operations : RM57.7mil (+29.5%)
 - Projects and repair & maintenance : RM26.6mil (+45.0%)
 - Hotel : RM24.8mil (+24.0%) increase mainly from LGM
 - Agriculture & horticulture : RM6.3mil (+1.5%)

Group 4Q15 Results (vs 4Q14)

RM'mil	4Q15			4Q14 (Restated)	Var % (MAHB Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB				
EBITDA	208.4	179.1	387.5	166.9	24.9	↑	132.2	↑
PBT	2.1	(60.2)	(58.1)	597.5	(99.6)	↓	(109.7)	↓

EBITDA increased by 132.2%

- The increase was due largely due to the following items:
 - ISG & LGM EBITDA contributions of RM179.1mil
 - Higher revenue from Malaysian operations by 12.5% or RM88.9mil

PBT decreased by 109.7%

- For the current quarter, ISG & LGM recorded a LBT of RM0.7mil, however, owing to the fair valuation exercise on the acquisition, a further loss of RM59.5mil was recognised primarily due to the amortisation of fair value of the concession rights
- Higher depreciation and amortisation costs in Malaysia by 105.1% or RM71.3mil arising from the change in method of calculating amortisation for intangible assets from straight line method to UOP

Group 4Q15 Results (vs 3Q15)

RM'mil	4Q15			3Q15			Var % (MAHB Only)		Var % (ISG & LGM Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB	ISG & LGM	MAHB Group Total						
Revenue	800.2	236.7	1,036.9	735.1	282.8	1,017.9	8.9	↑	(16.3)	↓	1.9	↑
EBITDA	208.4	179.1	387.5	236.7	230.8	467.6	(12.0)	↓	(22.4)	↓	(17.1)	↓
Depreciation & Amortisation	(139.2)	(129.0)	(268.2)	(121.9)	(98.9)	(220.8)	14.2	↑	30.4	↑	21.4	↑
Finance Cost	(67.3)	(110.3)	(177.5)	(46.9)	(145.4)	(192.3)	43.5	↑	(24.2)	↓	(7.7)	↓
PBT	2.1	(60.2)	(58.1)	72.3	(13.5)	58.8	(97.1)	↓	344.5	↑	(198.8)	↓
Taxation	21.3	(6.5)	14.8	4.1	5.6	9.7	418.8	↑	(216.9)	↓	52.2	↑
Net Earnings	23.4	(66.8)	(43.3)	76.4	(7.9)	68.5	(69.3)	↓	739.8	↑	(163.2)	↓
EBITDA Margin (%)	26.0%	75.6%	37.4%	32.2%	81.6%	45.9%	↓ (6.2)	ppt	↓ (6.0)	ppt	↓ (8.6)	ppt
PBT Margin (%)	(0.3%)	(25.4%)	(5.6%)	9.8%	(4.8%)	5.8%	↓ (9.6)	ppt	↓ (20.6)	ppt	↓ (11.4)	ppt

Group 4Q15 Results (vs 3Q15)

RM'mil	4Q15			3Q15			Var % (MAHB Only)		Var % (ISG & LGM Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB	ISG & LGM	MAHB Group Total						
Revenue	800.2	236.7	1,036.9	735.1	282.8	1,017.9	8.9	↑	(16.3)	↓	1.9	↑

Revenue grew by 1.9%

- Airport operations : RM979.2mil (+3.0%)
 - Non-Aeronautical : RM470.5mil (+6.9%) due to improved contributions from retail and rental revenue in Malaysia by RM30.5mil and RM18.0mil to RM193.6mil and RM168.3mil respectively. The increase was mitigated against lower contributions from ISG & LGM by RM18.3mil due to lower pax at ISG in 4Q15, resulting in lower income from duty free operations
 - Aeronautical : RM508.7mil (-0.3%) was mainly due to lower ISG revenue by 18.0% or RM27.5mil due to lower passenger movements by 19.1% in 4Q15. This was offset against higher aeronautical revenue in Malaysia largely due to higher PSC and MARCS ERL income by RM9.2mil and RM4.6mil to RM229.5mil and RM18.6mil respectively
- Non-airport operations : RM57.7mil (-14.4%)
 - Projects and repair & maintenance : RM26.6mil (-27.5%)
 - Hotel : RM24.8mil (+14.1%)
 - Agriculture & horticulture : RM6.3mil (+29.7%)

Group 4Q15 Results (vs 3Q15)

RM'mil	4Q15			3Q15			Var % (MAHB Only)		Var % (ISG & LGM Only)		Var % (MAHB Group)	
	MAHB	ISG & LGM	MAHB Group Total	MAHB	ISG & LGM	MAHB Group Total						
EBITDA	208.4	179.1	377.6	236.7	230.8	467.6	(12.0)	↓	(22.4)	↓	(17.1)	↓
PBT	2.1	(60.2)	(58.1)	72.3	(13.5)	58.8	(97.1)	↓	344.5	↑	(198.8)	↓

EBITDA decreased by 17.1%

- The decrease was largely due to the following items:
 - Lower ISG & LGM EBITDA contributions by 22.4% or RM51.7mil
 - Higher operating costs from Malaysian operations by 59.0% or RM148.2mil largely due to higher provision for doubtful debts (4Q15:RM36.2mil, 3Q15:-RM34.8mil), administrative costs (4Q15:RM74.8mil, 3Q15: RM40.5mil), maintenance costs (4Q15:RM77.1mil, 3Q15:RM54.1mil) and user fee (4Q15:RM81.9mil, 3Q15:RM59.5mil)

PBT lower by 198.8%

- For the current quarter, ISG & LGM recorded a LBT of RM0.7mil, however, owing to the fair valuation exercise on the acquisition, a loss of RM59.5mil (3Q15: RM51.7mil) was recognised primarily due to the amortisation of fair value of the concession rights
- Higher finance costs in Malaysia by 43.5% or RM20.4mil

Group FY15 Results (vs FY14)

(RM'mil)	FY15			FY14 (Restated)			Without IC12			
	MAHB	ISG & LGM	MAHB Group Total	MAHB (With IC12)	IC 12	MAHB Group Total (Without IC 12)	Var % (MAHB Only)		Var % (MAHB Group)	
Revenue	2,950.9	920.1	3,871.0	3,343.7	(662.4)	2,681.3	10.1	↑	44.4	↑
EBITDA	978.6	700.5	1,679.1	815.4	(28.5)	786.8	24.4	↑	113.4	↑
Depreciation & Amortisation	(502.8)	(398.9)	(901.7)	(405.4)	-	(405.4)	24.0	↑	122.4	↑
Finance Cost	(268.3)	(473.6)	(741.9)	(151.3)	-	(151.3)	77.3	↑	390.2	↑
PBT *	213.7	(172.0)	41.7	182.0	(28.5)	153.5	39.2	↑	(72.9)	↓
Taxation	(11.6)	7.0	(4.6)	(85.9)	-	(85.9)	(86.5)	↓	(94.6)	↓
Net Earnings*	202.1	(165.0)	37.1	96.1	(28.5)	67.5	199.5	↑	(45.1)	↓
FRS 3 Business Combinations: Acquisition of ISG and LGM	-	-	-	567.3	-	567.3	-		-	
PBT	213.7	(172.0)	41.7	749.3	-	720.8	(70.4)	↓	(94.2)	↓
Net Earnings	202.1	(165.0)	37.1	663.4	-	634.8	(68.2)	↓	(94.2)	↓
EBITDA Margin (%)	33.2%	76.1%	43.4%	24.4%		29.3%	↑ 3.8	ppt	↑14.0	ppt
PBT Margin (%)	7.2%	(18.7%)	1.1%	5.4%		26.9%	↓ (19.6)	ppt	↓ (25.8)	ppt
Gearing (%)			68.5%			81.6%			↓ (13.0)	ppt
Net Asset per Share			5.19			4.05			↑ 28.1	

* Excluding FRS 3 Business Combinations: Acquisition of ISG and LGM adjustments

Group FY15 Results (vs FY14)

(RM'mil)	FY15			FY14 (Restated)			Without IC12			
	MAHB	ISG & LGM	MAHB Group Total	MAHB (With IC12)	IC 12	MAHB Group Total (Without IC 12)	Var % (MAHB Only)		Var % (MAHB Group)	
Revenue	2,950.9	920.1	3,871.0	3,343.7	(662.4)	2,681.3	10.1	↑	44.4	↑

Revenue grew by 44.4%*

- Airport operations : RM3,619.2mil (+44.2%)
 - Aeronautical : RM1,899.3mil (+41.6%) was mainly due to ISG's aeronautical revenue of RM476.9mil, lower airlines incentives by 55.2%, full year impact of MARCS PSC (+9.2% or RM7.4mil) and higher aircraft movements leading to increase in landing revenue by RM5.9mil (1.7%)
 - Non-Aeronautical : RM1,719.8mil (+47.2%) arising from ISG & LGM's non-aeronautical revenue of RM431.1mil, as well as higher retail and rental revenue by RM57.8mil (9.4%) and RM62.3mil (+11.2%) respectively
- Non-airport operations : RM251.8mil (+46.8%)
 - Projects and repair & maintenance : RM135.9mil (+105.6%)
 - Hotel : RM86.0mil (+16.0%) mainly from LGM
 - Agriculture & horticulture : RM29.9mil (-4.4%)

Group FY15 Results (vs FY14)

(RM'mil)	FY15			FY14 (Restated)			Without IC12			
	MAHB	ISG & LGM	MAHB Group Total	MAHB (With IC12)	IC 12	MAHB Group Total (Without IC 12)	Var % (MAHB Only)		Var % (MAHB Group)	
EBITDA	978.6	700.5	1,679.1	815.4	(28.5)	786.8	24.4	↑	113.4	↑
PBT	213.7	(172.0)	41.7	182.0	(28.5)	153.5	39.2	↑	(72.9)	↓

EBITDA grew 113.4%

- The improvement in EBITDA is due to:
 - Higher EBITDA contribution from ISG & LGM of RM700.5 million
 - Gain on the disposal of DIAL of RM81.2 million and the realized forex gain of RM63.5 million due to the translation gain on the settlement of the EUR279.2 million bridging loan

PBT decreased by 72.9%

- The decrease is attributed to:
 - Full year impact of finance cost for Malaysian operations by 64.5% or RM248.8 million
 - Full year impact of klia2 depreciation and amortization of RM502.8 million (24.0%) for Malaysian operations
 - Loss before tax from ISG and LGM of RM172.0mil mainly due to the loss of RM201.9 million recognised primarily due to the amortisation of fair value for the concession rights

Group Segmental Revenue

(RM 'mil)

Airport Operations (RM 'mil)

FY2015: RM3,619.2(+44.2%)

FY2014: RM2,509.8

FY2015: RM2,711.2(+8.0%) excluding
ISG & LGM

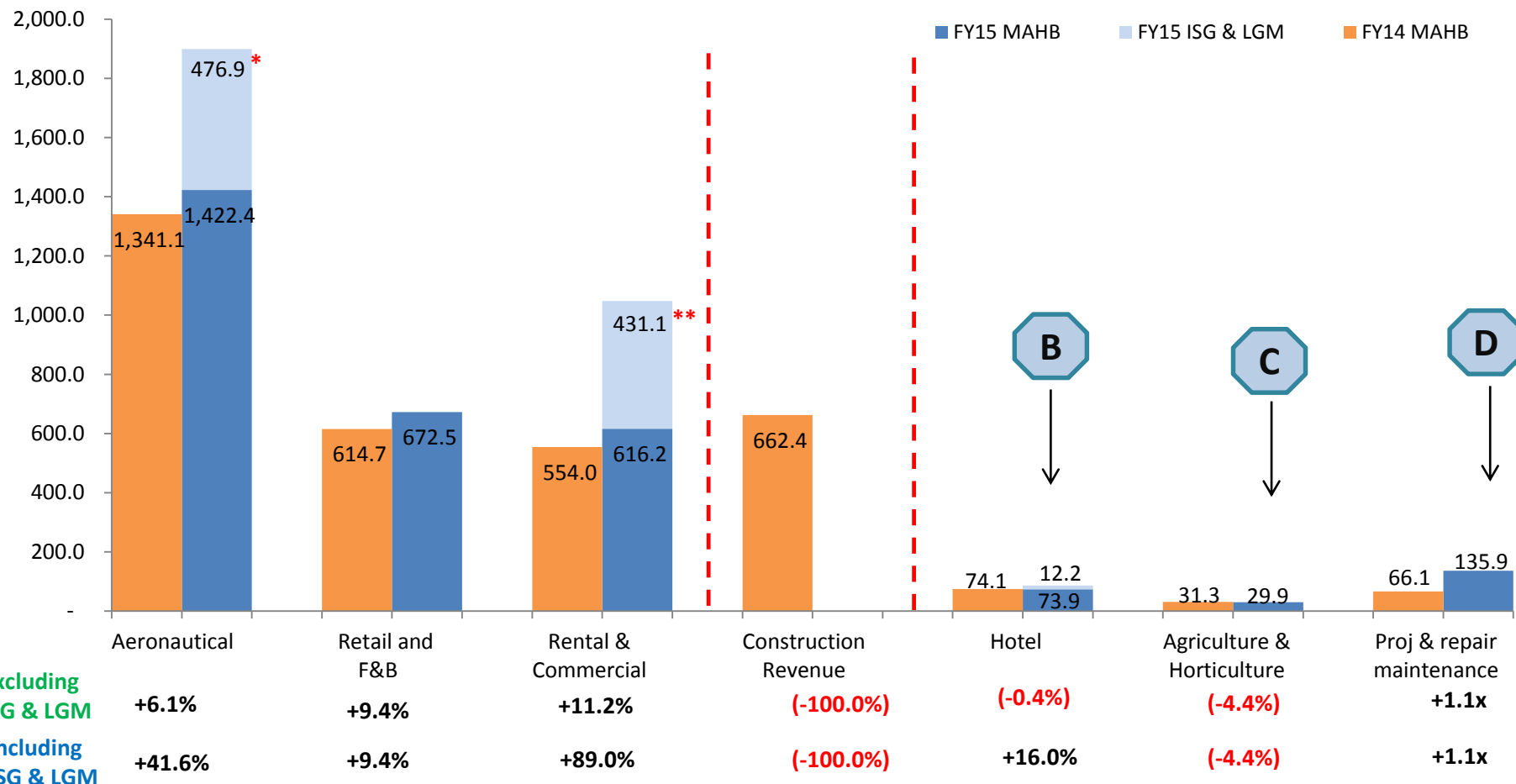
Construction Revenue (RM 'mil)

Non-Airport Operations (RM 'mil)

FY2015: RM251.8(+46.8%)

FY2014: RM171.6

FY2015: RM239.7(+39.7%) excluding
ISG & LGM



*Included in ISG and LGM's aeronautical revenue is ISG's jet fuel farm rental income (RM47.0mil)

**Included in ISG & LGM's rental and commercial revenue is revenue generated from ISG's duty free business with Setur (RM192.3mil)

Group Explanatory Notes

A Airport Operations

Excluding IC12 effects, the Group's airport operations grew by 44.2% primarily due to ISG operations (RM908.0mil). MAHB's airport operations in Malaysia grew 8.0% mainly due to stronger commercial performance in line with full year impact of the larger commercial space at klia2

B Hotel

Excluding LGM, decrease in room revenue at Sama-Sama Hotel was contributed by the lower occupancy rate

Occupancy rate (FY15: 69.0%; FY14: 75.0%)

Higher average room rate (FY15: RM392.09; FY14: RM371.30)

C Agriculture & Horticulture

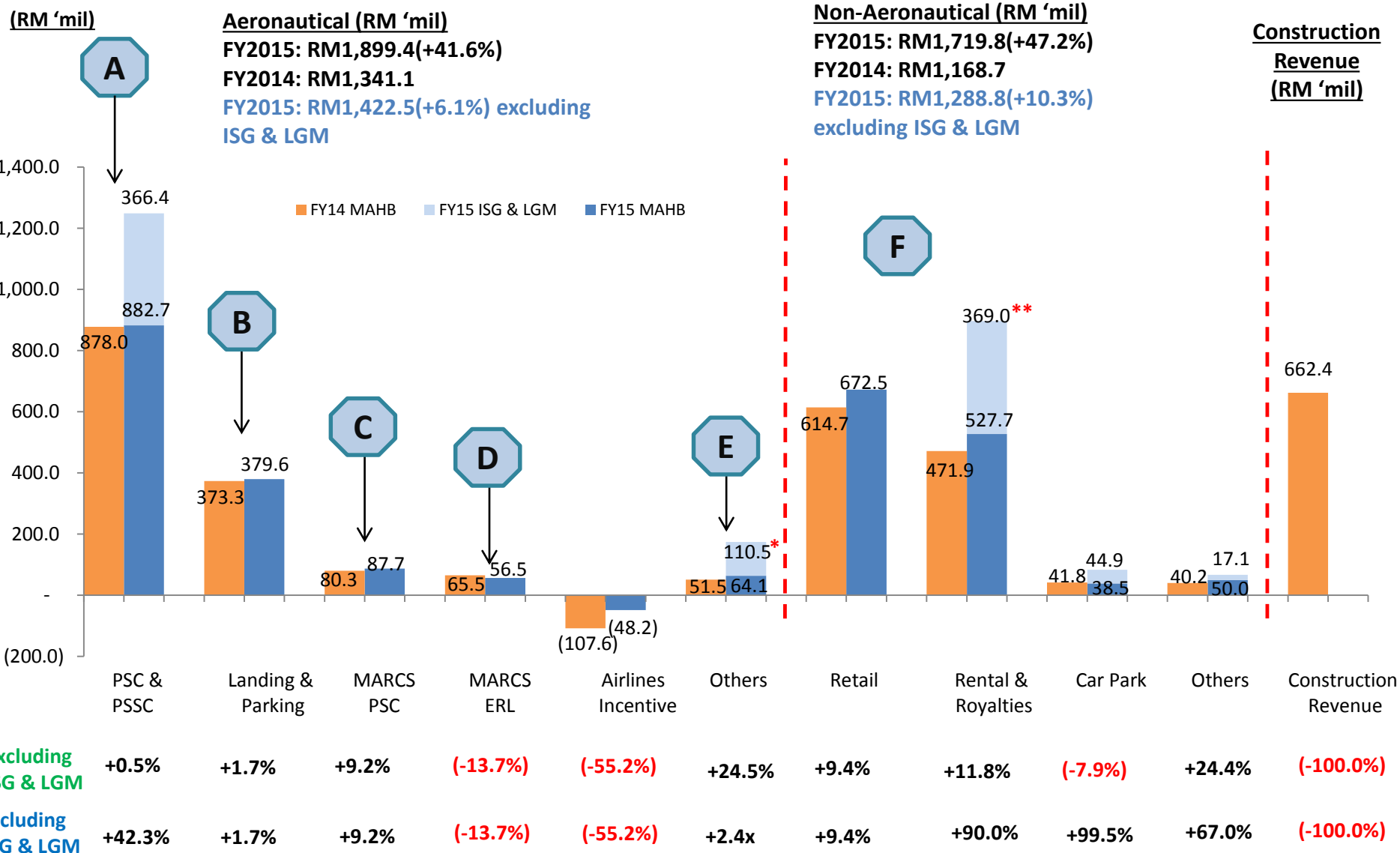
Revenue from the segment decreased due to lower price attained for FFB per tonne despite the higher output

(FY15: RM440.23/67,056MT; FY14: RM487.38/63,458MT)

D Projects and Repair & Maintenance

Increase in revenue from the segment mainly due to the new facilities management and IT services projects won at the new Doha International Airport

Group Revenue Analysis: Airport Operations



*Included in ISG and LGM's other aeronautical revenue is ISG's jet fuel farm rental income (RM47.0mil)

**Included in ISG & LGM's rental and royalties revenue is revenue generated from the ISG's duty free business with Setur (RM192.3mil)

Group Explanatory Notes

A PSC and PSSC

The increase in PSC and PSSC is in line with the 0.5% increase in pax movements

B Landing & Parking

Higher landing & parking revenue in Malaysia is in line with the 2.9% increase in aircraft movements. Landing & parking revenue at ISG is collected by the Government

C MARCS PSC

MARCS PSC in relation to 2nd Tariff Cycle - PSC increase commencing 12 February 2014 as the new PSC rates are lower than the benchmark rates as stipulated in the Operating Agreement (OA). The 2nd Tariff Cycle benchmark PSC rate:

- Full Service (International: RM65 to RM71; Domestic: RM9 to RM10)
- Low Cost (International: RM32 to RM 35; Domestic: RM6 to RM7)

D MARCS ERL

MARCS ERL was recognised for payment remitted to ERL upon collection of PSC from the airlines

E Aeronautical Others

Included in others is revenue from ISG's rental of fuel farm of RM47.0mil. ISG changed its business from fuel supply services to rental of its fuel farm in September 2014

F Retail, Rental & Royalties

The increase is due to the increase in retail, rental and royalty revenue from KLIA and LCCT/klia2, particularly due to the larger commercial space at klia2 as well as revenue generated from ISG's duty free business with Setur of RM192.3mil

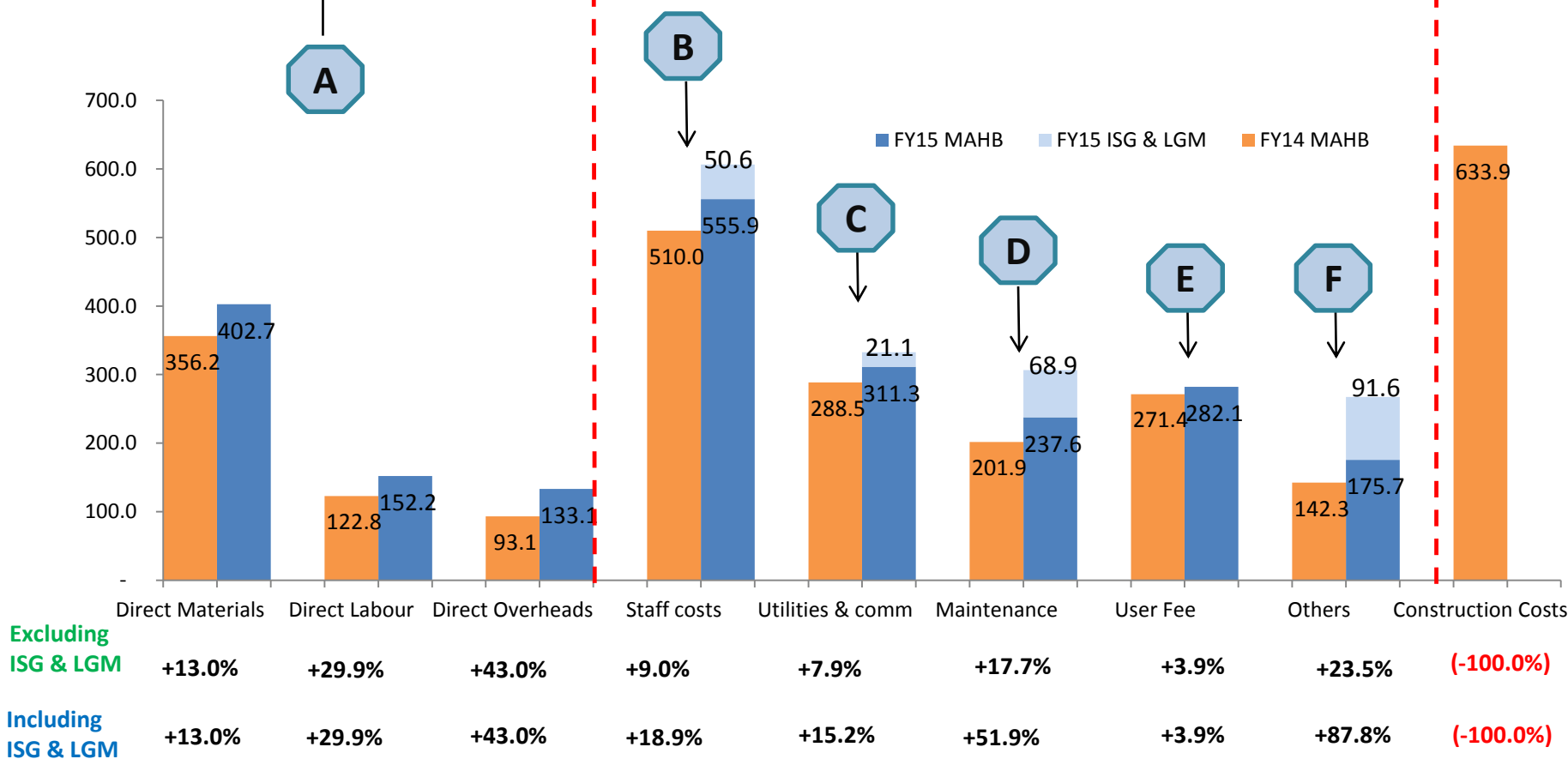
Group Operating Cost Analysis

(RM 'mil)

Direct Costs (RM 'mil)
 FY2015: RM688.0(+20.2%)
 FY2014: RM572.2

Operating Costs (RM 'mil)
 FY2015: RM1,794.8(+26.9%)
 FY2014: RM1,414.0
 FY2015: RM1,562.6(+10.5%) excluding
 ISG & LGM

**Construction
 Cost (RM 'mil)**



Group Explanatory Notes

A Direct Costs

20.2% increase in direct costs in line with higher proportion of retail outlets in klia2 as compared to LCCT and higher revenue generated from project repair & maintenance segment

B Staff Costs

Increase of staff costs in Malaysia mainly due to:

- 1) 4.0% salary increment effective May 2015
- 2) Higher average salary per staff (FY15: RM 2,880; FY14: RM2,692)
- 3) Higher number of klia2 staff (RM22.7mil, total number of employment for klia2 as Dec 2015 is 1,500)
- 4) Higher provision for bonus by RM9.3mil

C Utilities Expenses

Increase is due to higher consumption at MAHB airports in Malaysia mainly due to :

- 1) Chilled Water – ↑RM20.2mil or 24.9% (klia2's consumption: ↑ ~RM18.1mil)
- 2) Electricity at klia2 ↑~RM7.9mil due to larger space

However this was mitigated by cost saving initiatives at KLIA and other airports by RM10.7mil. Out of the total utilities expenses of RM311.3mil, RM92.9mil is recouped from tenants and recognized as part of other income

D Maintenance

Increase of RM35.7mil (+17.7%) in Malaysia is primarily due to larger terminal space to be maintained at klia2 (total ~RM36.8mil)

Group Explanatory Notes

E

User Fee

The user fee rate increased by 25bps (FY15: 10.80%, FY14: 10.42%) as stipulated in the Operating Agreements

F

Others

Excluding ISG & LGM, the 6.7% increase in other costs is largely attributed to leasing of equipment at klia2 by RM12.8mil (such as baggage and passenger security system, trolleys), mitigated against the net write back of provision for doubtful debts by RM11.0mil

G

Finance costs

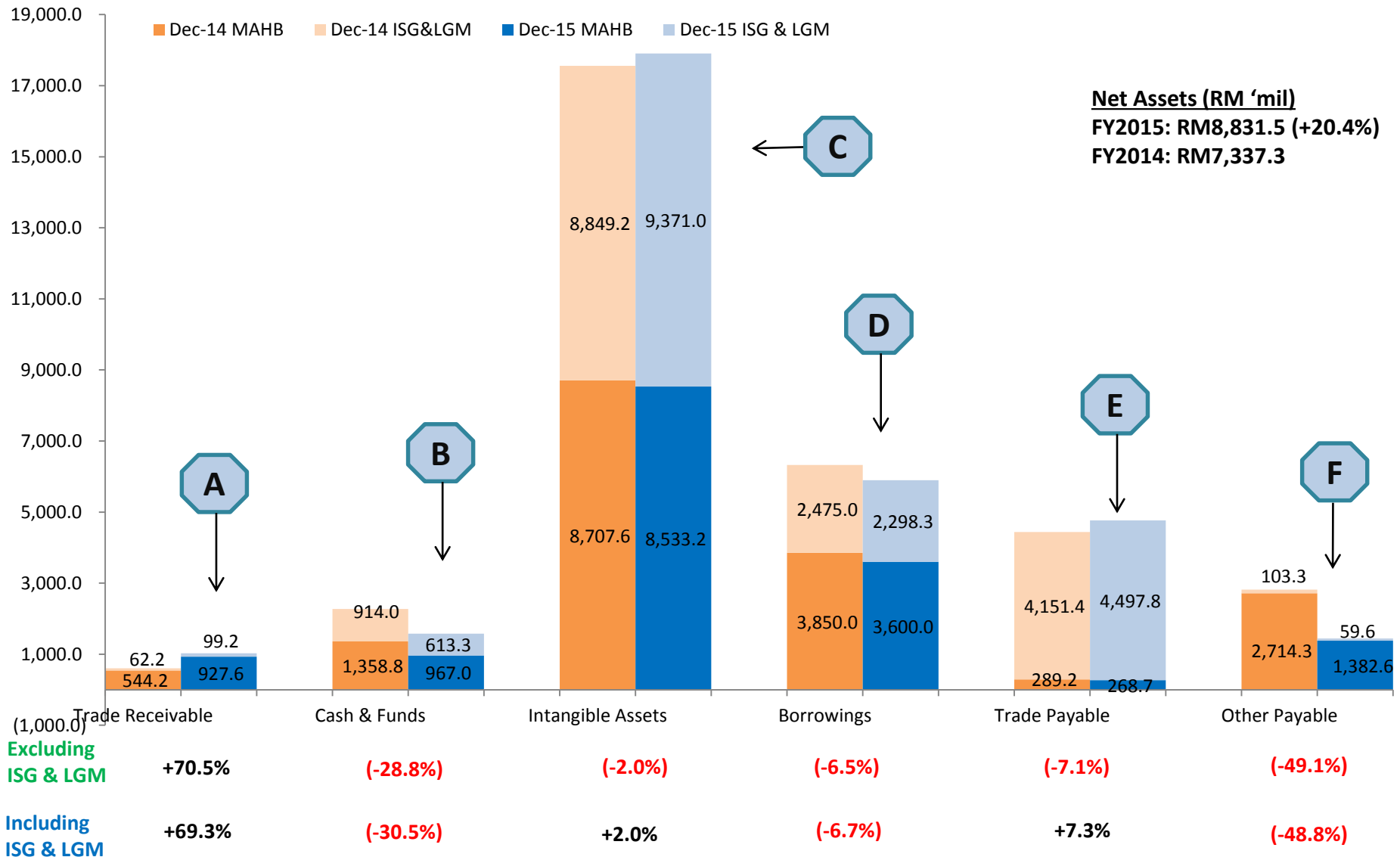
The rise in finance costs is due to:

- Interest on borrowings of RM141.8mil being recognised in the income statement upon commencement of klia2 operations
- Redemption of debenture for DIAL at a premium amounting to RM59.2mil
- Utilisation fee and borrowing costs of ISG

Group Balance Sheet Analysis

(RM'000)

Dec-14 MAHB Dec-14 ISG&LGM Dec-15 MAHB Dec-15 ISG & LGM



Exchange rate used in balance sheet for FY15: RM4.69/EUR

Exchange rate used in balance sheet for FY14: RM4.25/EUR

Group Explanatory Notes

A Trade Receivable

The increase is primarily due to increase in airport operations receivables from third parties and project, repair & maintenance businesses

B Cash and Funds

Lower cash and funds for the period for MAHB is mainly due to the repayment of the RM250.0mil revolving credit facility. Cash and funds for ISG & LGM had reduced by 72.1% due to the payment of utilization fees and YKB loan by EUR95.6mil and EUR80.0mil respectively

C Intangible Assets

Increase for ISG was due to the impact of forex translation from RM4.25/EUR on 31 December 2014 to RM4.69/EUR as at 31 December 2015. Cushioning the increase were amortisation charges of RM266.8mil for the concession rights and assets of ISG of which RM182.3mil relates to the amortisation on the fair valuation portion of the concession rights

Group Explanatory Notes

D Borrowings

The decrease is primarily due to :

- Repayment of MAHB's revolving credit facilities of RM250.0mil in January 2015
 - Repayment of ISG's EUR80mil subordinated loan and LGM's EUR6.1mil term loan in January 2015, offset against the effects of forex translation on the higher EUR
- RAM reaffirmed MAHB's AAA Rating as at 17 December 2015
Moody's reaffirmed MAHB's A3 Rating as at 11 January 2016

E Trade Payable

The increase in ISG's trade payables is due to the effects of forex translation on the utilization fee liability negated against the current year settlement of the utilization fee liability amounting to EUR95.6mil

F Other Payable

In January 2015, MAHB had settled the amount owing to Limak for EUR279.2mil in respect of the remaining 40% acquisition of ISG and LGM. Other payables in respect of ISG and LGM had reduced due to settlement of taxes and duties payables

A stylized orange line-art illustration of a lighthouse. The lighthouse has a conical body with a grid pattern, a small circular window, and a lantern room at the top with radiating lines representing light beams.

ISG & LGM Financial Performance

ISG Financial Summary - Income Statement

Highlights

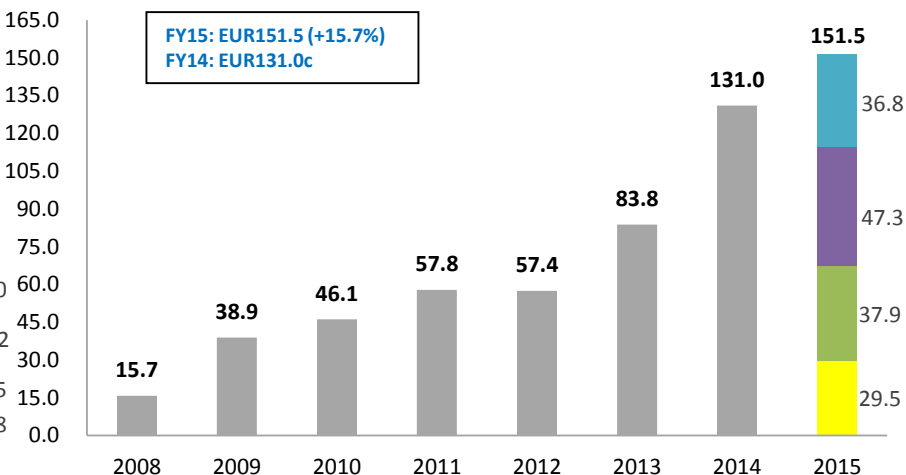
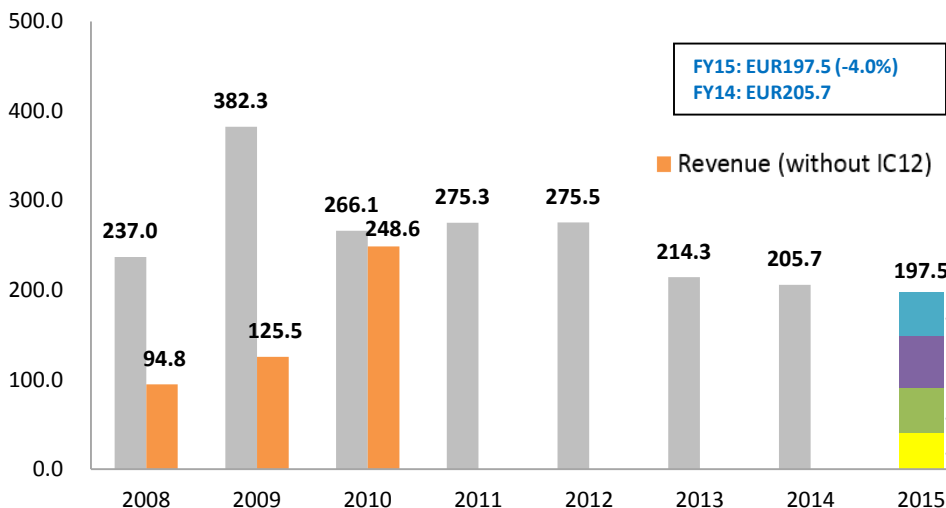
■ Q1 2015 ■ Q2 2015 ■ Q3 2015 ■ Q4 2015

(EUR 'mil)

Revenue

(EUR 'mil)

EBITDA

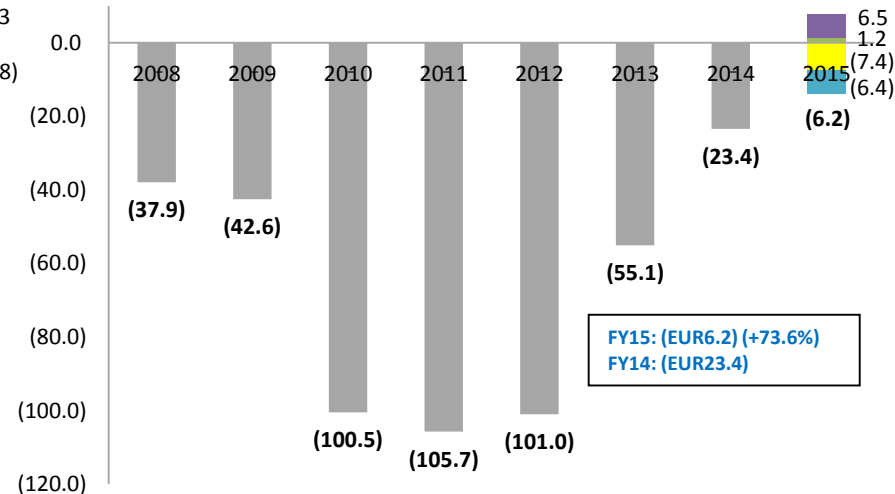
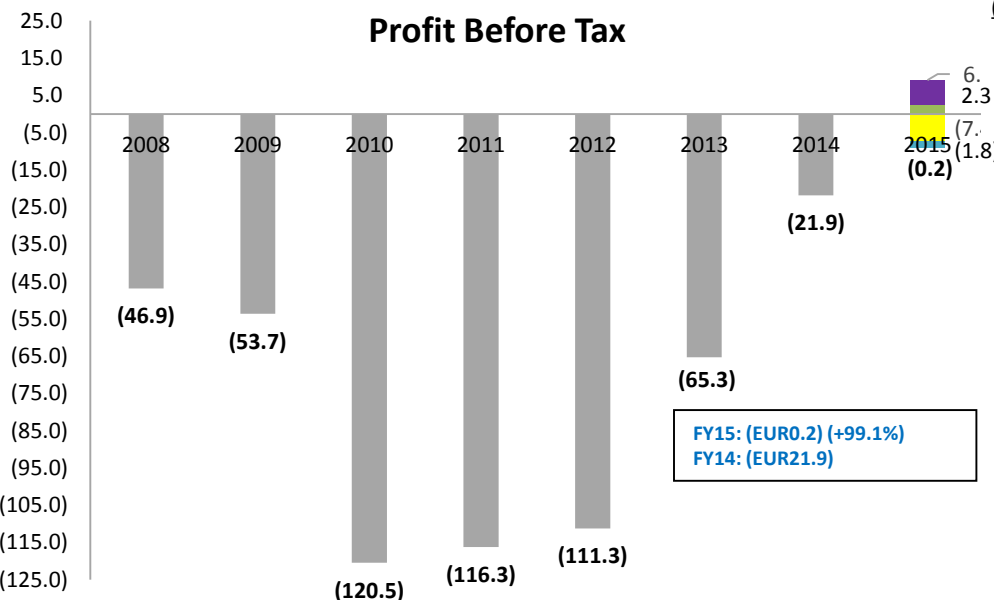


(EUR 'mil)

Profit Before Tax

(EUR 'mil)

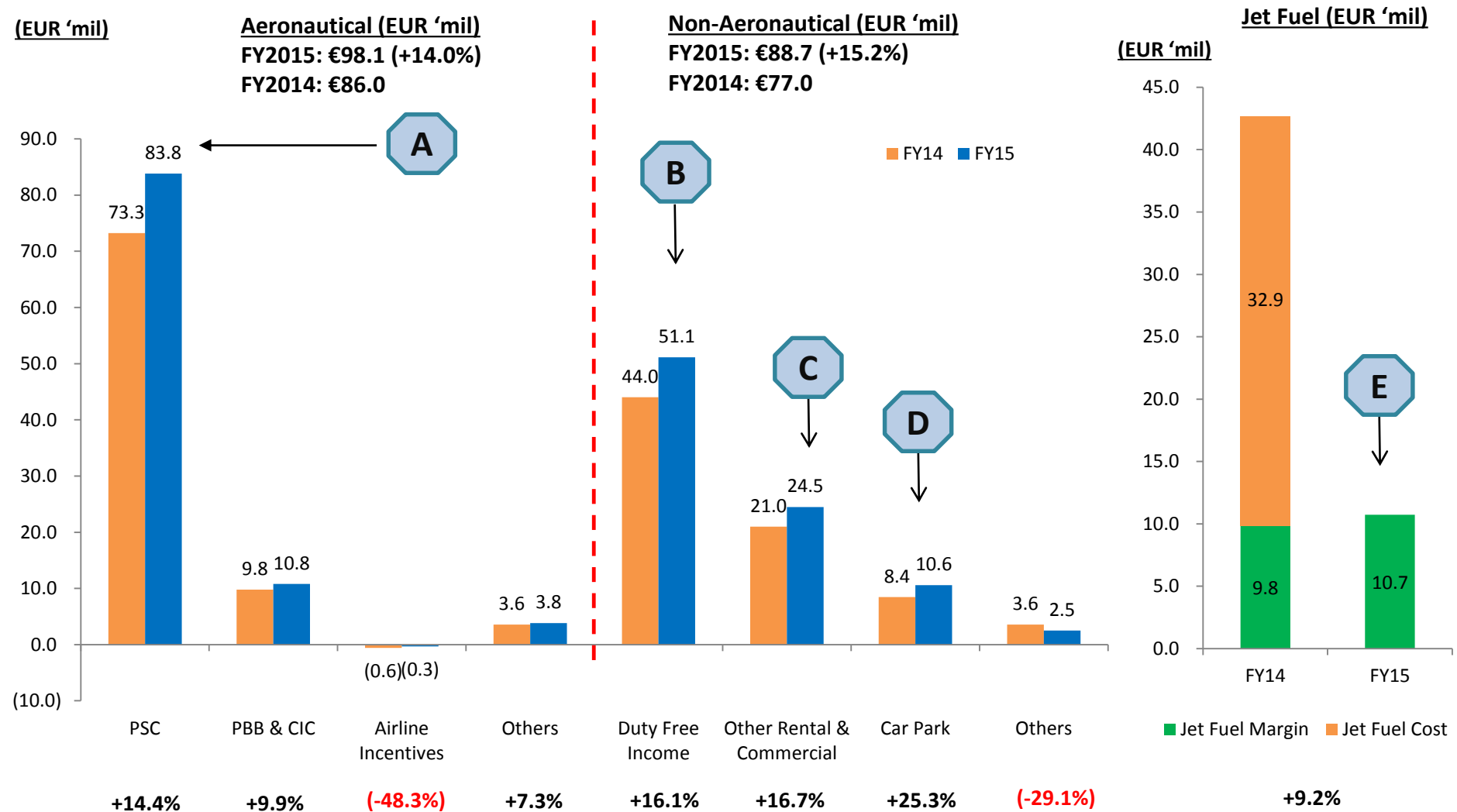
Net Earnings



(a) Change of business in 2013 from supply of fuel to airlines to provision of fuel farm services to the fuel supplier

(b) In relation to IC interpretation 12: Service Concession Arrangement whereby ISG recognised the construction revenues and costs by reference to the stage of completion of Sabiha Airport construction works

ISG Revenue Analysis



ISG Explanatory Notes

A Passenger Service Charge (“PSC”)

14.4% increase in tandem with the 19.7% growth in passenger traffic

- International traffic grew 12.8%, while domestic traffic registered remarkable growth of 23.7%
- International PSC: EUR15; Domestic PSC: EUR3; Transit PSC: EUR5

B Duty Free

ISG will receive revenue amounting to the higher of 41.5% between: 1) guaranteed spending per pax which is the contractual income guaranteed by Setur; or (2) actual duty free spending per pax.

Average spending per pax (FY15: EUR8.91; FY14: EUR8.97)

Guaranteed spending per pax (FY15: EUR12.84; FY14: EUR12.59)

C Rental & Commercial

Due to higher royalties from F&B tenants on the back of 19.7% growth in passenger traffic and higher average rent prices

ISG Explanatory Notes

D Car Park

Although carpark penetration is lower than in the previous year (FY15: 3.9% ; FY14: 4.2%), the increase in car park revenue is due to longer average parking time. Longer parking time percentage (12-24 hrs and after 24 hrs) has increased compared to last year

E Jet Fuel

Total jet fuel revenue reduced by 74.9%. ISG changed its business from fuel supply services to rental of its fuel farm in September 2014.

This move eliminates the fuel price volatility risks and the related USD forex exposure. Despite the reduction in jet fuel revenue, net fuel margin in FY15 has improved compared to FY14

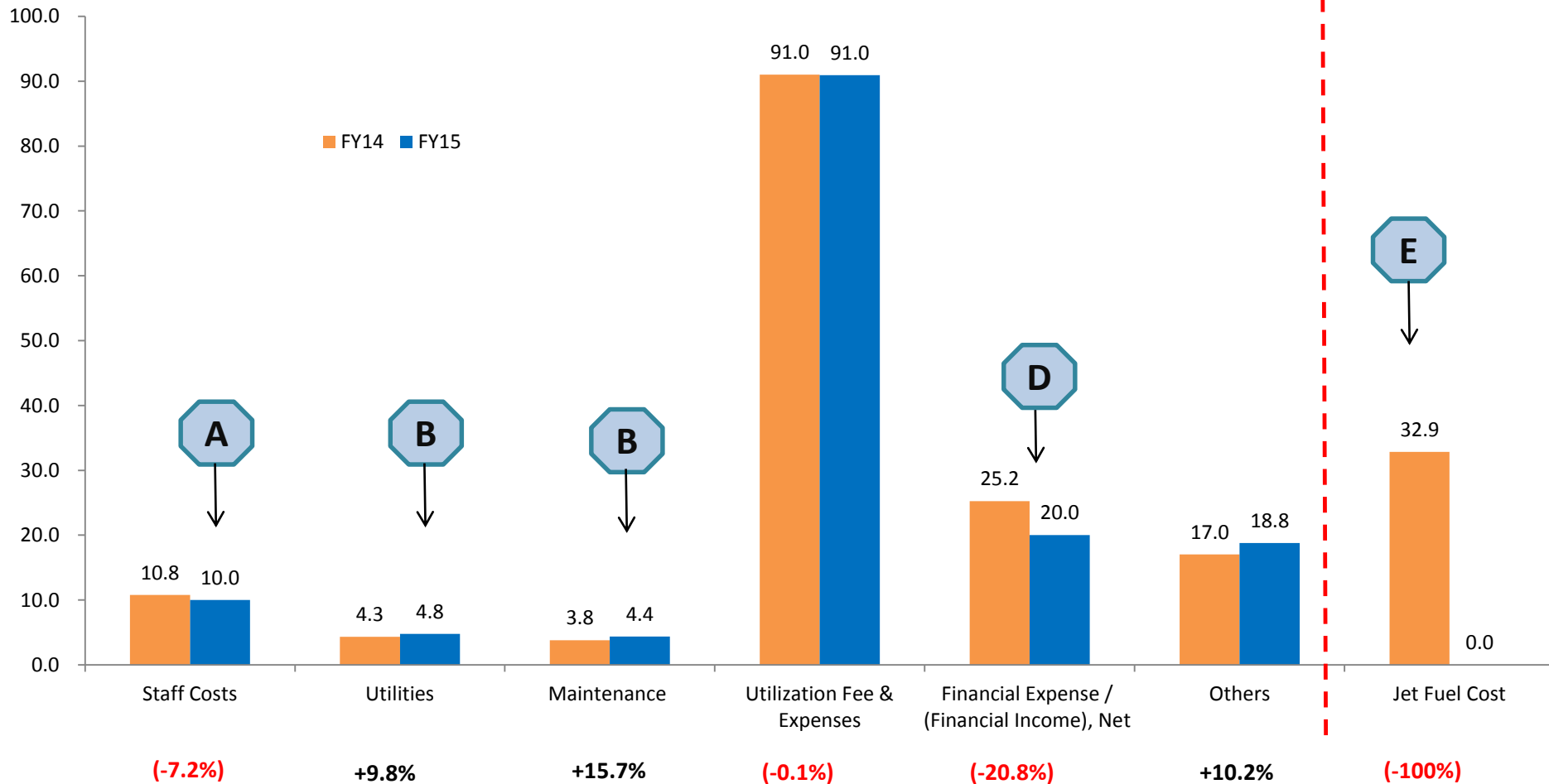
ISG Cost Analysis

(EUR 'mil)

Operating Costs (EUR 'mil)

FY2015: €148.9 (-2.2%)

FY2014: €152.2



ISG Explanatory Notes

A Staff Cost

Decrease is due to:

- lower average number of staff (FY15: 376; FY14: 410)
- offset by stronger average TL exchange rate for in FY15 compared to FY14. Staff costs in ISG is mainly paid in TL

B Utilities & Maintenance Costs

9.8% increase in utilities is due to higher consumption of energy used in heating the airport as a result of worsening weather conditions in the first 4 months of 2015. The 15.7% increase in maintenance cost is due to expiration of the guarantees of equipment as well as the renewal of supplier contracts. Besides, average number of maintenance staff and average salary increased from previous year (FY15: 252, TL2,500 ; FY14: 211, TL1,952)

C Utilization Fee & Expenses

The utilization fee liability represents the present value of amounts payable to the Administration in accordance with the Concession Agreement for the operation of the Facility for 20 years plus 22 months of extension period. The actual utilization fee payment is based on a step up basis of which the first cycle is EUR76.5 million, followed by an increase of EUR19.1 million every fifth year and so forth. The first step up to EUR95.6 million happened in 2015. The utilization fee and expenses includes interest expense on utilization fee liability (EUR82.4 million) and PSC share to the Government for international passenger and international transfer passengers (EUR8.5million)

ISG Explanatory Notes

D

Financial Expenses, net

Decrease is due to the successful refinancing of the EUR500million ISG loan on 24 December 2014 which has reduced the interest rate to EURIBOR+2.5%

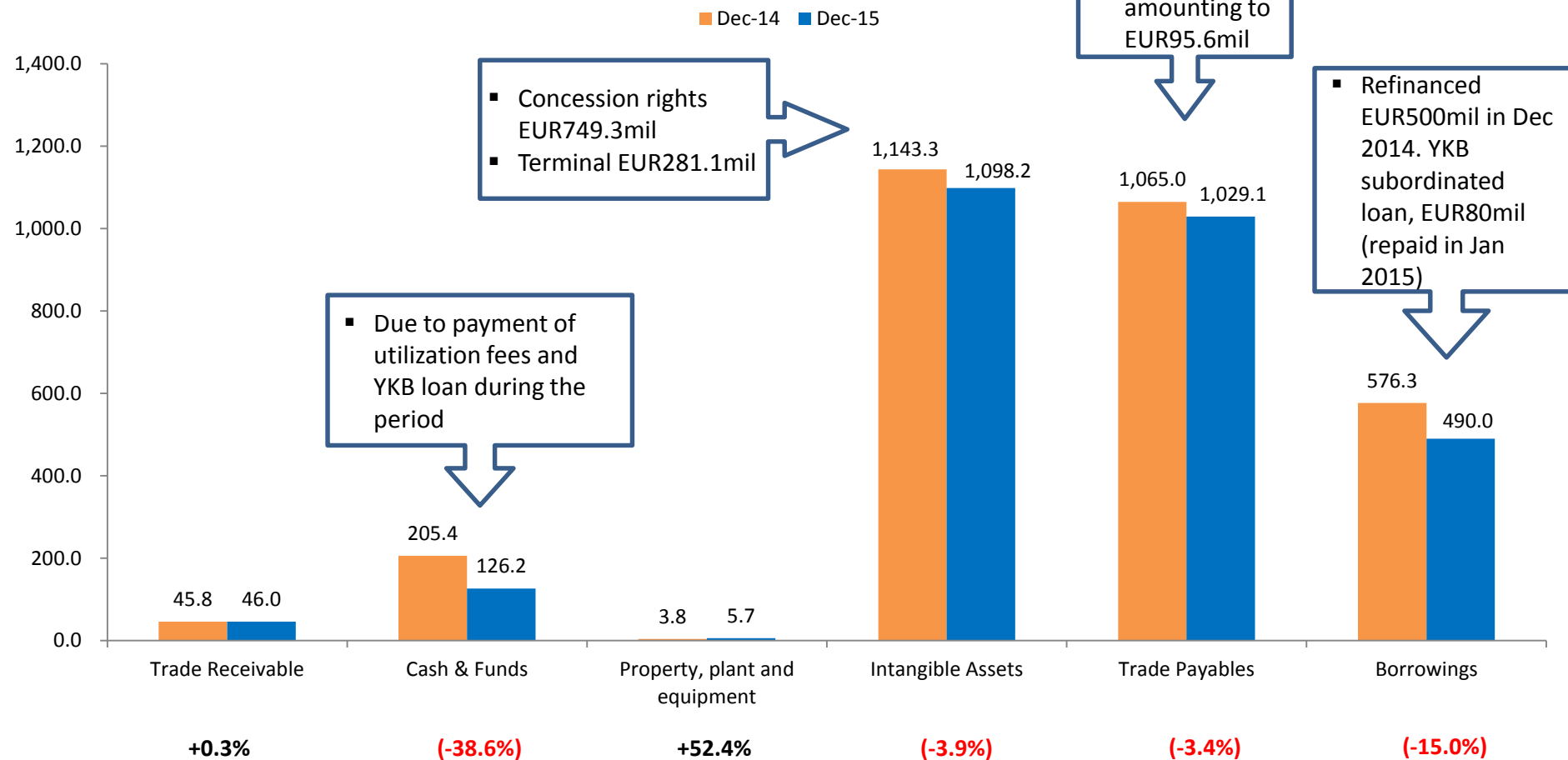
E

Jet Fuel Costs

In September 2014, ISG changed its business from fuel supply services to rental of its fuel farm. By exiting the fuel supply business, ISG has been able to remove risks relating to the prices of fuel and exchange rate risk

ISG Balance Sheet Analysis

(EUR ' mil)



LGM Financial Summary - Income Statement

Highlights

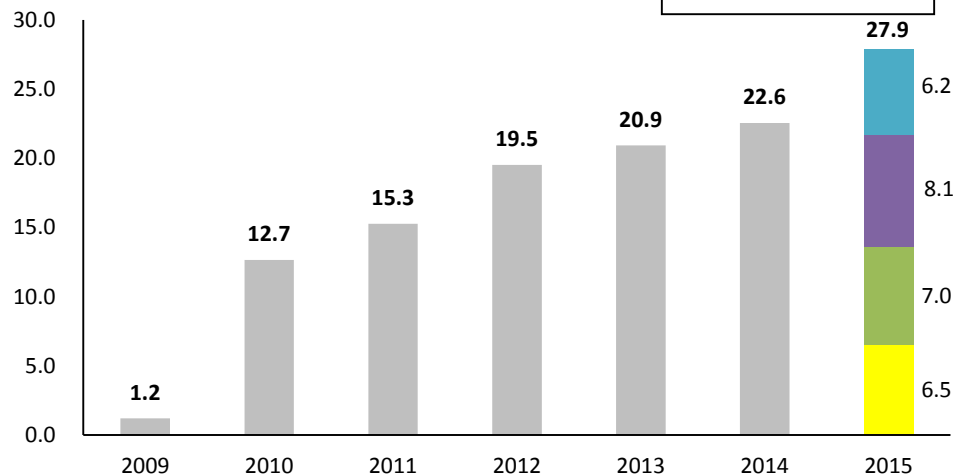
■ Q1 2015 ■ Q2 2015 ■ Q3 2015 ■ Q4 2015



(EUR 'mil)

Revenue

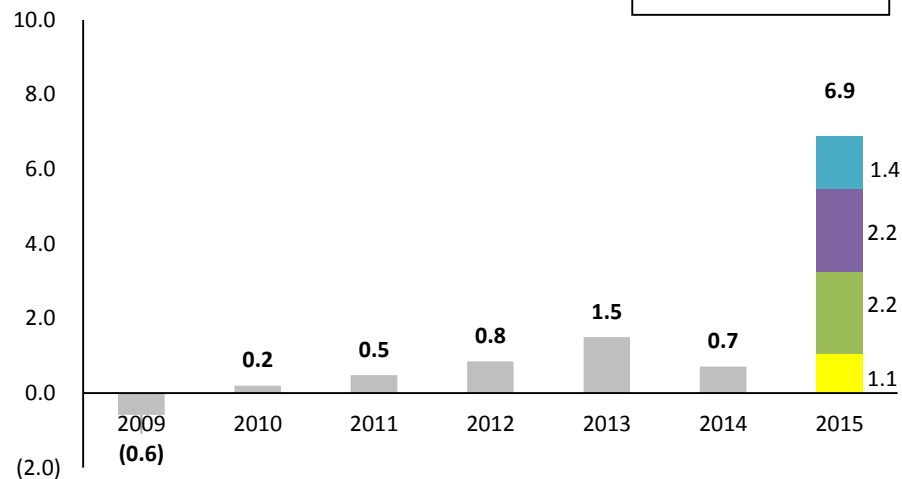
FY15: EUR27.9 (+23.6%)
FY14: EUR22.6



(EUR 'mil)

EBITDA

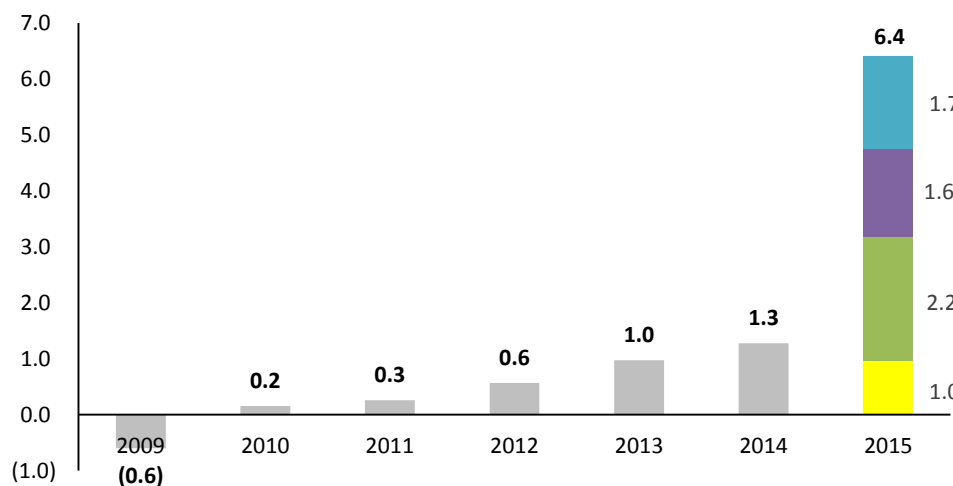
FY15: EUR6.9 (+8.7x)
FY14: EUR0.7



(EUR 'mil)

Profit Before Tax

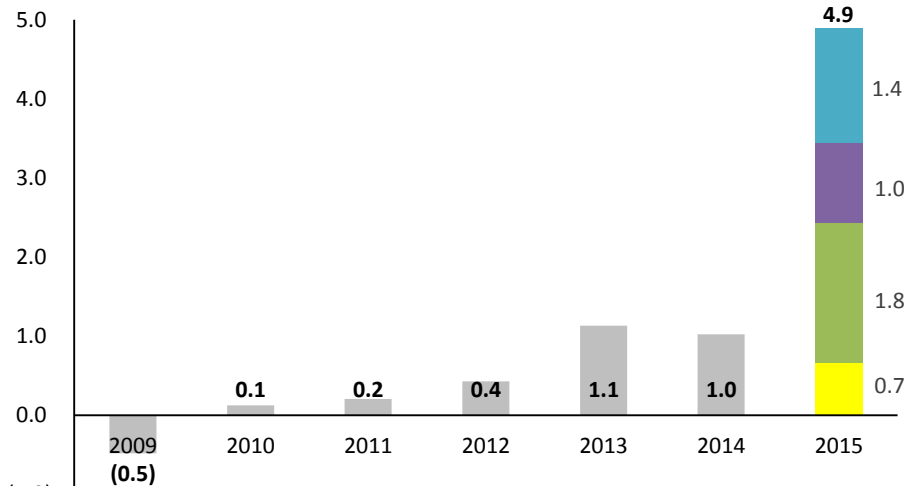
FY15: EUR6.4 (+4.0x)
FY14: EUR1.3



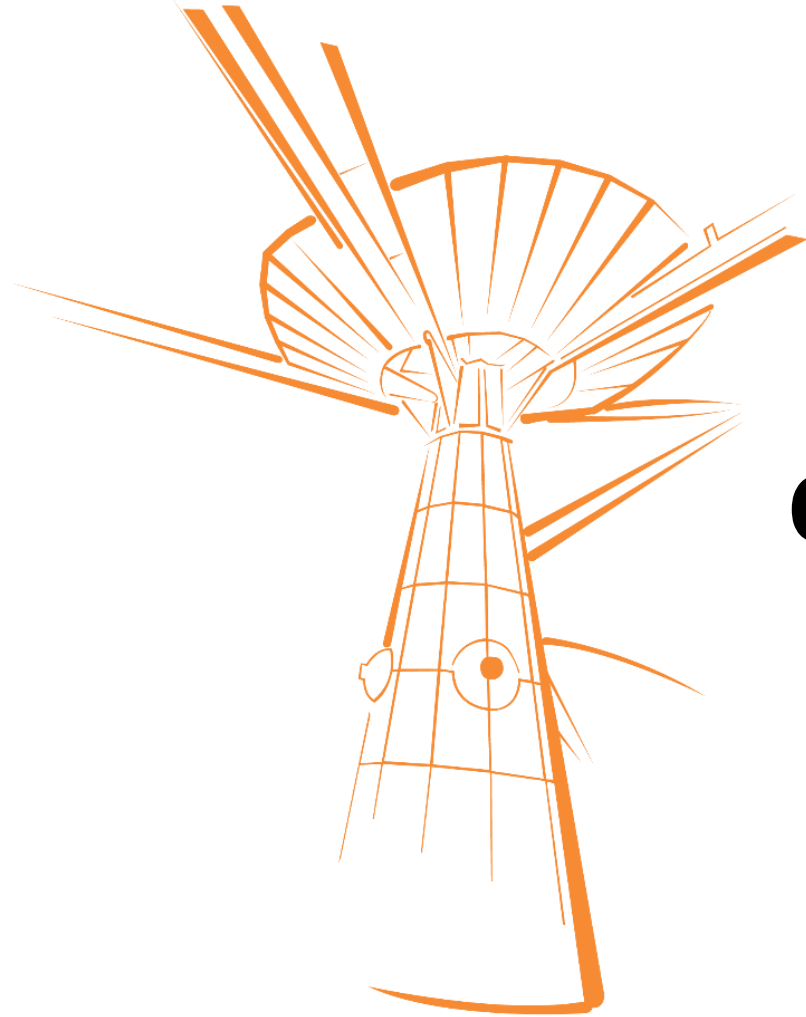
(EUR 'mil)

Net Earnings

FY15: EUR4.9 (+3.8x)
FY14: EUR1.0



(a) Increase in revenue for LGM is mainly due to higher F&B sales as a result of in line with increase in ISG passenger numbers by 19.7%

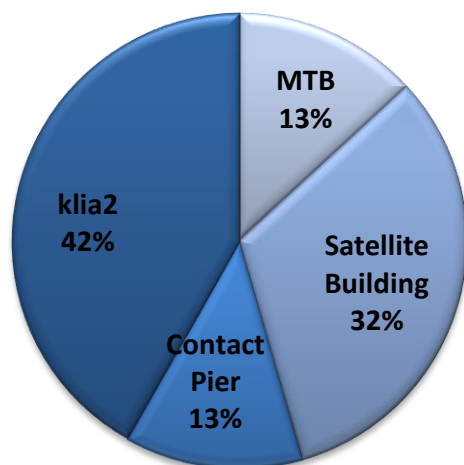


Commercial Revenue Analysis

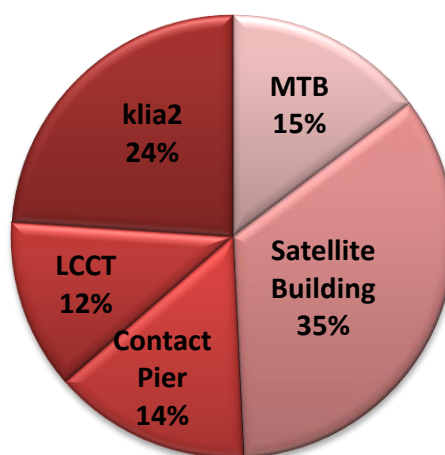
KLIA - Total Sales

Description	FY15			FY14			Sales Per
	Sales (RM'mil)	No. of Pax ('mil)	Sales per Pax (RM)	Sales (RM'mil)	No. of Pax ('mil)	Sales per Pax (RM)	Pax Variance (%)
Main Terminal Building	196.3			202.0			
Satellite Building	484.9			473.7			
Contact Pier	190.2			197.6			
Total KLIA (exc.LCCT/klia2)	871.5	22.6	38.53	873.3	24.9	35.07	▲ 9.9
LCCT	-	-	-	170.4	8.0	21.23	▲ 12.0
klia2	625.6	26.3	23.77	328.6	16.0	20.54	▲ 15.8
Total KLIA	1,497.0	48.9	30.60	1,372.3	48.9	28.05	▲ 9.1

Sales at KLIA FY15



Sales at KLIA FY14



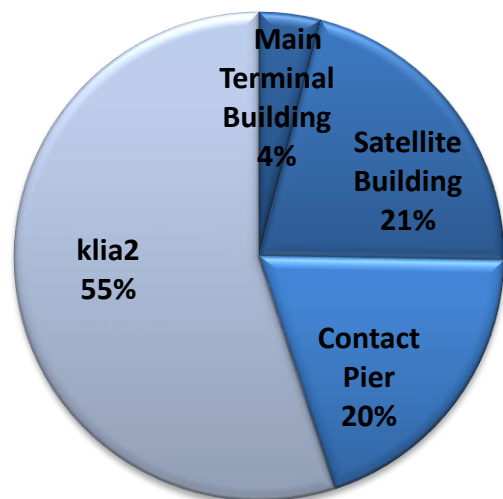
- Higher sales per pax at KLIA is due to the return of pax from China (who are notably higher spenders) along with increase in pax from South East Asia.
- Higher sales per pax for klia2 as compared to LCCT due to availability of more offerings at klia2

*Compared to FY15 klia2 sales per pax

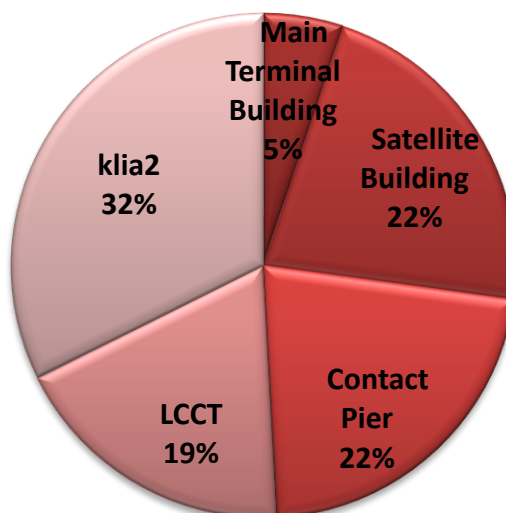
KLIA - ERAMAN Retail Revenue

Description	FY15			FY14			Revenue Per	
	Revenue (RM'mil)	No. of Pax ('mil)	Per Pax Revenue (RM)	Revenue (RM'mil)	No. of Pax ('mil)	Per Pax Revenue (RM)	Pax Variance (%)	
Main Terminal Building	24.0			27.0				
Satellite Building	125.3			117.1				
Contact Pier	116.5			116.5				
Total KLIA (exc.LCCT/klia2)	265.8	22.6	11.75	260.6	24.9	10.46	▲	12.3
LCCT	-	-	-	98.4	8.0	12.26	▲	0.7 *
klia2	325.0	26.3	12.35	171.6	16.0	10.72	▲	15.2
Total KLIA	590.7	48.9	12.07	530.6	48.9	10.84	▲	11.3

Retail Revenue FY15



Retail Revenue FY14



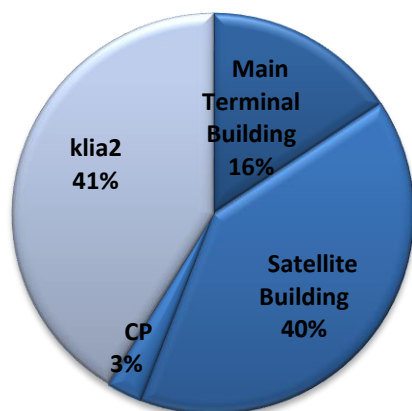
- There has been an aggressive marketing campaign from Eraman that had resulted in an improvement in sales per pax at KLIA
- Eraman commands about 52.0% of total sales per pax at klia2

* Compared to FY15 klia2 sales per pax

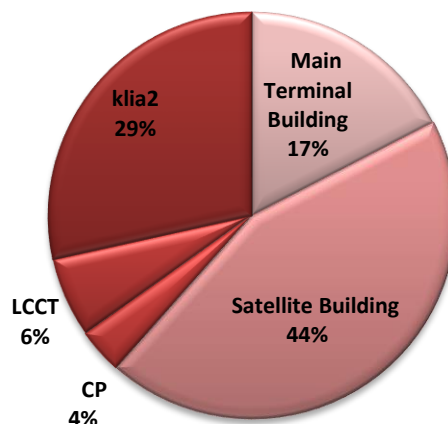
KLIA - Retail & F&B Rental

Location	FY15							FY14						
	No. of Lease out	Space (Sqm)	Rental Revenue (RM'mil)		Total Rental	Rental Revenue (RM'000) per Sqm		No. of Lease out	Space (Sqm)	Rental Revenue (RM'mil)		Total Rental	Rental Revenue (RM'000) per Sqm	Revenue Variance (%)
			MGP	Royalty						MGP	Royalty			
Main Terminal Building	39	4,821	36.4	5.7	42.1	8.7		39	4,953	37.7	6.5	44.2	8.9	
Satellite Building	66	8,236	94.4	13.2	107.6	13.1		63	7,470	89.5	9.7	99.2	13.3	
Contact Pier	10	3,197	4.0	3.7	7.7	2.4		10	2,864	2.6	8.7	11.3	3.9	
Total KLIA (exc.LCCT/klia2)	115	16,254	134.9	22.6	157.5	9.7		112	15,287	129.8	24.8	154.6	10.1	▲ 1.9
LCCT	-	-	-	-	-	-		40	4,774	10.3	4.7	15.0	3.1	▲ 638.0 *
klia2	84	12,983	98.8	11.6	110.4	8.5		98	14,875	64.1	3.6	67.6	4.5	▲ 63.2
Total KLIA	199	29,237	233.7	34.2	267.8	9.2		250	34,936	204.2	33.1	237.3	6.8	▲ 12.9

Total Rental (%) at KLIA FY15



Total Rental (%) at KLIA FY14



- Despite the lower number of lease out space at klia2, there was an increase in total rental revenue as compared annualised prior year revenue
- Number of lease out space for klia2 had decreased due to pending awards for new contracts with a few tenants
- The reduced pax from China during 1H15 had affected negatively on royalty revenue contribution for KLIA

* Compared to FY15 klia2 sales per pax

Note: Space is based on occupied space and excluding Eraman's retail space. Data includes permanent retail and F&B while Services & Promotion is excluded

ISG – Duty Free & Rental Analysis

ISG's Duty Free Analysis

	Unit	FY15	FY14
Total Duty Free Spending per pax	EUR/Pax	8.91	8.97
Guaranteed Spending per pax*	EUR/Pax	12.84	12.59

Description	FY15			FY14			Rental Variance (%)	Rental/Sqm Variance (%)
	Space (Sqm)	Rental (EUR'mil)	Rental/Sqm (EUR'000)	Space (Sqm)	Rental (EUR'mil)	Rental/Sqm (EUR'000)		
Setur Duty Free	5,050.0	51.1	10.1	5,050.0	43.8	8.7	▲ 16.7	▲ 16.7

ISG's Retail & F&B Rental Analysis

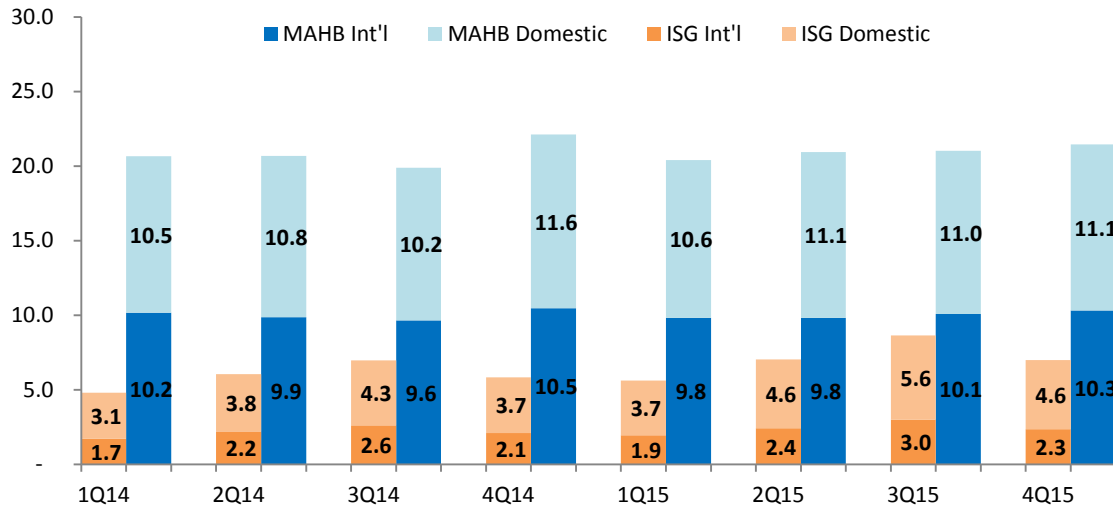
Description	FY15			FY14			Rental Variance (%)	Rental/Sqm Variance (%)
	Space (Sqm)	Total Rental (EUR'mil)	Rental/Sqm (EUR'000)	Space (Sqm)	Total Rental (EUR'mil)	Rental/Sqm (EUR'000)		
Food & Beverage	9,107.0	9.8	1.1	8,758.0	8.5	1.0	▲ 16.1	▲ 11.7
Retail	1,672.6	1.1	0.7	1,545.7	1.0	0.6	▲ 10.6	▲ 2.2
Total ISG	10,779.6	10.9	1.0	10,303.7	9.5	0.9	▲ 15.6	▲ 10.5

* ISG will receive rental revenue amounting to the higher of 41.5% between: (1) guaranteed spending per pax which is the contractual income guaranteed by Setur; or (2) duty free spending per pax.



Traffic Statistics

Pax Movement

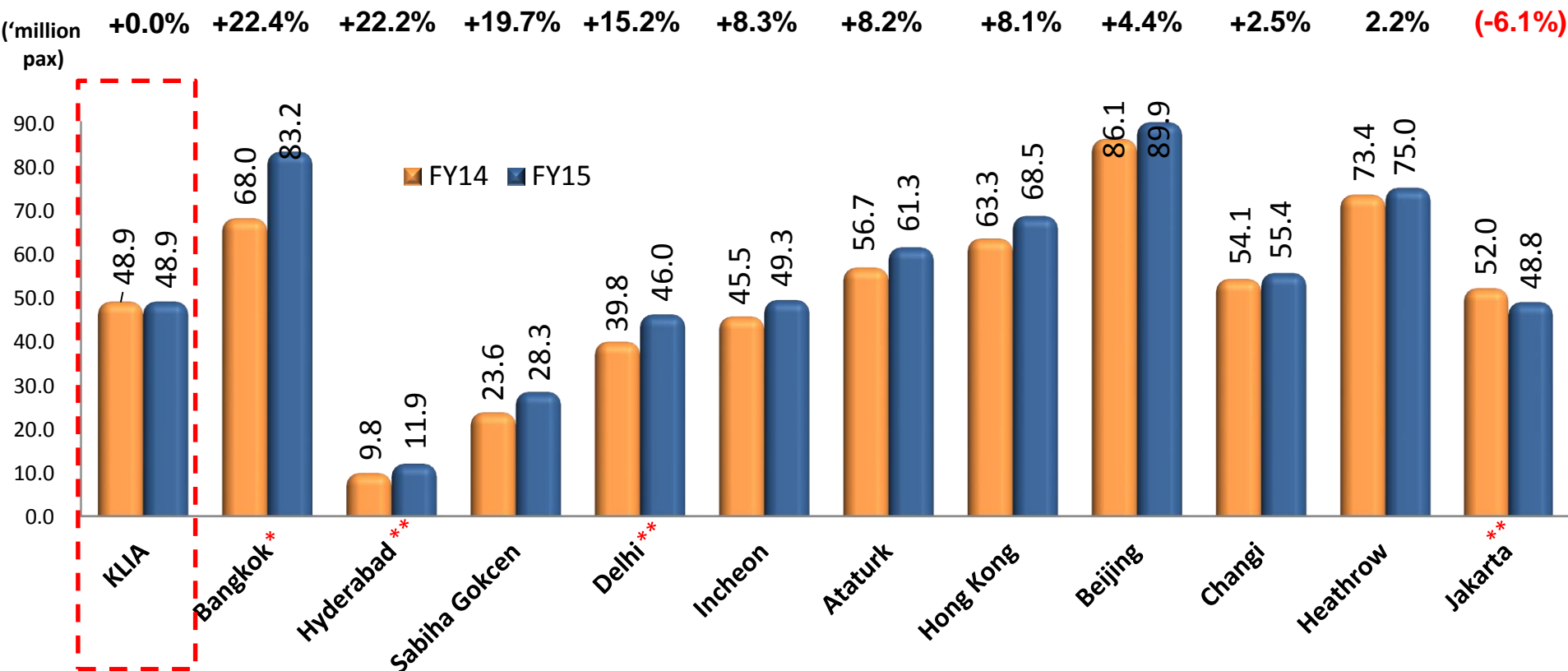


Drivers

- Growth on the back of currency volatility and removal of significant capacity which has yet to be fully replaced
- Positive indication of continuing potential demand for air travel
- ↑ confidence in China market, along with solid growth in South Asia sector
- ISG traffic performance remains robust

Description	MTB			LCCT/klia2			KLIA			Other Airports			MY Airports			ISG			MAHB Group		
	FY15	FY14	Var %	FY15	FY14	Var %	FY15	FY14	Var %	FY15	FY14	Var %	FY15	FY14	Var %	FY15	FY14	Var %	FY15	FY14	Var %
International	17.6	19.0	▼ (7.4)	17.2	15.8	▲ 8.6	34.7	34.8	▼ (0.1)	5.2	5.4	▼ (2.1)	40.0	40.1	▼ (0.4)	9.7	8.6	▲ 12.8	49.7	48.8	▲ 1.9
Domestic	5.0	5.9	▼ (14.9)	9.1	8.2	▲ 11.3	14.2	14.1	▲ 0.3	29.6	29.1	▲ 1.7	43.7	43.2	▲ 1.2	18.6	15.0	▲ 23.7	62.3	58.2	▲ 7.0
Total	22.6	24.9	▼ (9.2)	26.3	24.0	▲ 9.5	48.9	48.9	■ -	34.8	34.4	▲ 1.1	83.7	83.3	▲ 0.5	28.3	23.6	▲ 19.7	112.0	107.0	▲ 4.7

YTD Pax Movement



Sabiha Gokcen's pax movement market share in Istanbul had increased from 29.4% to **31.6%** year-on-year. Sabiha Gokcen was ranked as **the fastest growing European airport** in 2015.

Global Drivers

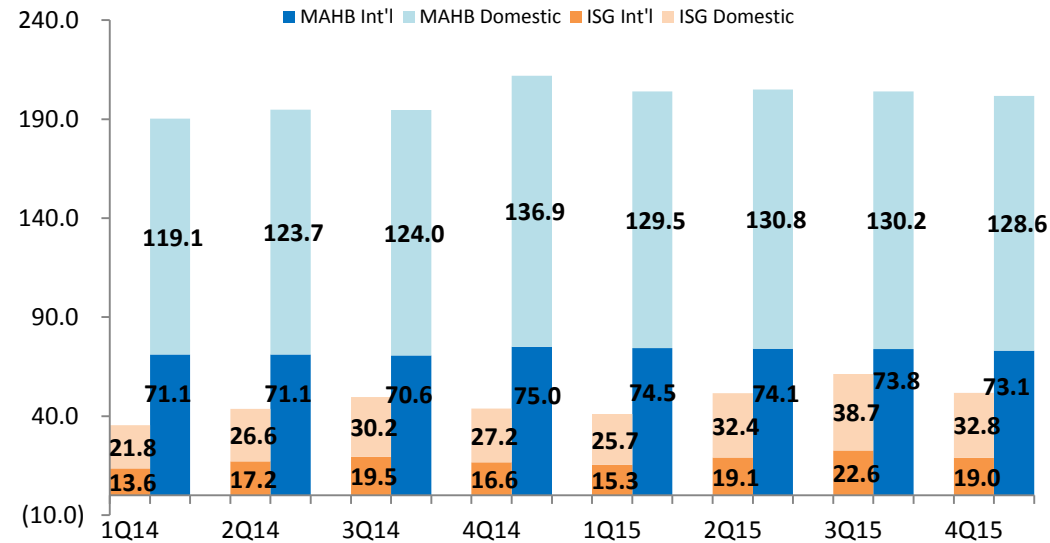
- Global air passenger traffic grew by 6.5%- the fastest pace since the post Global Financial Crisis rebound
- Passenger traffic received a strong boost from lower fares
- Total traffic growth outstripped the rise in capacity and the global load factor reached an all-time high of 80.3%
- Easing in annual growth seen at the end of 2015 is largely attributable to temporary factors including airline strikes
- Decline in oil price together with the global business confidence is likely to provide further stimulus for air travel in 2016

Source: IATA: Demand for Air Travel in 2015 Surges to Strongest Result in Five Years dated 4th February 2016

* Bangkok's figure includes Suvarnabhumi Airport and Don Mueang International Airport

** Based on YTD November results

Aircraft Movement



New airlines in 2015



Description	MTB			LCCT/klia2			KLIA			Other Airports			MY Airports			ISG			MAHB Group		
	FY15	FY14	Var%	FY15	FY14	Var%	FY15	FY14	Var%	FY15	FY14	Var%	FY15	FY14	Var%	FY15	FY14	Var%	FY15	FY14	Var%
International	121.6	125.1	▼ (2.8)	116.7	102.3	▲ 14.1	238.3	227.5	▲ 4.8	57.0	60.4	▼ (5.6)	295.4	287.9	▲ 2.6	76.5	67.0	▲ 14.3	371.9	354.9	▲ 4.8
Domestic	51.1	51.8	▼ (1.4)	63.9	60.4	▲ 5.8	115.0	112.2	▲ 2.5	404.1	391.5	▲ 3.2	519.1	503.7	▲ 3.1	129.6	105.8	▲ 22.5	648.7	609.5	▲ 6.4
Total	172.7	176.9	▼ (2.4)	180.6	162.7	▲ 11.0	353.3	339.7	▲ 4.0	461.2	451.9	▲ 2.1	814.5	791.6	▲ 2.9	206.2	172.8	▲ 19.3	1,020.7	964.4	▲ 5.8

Significant Developments

January ('000 pax)	January			Last Twelve Months ('LTM')		
	2016	2015	% Year on Year	Feb 2015 – Jan 2016	Feb 2014 – Jan 2015	% Year on Year
KLIA	4,171	3,997	4.4%	49,110	48,693	0.9%
MASB Airports	2,676	2,640	1.4%	32,930	34,334	-4.1%
Total	6,847	6,637	3.2%	82,039	83,027	-1.2%
Istanbul SGIA	2,252	1,886	19.4%	28,652	23,908	19.8%
Total MAHB System	9,099	8,523	6.8%	110,691	106,935	3.5%

- Malindo will be moving its jet operations to KLIA Main from klia2 from 15 March 2016
 - increasing their connectivity into KUL Hub
 - premium services demanded by its business class passengers available at KLIA Main
 - shorter turnaround time for code share transfers
 - introduced services from KUL to HCMC, Hong Kong and Lahore
- AirAsia also introducing BKL to Wuhan, LGK to Guangzhou and Penang to HCMC while AirAsiaX started KUL to New Delhi

THANK YOU

THANK YOU

