FINANCIAL RESULTS FOR THE QUARTER ENDED 30 JUNE 2019

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The financial results should be read in conjunction with the audited Financial Statements for the year ended 31 December 2018 and the Interim Financial Statements for the quarter ended 30 June 2019.

Key Highlights

1H19 Key Highlights

GROUP FINANCIAL PERFORMANCE

Revenue
RM2,513.5 million +9.2%
(1H18: RM2,302.3 million) [1]

EBITDA
RM1,169.7 million (+7.4%)
(1H18: RM1,089.1 million) [2]

Profit Before Tax
RM366.2 Million +17.2%
(1H18: RM312.4 million) [2]

Total Equity
RM9,257.3 million +1.3%
(FY18: RM9,140.7 million)

AIRPORT PERFORMANCE

Group Passenger Traffic Movements
67.9 million +4.4%
(1H18: RM65.0 million)

Group Aircraft Movements
543,133
+2.1%
(1H18: 532,124)

KUL ASQ Score
4.69 out of 5.00
(2018: 4.70)

KUL ASQ Rank
(> 40 mppa Category)
17th
(2018: 14th)

Notes:
1. *Excluding Construction Revenue in relation to IC interpretation 12: Service Concession Arrangement (IC12)*
2. Actual excluding Non-Core Items (NCI). NCI represents the unrealised gain on fair value of investment in GMR Hyderabad International Airport Limited (GHIAL-RM258.4mil), gain on disposal of investment in GMR Malé International Airport (GMIAL-RM28.2mil) and transaction costs related to divestment projects (RM0.7mil).

Headline Key Performance Indicator (KPI)

	1H18 Actual excl. NCI*	1H18 Actual	1H19 Actual	FY19 Target
EBITDA (%)[1]	RM1,089.1mil (52.0%)	RM1,375.0mil	RM1,169.7mil (54.1%)	RM2,163.6mil
MY[2] Operations EBITDA	RM699.3mil (57.7%)	RM985.2mil	RM716.5mil (58.0%)	RM1,236.1mil
TR[3] Operations EBITDA	RM389.8mil (44.3%)	RM389.8mil	RM453.2mil (48.9%)	RM927.5mil
Airport Service Quality (ASQ)	> 40 mppa: KLIA Ranking Top 15	> 40 mppa: KLIA Ranking Top 15	> 40 mppa: KLIA Ranking Top 17	> 40 mppa: KLIA Ranking Top 13

[1] % represents percentage of KPI achieved for the financial year

[2] MY represents results from the Malaysian operation and overseas project and repair maintenance segment in Qatar

[3] TR represents consolidated results from ISG & LGM in Turkey

*Non-Core Items (NCI) represents the unrealised gain on fair value of investment in GMR Hyderabad International Airport Limited (GHIAL-RM258.4mil), gain on disposal of investment in GMR Malé International Airport (GMIAL-RM28.2mil) and transaction costs related to divestment projects (RM0.7mil).

Quarter-on-Quarter & Preceding Quarter Summary

	MY			TR			MAHB GROUP		
	MALAYSIA AIRPORTS	2Qv2Q	2Qv1Q	ISG	2Qv2Q	2Qv1Q	MALAYSIA AIRPORTS	2QvQ	2Qv1Q
Revenue incl. IC12	RM943.0mil	+10.3%	(-3.1%)	RM318.2mil	+6.1%	+13.8%	RM1,261.2mil	+9.2%	+0.7%
Revenue excl. IC12	RM943.0mil	+10.3%	(-3.1%)	RM318.2mil	+23.6%	+13.8%	RM1,261.2mil	+13.4%	+0.7%
Airport Operations	RM876.4mil	+11.0%	(-2.0%)	RM315.7mil	+23.6%	+13.8%	RM1,192.1mil	+14.1%	+1.7%
Non-Airport Operations	RM66.6mil	+2.1%	(-14.7%)	RM2.5mil	+21.2%	+15.5%	RM69.1mil	+2.7%	(-13.9%)
EBITDA	RM360.4mil	+18.0%	+1.2%	RM243.5mil	+20.7%	+16.1%	RM603.9mil	+19.1%	+6.7%
EBITDA excl. NCI*	RM360.4mil	+18.0%	+1.2%	RM243.5mil	+20.7%	+16.1%	RM603.9mil	+19.1%	+6.7%
Net Assets							RM9,257.3mil	+1.3%	+0.5%
Passenger Movement	25.7mil	+5.6%	+1.3%	8.7mil	+3.4%	+8.0%	34.4mil	+5.0%	+2.9%
Aircraft Movement	218,986	+3.2%	+2.4%	57,185	+2.2%	+7.6%	276,171	+3.0%	+3.4%

*Non-Core Items (NCI) represents the unrealised gain on fair value of investment in GMR Hyderabad International Airport Limited (GHIAL-RM258.4mil), gain on disposal of investment in GMR Malé International Airport (GMIAL-RM28.2mil) and transaction costs related to divestment projects (RM0.7mil).

Year-to-date Summary

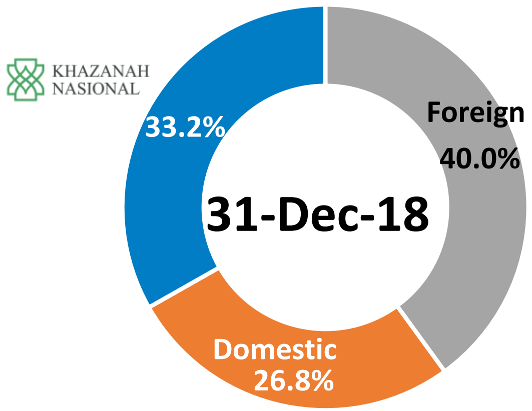
	MY	MY 1H19v1H18	TR	TR 1H19v1H18	MAHB GROUP	MAHB GROUP 1H19v1H18
Revenue incl. IC12	RM1,915.6mil	+6.5%	RM597.9mil	+4.4%	RM2,513.5mil	+6.0%
Revenue excl. IC12	RM1,915.6mil	+6.5%	RM597.9mil	+18.5%	RM2,513.5mil	+9.2%
Airport Operations	RM1,771.0mil	+6.5%	RM593.2mil	+18.6%	RM2,364.2mil	+9.3%
Non-Airport Operations	RM144.6mil	+6.5%	RM4.7mil	+12.0%	RM149.3mil	+6.7%
EBITDA	RM716.5mil	(-27.3%)	RM453.2mil	+16.3%	RM1,169.7mil	(-14.9%)
EBITDA excl. NCI & Adj	RM716.5mil	+2.5%	RM453.2mil	+16.3%	RM1,169.7mil	+7.4%
Net Assets					RM9,257.3mil	+1.3%
Passengers	51.1mil	+4.7%	16.7mil	+3.4%	67.9mil	+4.4%
Aircraft	432,811	+1.9%	110,322	+2.6%	543,133	+2.1%

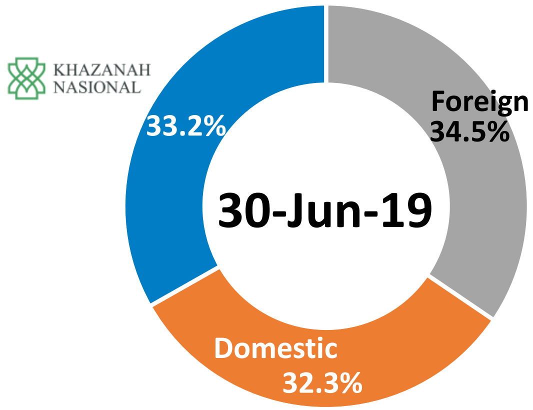
Non-core items (NCI) represents the unrealised gain on fair value of investment in GMR Hyderabad International Airport Limited (GHIAL-RM258.4mil) and gain on disposal of investment in GMR Malé International Airport (GMIAL-RM28.2mil)) and transaction costs related to divestment projects (RM0.7mil).

Equity Profile

Shareholding Profile

No. of paid-up share capital: 1,659,191,828



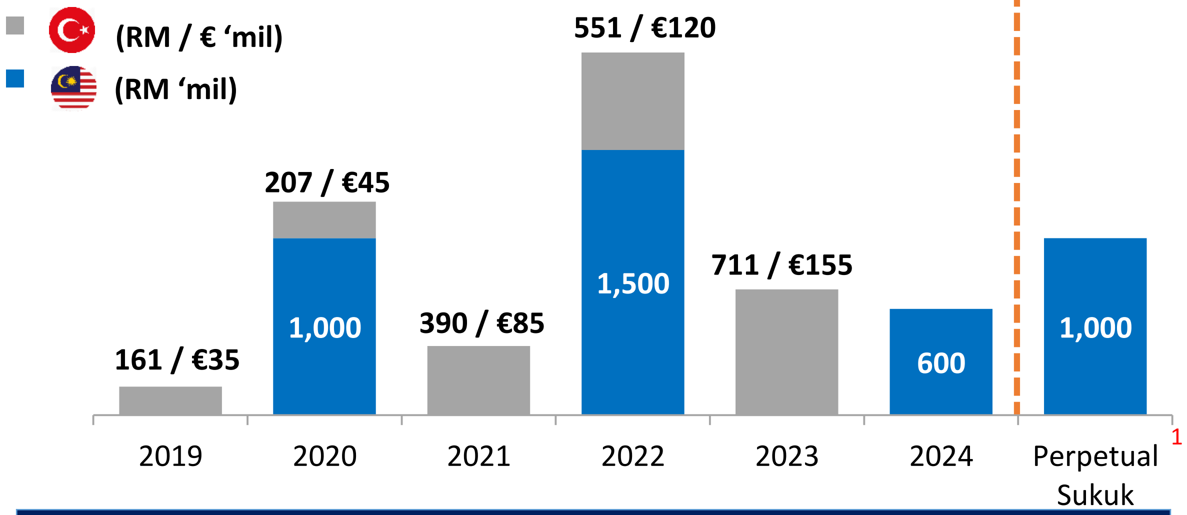


Dividend Profile

Financial Year	Dividend Reinvestment Plan Subscription Rate		Dividend Payment per Share (sen)			Total Amount Paid (RM' mil)			Dividend Payout Ratio*
	Interim	Final	Interim	Final	Total	Interim	Final	Total	Total
2012	46.2%	85.0%	6.00	7.63	13.63	72.60	92.86	165.46	50.0%
2013	88.4%	87.6%	6.00	5.78	11.78	73.95	78.87	152.82	50.0%
2014	53.4%	74.1%	2.00	3.60	5.60	27.48	59.47	86.95	61.2%
2015	N/A	N/A	4.00	4.50	8.50	66.37	74.66	141.03	58.1%
2016	N/A	N/A	4.00	6.00	10.00	66.37	99.55	165.92	55.5%
2017	N/A	N/A	5.00	7.00	12.00	82.96	116.14	199.10	51.0%
2018	N/A	N/A	5.00	9.00	14.00	82.96	149.33	232.29	52.6%
2019	N/A	N/A	5.00	-	5.00	82.96	-	82.96	50.0%

*The dividend payout ratio is based on the adjusted net core profit of the Group

Borrowing Profile



	1H19	FY18
Net debt (RM 'mil)[2]	2,720.1	2,350.3
Share of fixed-rate debt	100%[3]	100%[3]
Weighted average maturity (years)	3.95	4.45
Weighted average cost	4.08%	4.06%
Gross gearing ratio (times)	0.55x	0.56x

Credit Rating / Outlook	
RAM (Reaffirmed on 19/12/18)	AAA / Stable
Moody's (Reaffirmed on 16/01/19)	A3 / Stable

[1]Non-call 10 year, fixed initial periodic distribution rate of 5.75% recognised in equity
[2]Net Debt = Total Debt – (Cash and Cash Equivalents *plus* Unit Trust and Bonds)
[3]After ISG's floating rate swap

Significant Events

2 Feb 2018
Proposed disposal by Malaysia Airports of its entire 11% equity interest in GHIAL (Proposed Disposal)

13 Mar 2018
Malaysia Airports collaborated with Axis REIT and Senior Aerospace as part of an initiative to revitalise Subang Aerospace Park

22 Mar 2018
KLIA won Routes Asia 2018 Marketing Award

27 Mar 2018
Proposed disposal by Malaysia Airports of its entire 23% equity interest in GMIAL

31 Jul 2018
ISG opened its new domestic boarding hall, increasing the terminal capacity from 33 mppa to 41 mppa

28 Aug 2018
Declared single-tier interim dividend of 5.0 sen per ordinary share for FY18

4 Jan 2019
Appointment of Raja Azmi Raja Nazuddin as Group Chief Executive Officer of Malaysia Airports

2 Jan 2019
Malaysia Airports terminated the agreement in relation to the Proposed Disposal

13 Dec 2018
Malaysia Airports launched 'Happy Guests, Caring Hosts' campaign in its effort to become a service leader

3 Dec 2018
The board of Malaysia Airports extended the deadline for the completion of the Proposed Disposal

21 Sep 2018
Ground breaking ceremony for a new dedicated processing centre for departing airline crew at klia2

1 Sep 2018
Langkawi International Airport expansion project completed with capacity increasing from 1.5mppa to 4.0mppa

17 Jan 2019
Appointment of Tan Sri Datuk Zainun Ali as Chairman of Malaysia Airports

15 Mar 2019
Langkawi International Airport won Routes Asia 2019 Marketing Award

10 Apr 2019
The Government of Malaysia had approved the extension of the Operating Agreement for an additional thirty-five (35) years, up to 2069

2 May 2019
Appointment of Dato' Mohd Shukrie Mohd Salleh as Chief Operating Officer of Malaysia Airports

2 May 2019
Declared a single-tier final dividend of 9.0 sen per ordinary share for FY18

26 Jul 2019
Prime Minister visits Malaysia-owned ISG Airport in Turkey

30 August 2019
Declared a single-tier interim dividend of 5.0 sen per ordinary share for FY19

Group Financial Review

Group 2Q19 Results (vs 2Q18)

(RM 'mil)	2Q19 Malaysia	2Q19 Turkey	2Q19 Malaysia Airports	2Q18 Malaysia	2Q18 Turkey	2Q18 Malaysia Airports	Malaysia Variance %	Turkey Variance %	Malaysia Airports Variance %
Revenue incl. IC12	**943.0**	**318.2**	**1,261.2**	**854.8**	**299.9**	**1,154.7**	▲ **10.3**	▲ **6.1**	▲ **9.2**
Revenue excl. IC12	**943.0**	**318.2**	**1,261.2**	**854.8**	**257.5**	**1,112.3**	▲ **10.3**	▲ **23.6**	▲ **13.4**
Other Income	59.2	5.6	64.8	51.5	5.2	56.7	▲ 15.0	▲ 6.1	▲ 14.2
Direct Cost	(199.7)	-	(199.7)	(175.2)	-	(175.2)	▼ (14.0)	-	▼ (14.0)
Operating Expenditure	(442.0)	(80.3)	(522.4)	(425.7)	(61.1)	(486.8)	▼ (3.8)	▼ (31.5)	▼ (7.3)
Construction Cost	-	-	-	-	(42.4)	(42.4)	-	-	-
EBITDA	**360.4**	**243.5**	**603.9**	**305.4**	**201.7**	**507.1**	▲ **18.0**	▲ **20.7**	▲ **19.1**
Depreciation & Amortisation	(102.3)	(125.8)	(228.2)	(87.8)	(123.2)	(211.0)	▼ (16.5)	▼ (2.1)	▼ (8.1)
Finance Costs	(48.1)	(134.1)	(182.2)	(45.4)	(135.8)	(181.2)	▼ (6.1)	▲ 1.3	▼ (0.6)
Share of Assoc. & JV Profit	8.1	-	8.1	10.8	-	10.8	▼ (25.0)	-	▼ (25.0)
Profit before Tax & Zakat	**218.0**	**(16.4)**	**201.6**	**183.0**	**(57.3)**	**125.6**	▲ **19.2**	▲ **71.3**	▲ **60.5**
Taxation & Zakat	(46.1)	4.6	(41.5)	(51.4)	11.9	(39.5)	▲ 10.4	▼ (61.7)	▼ (5.1)
Net Earnings	**171.9**	**(11.9)**	**160.1**	**131.5**	**(45.4)**	**86.1**	▲ **30.7**	▲ **73.9**	▲ **85.9**
EBITDA Margin (%) (excl. IC12)	38.2%	76.5%	47.9%	35.7%	78.3%	45.6%	▲ 2.5 ppt	▼ -1.8 ppt	▲ 2.3 ppt
PBT Margin (%) (excl. IC12)	23.1%	(5.2%)	16.0%	21.4%	(22.3%)	11.3%	▲ 1.7 ppt	▲ 17.1 ppt	▲ 4.7 ppt

Exchange rate used in profit and loss for 2Q19 : RM4.67/EUR
Exchange rate used in profit and loss for 2Q18 : RM4.70/EUR

Group 2Q19 Results (vs 2Q18)

(RM 'mil)	2Q19			2Q18			Variance % (Malaysia)	Variance % (Turkey)	Variance % (Malaysia Airports)
	Malaysia	Turkey	Malaysia Airports	Malaysia	Turkey	Malaysia Airports			
Revenue incl. IC12	943.0	318.2	1,261.2	854.8	299.9	1,154.7	▲ 10.3	▲ 6.1	▲ 9.2
Revenue excl. IC12	943.0	318.2	1,261.2	854.8	257.5	1,112.3	▲ 10.3	▲ 23.6	▲ 13.4

Group revenue grew by 13.4%*

- **Airport operations: RM1,192.1mil (+14.1%)**
  - Aeronautical: RM663.9mil (+23.3%) mainly due to higher overall passenger movements in Malaysia and international passengers in Turkey by 5.6% and 22.9% respectively
  - Non-Aeronautical: RM528.2mil (+4.2%) due to higher international passenger in Turkey

- **Non-airport operations: RM69.1mil (+2.7%)**
  - Project and repair maintenance: RM39.7mil (+6.9%)
  - Hotel: RM23.1mil (+2.4%)
  - Agriculture & horticulture: RM6.3mil (-16.2%)

**Excluding Construction Revenue in relation to IC interpretation 12: Service Concession Arrangement (IC12)*

Group 2Q19 Results (vs 2Q18)

(RM 'mil)	2Q19			2Q18			Variance %	Variance %	MALAYSIA AIRPORTS Variance %
			MALAYSIA AIRPORTS			MALAYSIA AIRPORTS			
EBITDA	360.4	243.5	603.9	305.4	201.7	507.1	▲ 18.1	▲ 20.7	▲ 19.1
Profit before Tax & Zakat	218.0	(16.4)	201.6	183.0	(57.3)	125.6	▲ 19.2	▲ 71.3	▲ 60.3

Group EBITDA increased by 19.1%

- Malaysia operations: EBITDA grew by 18.1% in tandem with Malaysian passenger growth
- Turkey operations: EBITDA increased by 20.7% in line with higher operating revenue

Group Profit before Tax & Zakat increased by 60.3%

- Malaysia operations: Higher PBT by 19.2% was largely attributed to higher EBITDA
- Turkey operations: Recorded PBT of RM37.6mil (2Q18: LBT of RM3.4mil) prior to taking into account a loss of RM54.1mil (2Q18: RM53.9mil) primarily owing to the amortization of fair value of the concession rights

Group 2Q19 Results (vs 1Q19)

(RM 'mil)	2Q19			1Q19			Variance %	Variance %	MALAYSIA AIRPORTS Variance %
			MALAYSIA AIRPORTS			MALAYSIA AIRPORTS			
Revenue incl. IC12	**943.0**	**318.2**	**1,261.2**	**972.6**	**279.7**	**1,252.3**	**(3.1)**	**13.8**	**0.7**
Other Income	59.2	5.6	64.8	64.1	5.6	69.7	(7.7)	(0.9)	(7.1)
Direct Cost	(199.7)	-	(199.7)	(199.8)	-	(199.8)	0.1	-	0.1
Operating Expenditure	(442.0)	(80.3)	(522.4)	(480.9)	(75.6)	(556.5)	8.1	(6.3)	6.1
EBITDA	**360.4**	**243.5**	**603.9**	**356.0**	**209.7**	**565.8**	**1.2**	**16.1**	**6.7**
Depreciation & Amortisation	(102.3)	(125.8)	(228.2)	(106.3)	(135.0)	(241.3)	3.8	6.8	5.4
Finance Costs	(48.1)	(134.1)	(182.2)	(40.4)	(126.4)	(166.9)	(19.1)	(6.0)	(9.2)
Share of Assoc. & JV Profit	8.1	-	8.1	7.0	-	7.0	14.7	-	14.7
Profit before Tax & Zakat	**218.0**	**(16.4)**	**201.6**	**216.3**	**(51.7)**	**164.6**	**0.8**	**68.2**	**22.5**
Taxation & Zakat	(46.1)	4.6	(41.5)	(30.5)	15.4	(15.0)	(51.3)	(70.4)	(176.0)
Net Earnings	**171.9**	**(11.9)**	**160.1**	**185.9**	**(36.3)**	**149.6**	**(7.5)**	**67.3**	**7.0**
EBITDA Margin (%) (excl. IC12)	38.2%	76.5%	47.9%	36.6%	75.0%	45.2%	1.6 ppt	1.5 ppt	2.7 ppt
PBT Margin (%) (excl. IC12)	23.1%	-5.2%	16.0%	22.2%	-18.5%	13.1%	0.9 ppt	13.3 ppt	2.8 ppt

Exchange rate used in profit and loss for 2Q19 : RM4.67/EUR
Exchange rate used in profit and loss for 1Q19 : RM4.64/EUR

Group 2Q19 Results (vs 1Q19)

(RM 'mil)	2Q19			1Q19			Variance % (Malaysia)	Variance % (Turkey)	Variance % (Malaysia Airports)
	Malaysia	Turkey	Malaysia Airports	Malaysia	Turkey	Malaysia Airports			
Revenue incl. IC12	943.0	318.2	1,261.2	972.6	279.7	1,252.3	▼ (3.1)	▲ 13.8	▲ 0.7
Revenue excl. IC12	943.0	318.2	1,261.2	972.6	279.7	1,252.3	▼ (3.1)	▲ 13.8	▲ 0.7

Group revenue increased by 0.7%

- **Airport operations: RM1,192.1mil (+1.7%)**
  - Aeronautical: RM663.9mil (+2.7%) mainly due to higher international passenger movements in Turkey
  - Non-Aeronautical: RM528.2mil (+0.5%) mainly due to higher commercial revenue in Turkey

- **Non-airport operations: RM69.1mil (-13.9%)**
  - Project and repair maintenance: RM39.7mil (-17.9%)
  - Hotel: RM23.1mil (-8.8%)
  - Agriculture & horticulture: RM6.3mil (-1.4%)

Group 2Q19 Results (vs 1Q19)

(RM 'mil)	2Q19			1Q19			Variance % (Malaysia)	Variance % (Turkey)	Variance % (Malaysia Airports)
	Malaysia	Turkey	Malaysia Airports	Malaysia	Turkey	Malaysia Airports			
EBITDA	360.4	243.5	603.9	356.0	209.7	565.8	▲ 1.2	▲ 16.1	▲ 6.7
Profit before Tax & Zakat	218.0	(16.4)	201.6	216.3	(51.7)	164.6	▲ 0.8	▲ 68.2	▲ 22.5

Group EBITDA increased by 6.7%

- Malaysia operations: Flat EBITDA by (+1.2%) mainly due to lower operating expenditure in 2Q19 mitigated by lower revenue
- Turkey operations: Higher EBITDA by (+16.1%) in tandem with higher revenue growth by 13.8%

Group PBT increased by 22.5%

- Malaysia operations: Flat PBT largely attributable to smaller increase in EBITDA
- Turkey operations: Recorded PBT of RM37.6mil (1Q19: RM5.4mil), prior to taking into account a loss of RM54.1mil (1Q19: RM57.1mil) primarily owing to the amortization of fair value of the concession rights

Group 1H19 Results (vs 1H18)

(RM 'mil)	1H19			1H18					
			MALAYSIA AIRPORTS			MALAYSIA AIRPORTS	Variance %	Variance %	MALAYSIA AIRPORTS Variance %
Revenue incl. IC12	**1,915.6**	**597.9**	**2,513.5**	**1,797.9**	**572.6**	**2,370.5**	**6.5**	**4.4**	**6.0**
Revenue excl. IC12	**1,915.6**	**597.9**	**2,513.5**	**1,797.9**	**504.4**	**2,302.3**	**6.5**	**18.5**	**9.2**
Other Income	123.3	11.2	134.5	388.6	10.0	398.5	(68.3)	12.4	(66.2)
Direct Cost	(399.5)	-	(399.5)	(360.6)	-	(360.6)	(10.8)	-	(10.8)
Operating Expenditure	(922.9)	(155.9)	(1,078.8)	(840.7)	(124.6)	(965.3)	(9.8)	(25.2)	(11.8)
Construction Cost	-	-	-	-	(68.1)	(68.1)	-	-	-
EBITDA	**716.5**	**453.2**	**1,169.7**	**985.2**	**389.8**	**1,375.0**	**(27.3)**	**16.3**	**(14.9)**
Depreciation & Amortisation	(208.6)	(260.8)	(469.5)	(177.4)	(251.6)	(429.0)	(17.6)	(3.7)	(9.4)
Finance Costs	(88.6)	(260.5)	(349.1)	(88.8)	(272.1)	(360.9)	0.2	4.3	3.3
Share of Assoc. & JV Profit	15.1	-	15.1	13.3	-	13.3	13.9	-	13.9
Profit before Tax & Zakat	**434.4**	**(68.1)**	**366.2**	**732.2**	**(133.9)**	**598.3**	**(40.7)**	**49.1**	**(38.9)**
Taxation & Zakat	(76.6)	20.0	(56.6)	(90.7)	23.1	(67.6)	15.6	(13.4)	16.3
Net Earnings	**357.8**	**(48.2)**	**309.7**	**641.5**	**(110.8)**	**530.7**	**(44.2)**	**56.5**	**(38.1)**
EBITDA Margin (%) (excl. IC12)	**37.4%**	**75.8%**	**46.5%**	**54.8%**	**77.3%**	**59.7%**	**-17.4**	**-1.5**	**-13.2**
PBT Margin (%) (excl. IC12)	**22.7%**	**(11.4%)**	**14.6%**	**40.7%**	**(26.5%)**	**26.0%**	**-18.0**	**15.1**	**-11.4**
Net Asset per Share (RM)			**5.58**			**5.51**			**4.9**

Exchange rate used in profit and loss for 1H19 : RM4.67/EUR
Exchange rate used in profit and loss for 1H18 : RM4.70/EUR

Group 1H19 Results (vs 1H18)

(RM 'mil)	1H19			1H18			Variance % (Malaysia)	Variance % (Turkey)	Variance % (Malaysia Airports)
	Malaysia	Turkey	Malaysia Airports	Malaysia	Turkey	Malaysia Airports			
Revenue incl. IC12	1,915.6	597.9	2,513.5	1,797.9	572.6	2,370.5	▲ 6.5	▲ 4.4	▲ 6.0
Revenue excl. IC12	1,915.6	597.9	2,513.5	1,797.9	504.4	2,302.3	▲ 6.5	▲ 18.5	▲ 9.2

Group revenue grew by 9.2%*

- **Airport operations: RM2,364.2mil (+9.3%)**
  - Aeronautical: RM1,310.3mil (+16.3%) mainly due to higher international passenger growth in Malaysia and Turkey by 1.6% and 20.8% respectively, leading to higher PSC revenue
  - Non-Aeronautical: RM1,053.9mil (+1.8%) driven by the commercial revenue growth in Turkey
- **Non-airport operations: RM149.3mil (+6.7%)**
  - Project and repair maintenance: RM88.1mil (+16.0%)
  - Hotel: RM48.5mil (-0.4%)
  - Agriculture & horticulture: RM12.7mil (-17.2%)

**Excluding Construction Revenue in relation to IC interpretation 12: Service Concession Arrangement (IC12)*

Group 1H19 Results (vs 1H18)

(RM 'mil)	1H19			1H18			Variance %	Variance %	MALAYSIA AIRPORTS Variance %
			MALAYSIA AIRPORTS			MALAYSIA AIRPORTS			
EBITDA	716.5	453.2	1,169.7	985.2	389.8	1,375.0	(27.3)	16.3	(14.9)
Profit before Tax & Zakat	434.4	(68.1)	366.2	732.2	(133.9)	598.3	(40.7)	49.1	(38.9)

Group EBITDA decreased by 14.9%

- Malaysia operations: EBITDA decreased by 27.3% mainly due to unrealised gain on non-core items amounting to RM287.3mil in the corresponding period last year
- Malaysia operations: EBITDA excluding non-core items, EBITDA grew by 2.5% in tandem with higher aeronautical revenue
- Turkey operations: EBITDA up by 16.3% in line with higher international passenger growth by 20.8%

Group PBT decreased by 38.9%

- Malaysia operations: Lower PBT by 40.7% was largely attributed to unrealised gain on non-core items
- Malaysia operations: PBT excluding non-core items grew 17.2% attributed to higher EBITDA
- Turkey operations: Recorded PBT of RM43.1mil (1H18: LBT of RM24.4mil), prior to taking into account a loss of RM111.3mil (1H18: RM109.5mil) primarily owing to the amortization of fair value of the concession rights.

1H19 EBITDA and PBT Reconciliation

	(RM 'mil)	1H19			1H18			Variance (%)		
				MALAYSIA AIRPORTS			MALAYSIA AIRPORTS			MALAYSIA AIRPORTS
	EBITDA excluding Non-core items (NCI) & Adjustments (Adj)	**716.5**	**447.8**	**1,164.2**	**699.3**	**384.4**	**1,083.7**	**2.5%**	**16.5%**	**7.4%**
NCI	+ Other Income - Gain on disposal of GMIAL	-	-	-	28.2	-	28.2			
NCI	+ Other Income - FV gain on investment in GHIAL	-	-	-	258.4	-	258.4			
Adj*	+ Other Income - ISG PPA interest income	-	5.4	5.4	-	5.4	5.4			
NCI	+ Other Expenses - Transaction cost	-	-	-	(0.7)		(0.7)			
	EBITDA including NCI & Adj	**716.5**	**453.2**	**1,169.7**	**985.2**	**389.8**	**1,375.0**	**-27.3%**	**16.3%**	**-14.9%**
	- Depreciation and Amortisation	(208.6)	(159.7)	(368.3)	(177.4)	(151.9)	(329.6)			
Adj*	- Amortisation - ISG&LGM PPA concession rights fair value	-	(101.1)	(101.1)	-	(99.7)	(99.5)			
	- Finance Costs - interest on borrowing and misc.	(88.6)	(49.3)	(137.9)	(88.8)	(51.8)	(140.6)			
	- Finance Costs - ISG utilization fee expense	-	(195.6)	(195.6)	-	(204.7)	(204.7)			
Adj*	- Finance Costs - ISG&LGM PPA interest expense	-	(15.5)	(15.5)	-	(15.6)	(15.6)			
	+ Share of Assoc. & JV Profit	15.1	-	15.1	13.3	-	13.3			
	Profit before Tax & Zakat including NCI &Adj	**434.4**	**(68.1)**	**366.2**	**732.2**	**(133.9)**	**598.3**	**-40.7%**	**49.1%**	**-38.8%**
	- Taxation and Zakat	(76.6)	20.0	(56.6)	(90.7)	23.1	(67.6)			
	PAT including NCI & Adj	**357.8**	**(48.2)**	**309.7**	**641.5**	**(110.8)**	**530.7**	**-44.2%**	**56.5%**	**-41.7%**

Note: Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM28.5mil (1H18: RM28.5mil)

*PPA (Purchase Price Allocation): Non-cash adjustments are in respect of the fair valuation exercise on the Turkish operations under MFRS3: Business Combinations (1H19: RM111.2mil; 1H18: RM109.9mil)

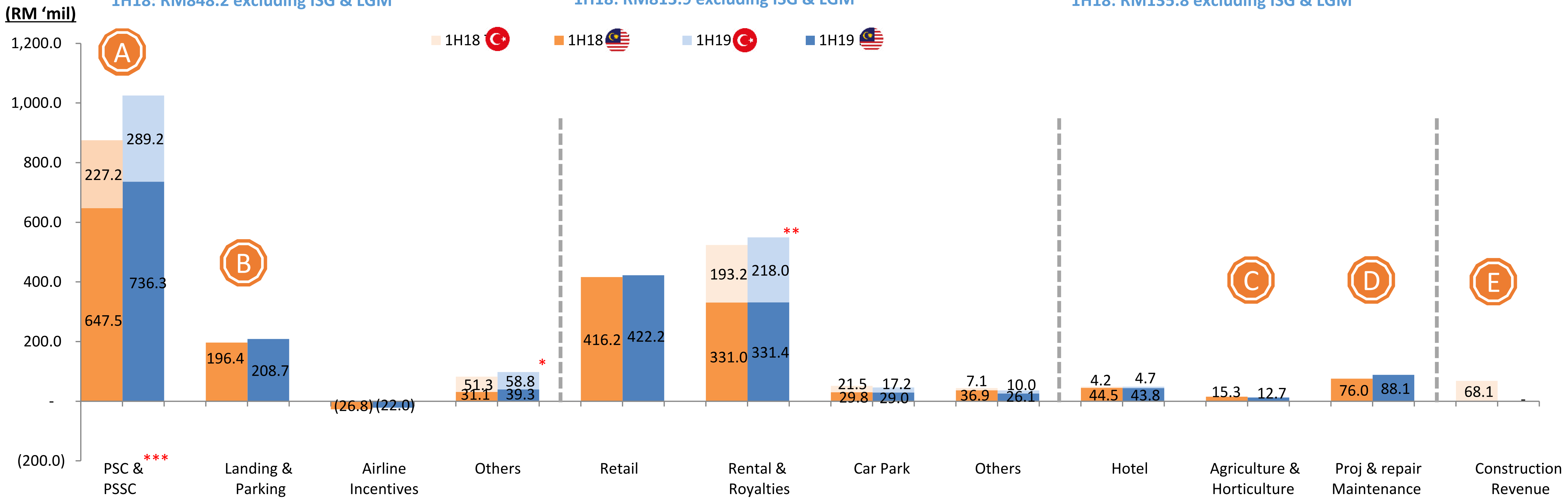
Group Segmental Revenue

Aeronautical (RM 'mil)
1H19: RM1,310.3(+16.3%)
1H18: RM1,126.7
1H19: RM962.3 (+13.5%) excluding ISG & LGM
1H18: RM848.2 excluding ISG & LGM

Non-Aeronautical (RM 'mil)
1H19: RM1,053.9 (+1.8%)
1H18: RM1,035.7
1H19: RM808.7 (-0.6%) excluding ISG & LGM
1H18: RM813.9 excluding ISG & LGM

Non-Airport Operations (RM 'mil)
1H19: RM149.3 (+6.7%)
1H18: RM140.0
1H19: RM144.6 (+6.5%) excluding ISG & LGM
1H18: RM135.8 excluding ISG & LGM

Construction Revenue (RM 'mil)



	PSC & PSSC	Landing & Parking	Airline Incentives	Others	Retail	Rental & Royalties	Car Park	Others	Hotel	Agriculture & Horticulture	Proj & repair Maintenance	Construction Revenue
Excluding ISG & LGM	**+13.7%**	**+6.3%**	**(-18.0%)**	**+26.4%**	**+1.4%**	**+0.1%**	**(-2.6%)**	**(-29.2%)**	**(-1.5%)**	**(-17.2%)**	**+16.0%**	**-**
Including ISG & LGM	**+17.2%**	**+6.3%**	**(-18.0%)**	**+19.1%**	**+1.4%**	**+4.8%**	**(-9.9%)**	**(-18.0%)**	**(-0.4%)**	**(-17.2%)**	**+16.0%**	**-**

**Included in Turkish operations' aeronautical revenue is ISG's jet fuel farm rental income of EUR3.6mil / RM16.8mil (1H18: EUR3.6mil / RM17.9mil)*

***Included in Turkish operations' rental and royalties is revenue generated from ISG's duty free business with Setur of EUR28.9mil / RM135.0mil (1H18: EUR24.3mil/ RM114.2mil)*

****Inclusive of MARCS PSC and MARCS ERL*

Group Explanatory Notes

A **PSC and PSSC (inclusive of MARCS PSC and MARCS ERL)**

The increase in PSC and PSSC is in line with the increase in passenger movements in Malaysia and Turkey by 4.7% and 3.4% respectively with ISG also introducing PSSC of EUR3 for departing international passengers

B **Landing & Parking**

Landing & parking revenue in Malaysia increased due to higher domestic aircraft movements by 3.7%. Landing & parking revenue at ISG is collected by the Government of Turkey

C **Agriculture & Horticulture**

The decrease was due to lower average price attained per Fresh Fruit Bunches (FFB) (1H19: RM390/MT; 1H18: RM511/MT) despite higher FFB production (1H19: 29,741 MT; 1H18: 29,161 MT)

D **Project & Repair Maintenance**

The increase in revenue is attributed to higher contract billings on the Qatar facility & IT systems management projects

E **Construction Revenue (IC12: Service Concession Agreement)**

IC12 addresses the accounting for 'public-private' arrangements whereby a private sector operator is involved in the construction/upgrading of infrastructure assets to be used in providing public service. Under IC12, the operator may provide construction services to the grantor in exchange for an intangible asset (ie. a right to collect revenue in accordance with the concession agreement)

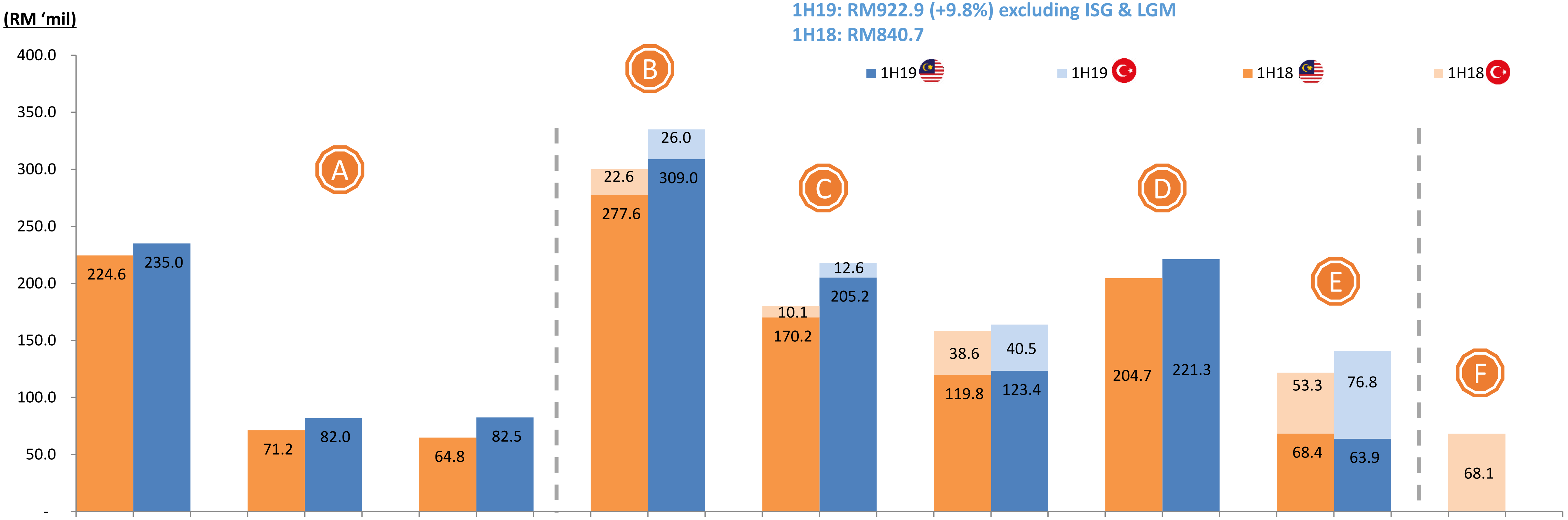
The ISG boarding hall expansion was completed in July 2018

Group Operating Cost Analysis

Direct Costs (RM 'mil)
1H19: RM399.5 (+10.8%) excluding ISG & LGM
1H18: RM360.6

Operating Costs (RM 'mil)
1H19: RM1,078.8 (+11.8%)
1H18: RM965.3
1H19: RM922.9 (+9.8%) excluding ISG & LGM
1H18: RM840.7

Construction Cost (RM 'mil)



	Direct Materials	Direct Labour	Direct Overheads	Staff costs	Utilities & comm	Maintenance	User Fee	Others	Construction Cost
Excluding ISG & LGM	**+4.6%**	**+15.2%**	**+27.3%**	**+11.3%**	**+20.6%**	**+3.0%**	**+8.1%**	**(-6.6%)**	**-**
Including ISG & LGM	**+4.6%**	**+15.2%**	**+27.3%**	**+11.6%**	**+20.8%**	**+3.5%**	**+8.1%**	**+15.6%**	**-**

Group Explanatory Notes

A **Direct Costs**

Direct costs increase is in line with the increase in revenue from the Project & Repair Maintenance segment

B **Staff Costs**

Increase in staff costs in Malaysia is mainly due to the annual increment of 3%-5.5% (effective May 2019) as well as increase in total number of staff from 9,920 (1H18) to 10,021 (1H19)

C **Utilities & Comm**

Higher utilities due to increase in electricity tariff effective July 2018 as well as higher consumption

D **User Fee**

The increase is mainly due to higher revenue for airport operations revenue and annual escalation of user fee rate (1H19: 12.06%; 1H18: (11.73%)

E **Others**

Higher for Turkey operation due to increase in revenue share arising from the implementation of PSSC from 1 January 2019, where EUR 1.50 of the EUR 3.00 will be shared with the Turkish Government

F **Construction Cost (IC12: Service Concession Agreement)**

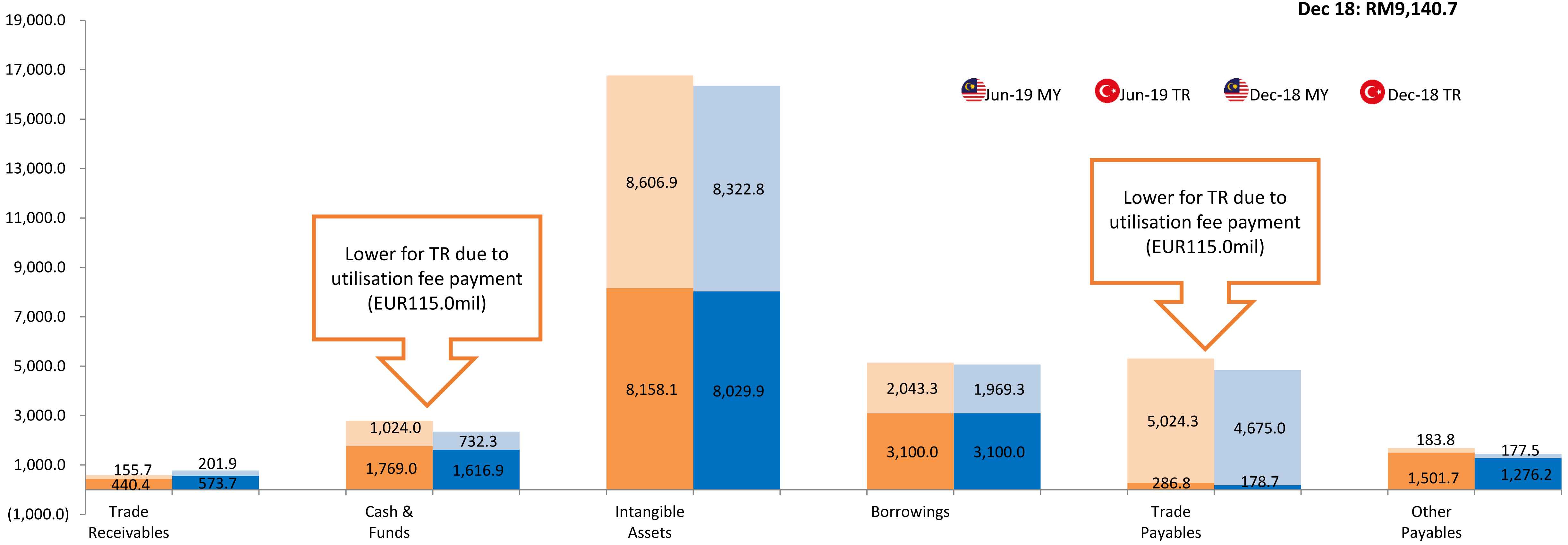
IC12 addresses the accounting for ‘public-private’ arrangements whereby a private sector operator is involved in the construction/upgrading of infrastructure assets to be used in providing public service. Under IC12, the operator may provide construction services to the grantor in exchange for an intangible asset (ie. a right to collect revenue in accordance with the concession agreement).

The ISG boarding hall expansion was completed in July 2018

Group Balance Sheet Analysis

Net Assets (RM 'mil)
Jun 19: RM9,257.3 (+1.3%)
Dec 18: RM9,140.7

(RM 'mil)



	Trade Receivables	Cash & Funds	Intangible Assets	Borrowings	Trade Payables	Other Payables
Excluding ISG & LGM	**+30.3%**	**(-8.6%)**	**(-1.6%)**	**-**	**(-37.7%)**	**(-15.0%)**
Including ISG & LGM	**+30.1%**	**(-15.9%)**	**(-2.5%)**	**(-1.4%)**	**(-8.6%)**	**(-13.8%)**

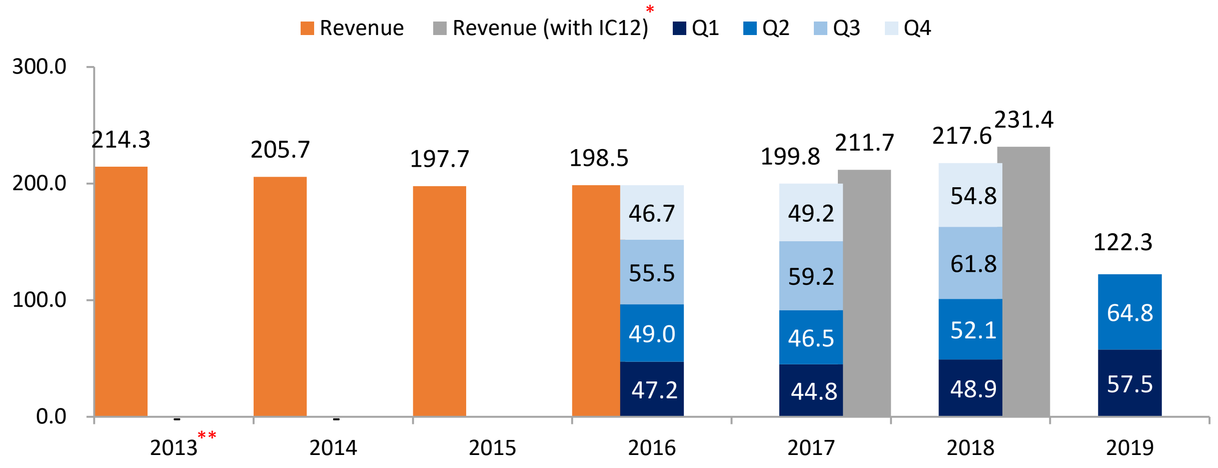
Exchange rate used in balance sheet for 1H19: RM4.71/EUR
Exchange rate used in balance sheet for FY18: RM4.73/EUR

Turkish Operations (ISG & LGM) Financial Performance

ISG Income Statement Summary

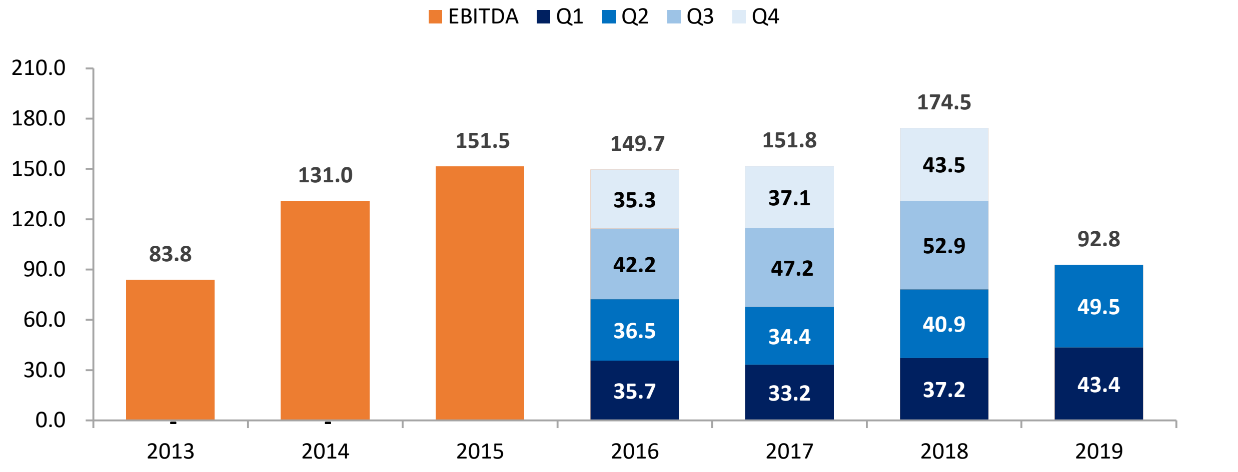
Revenue (EUR ‘mil)

1H19: EUR122.3 (+21.0%)
1H18: EUR101.0



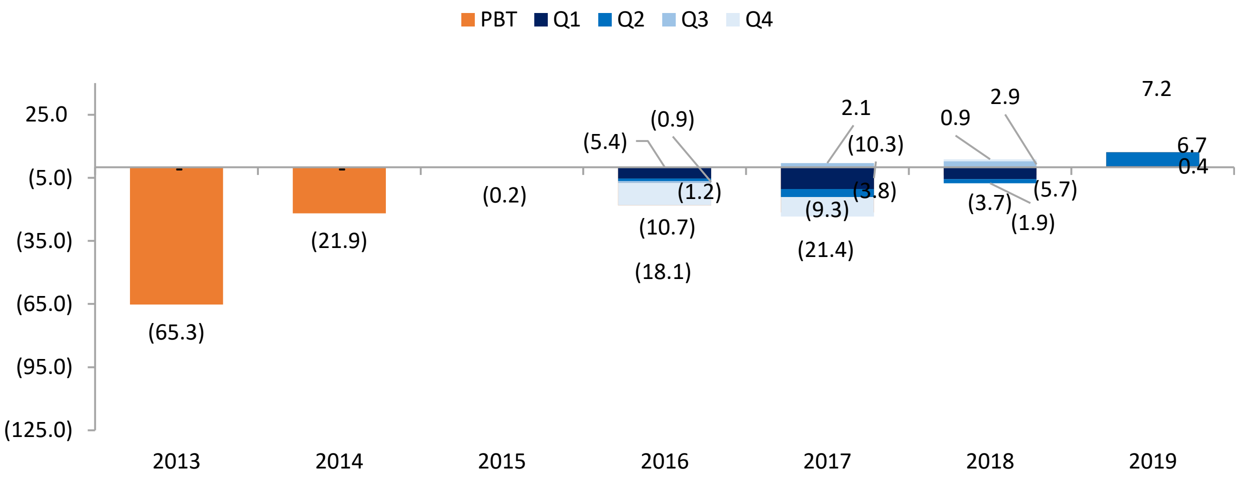
EBITDA (EUR ‘mil)

1H19: EUR92.8 (+18.8%)
1H18: EUR78.2



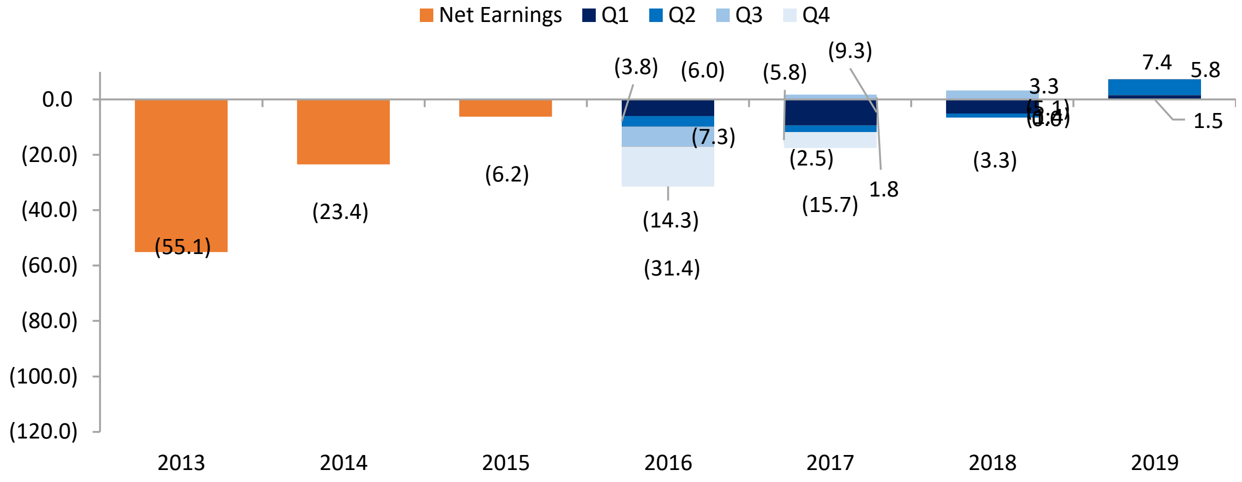
Profit Before Tax (EUR ‘mil)

1H19: EUR7.2 (+194.5%)
1H18: (-EUR7.6)



Net Earnings (EUR ‘mil)

1H19: EUR7.4 (+213.3%)
1H18: (-EUR6.5)



**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 Istanbul Sabiha Gokcen International Airport expansion works*

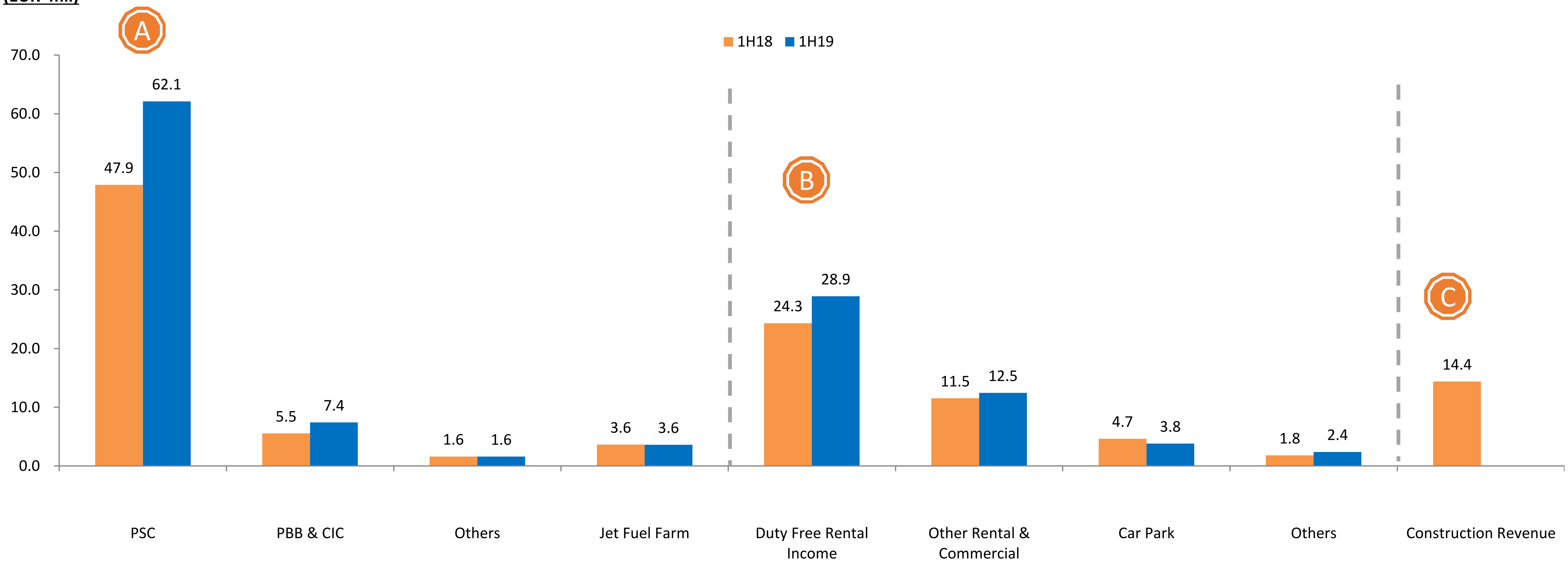
***Change of jet fuel supply operations in 2013 from supply of jet fuel to airlines to provision of jet fuel farm services to the jet fuel supplier . With effect from Sept 2014, ISG further changed its jet fuel farm operations to outright rental of the farm in the form of variable rent (tariff) per ton of jet fuel supplied to airlines*

ISG Revenue Analysis

Aeronautical (EUR 'mil)
1H19: EUR74.8 (+27.3%)
1H18: EUR58.7

Non-Aeronautical (EUR 'mil)
1H19: EUR47.6 (+12.4%)
1H18: EUR42.3

Construction Revenue (EUR 'mil)



PSC	PBB & CIC	Others	Jet Fuel Farm	Duty Free Rental Income	Other Rental & Commercial	Car Park	Others	Construction Revenue
+29.7%	**+33.8%**	**(-1.3%)**	**(-1.1%)**	**+18.8%**	**+8.0%**	**(-17.9%)**	**+33.1%**	**Nm**

ISG Explanatory Notes

A

PSC & PSSC

The increase of 29.7% in revenue is mainly due to the 20.8% increase in international passenger traffic supported by the introduction of passenger security service charges (PSSC) for all departing international passengers

International Charges (EUR)			Domestic Charges (EUR)	
PSC	PSSC	Transfer PSC	PSC	Transfer PSC
15.00	3.00	5.00	3.00	1.00

B

Duty Free Rental Income

The increase in duty free rental income was mainly due to the rise in international passenger traffic. ISG will receive revenue amounting to the higher of 46.0% (1H18: 46.0%) 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 (1H19: EUR7.61; 1H18: EUR8.60)
- Guaranteed spending per pax (1H19: EUR9.50; 1H18: EUR9.50)

C

Construction Revenue (IC12: Service Concession Agreement)

IC12 addresses the accounting for ‘public-private’ arrangements whereby a private sector operator is involved in the construction/upgrading of infrastructure assets to be used in providing public service. Under IC12, the operator may provide construction services to the grantor in exchange for an intangible asset (ie. a right to collect revenue in accordance with the concession agreement)

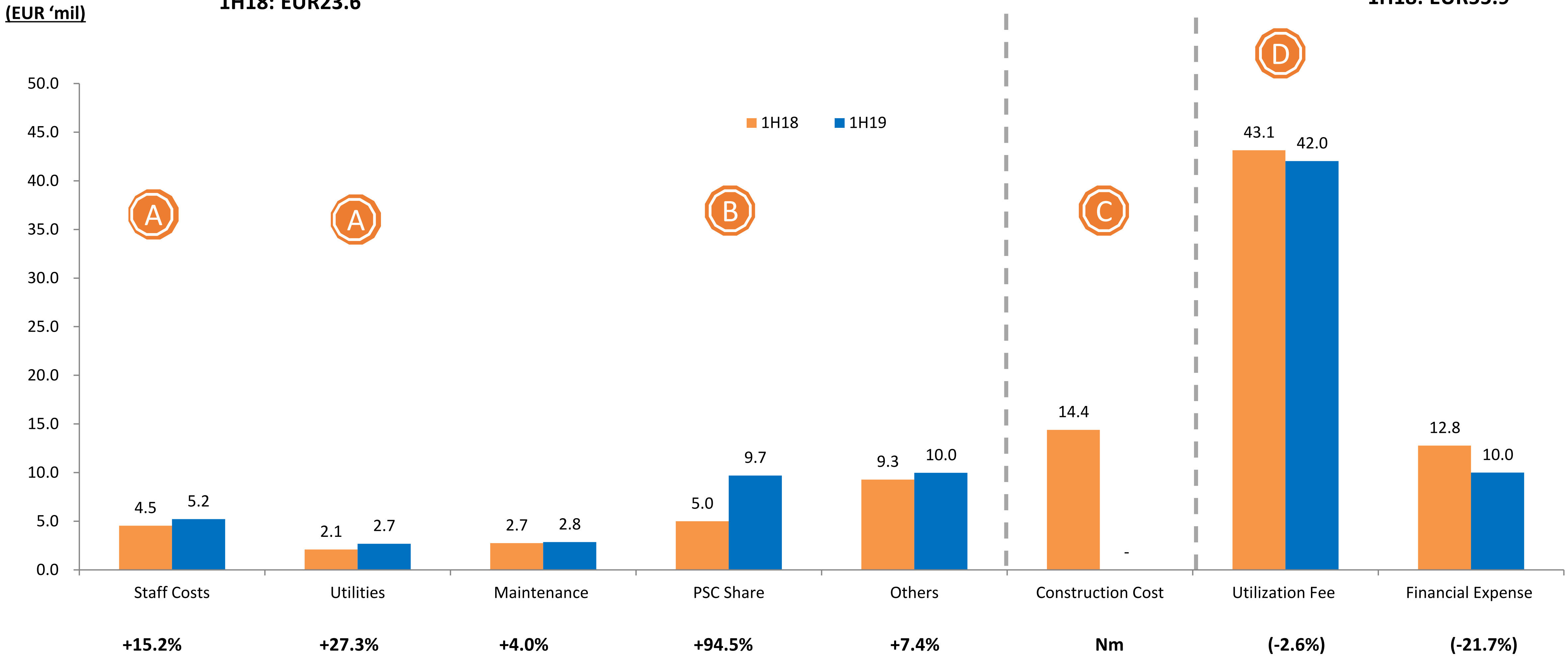
The ISG boarding hall expansion was completed in July 2018

ISG Cost Analysis

Operating Costs (EUR 'mil)
1H19: EUR30.4 (+28.6%)
1H18: EUR23.6

Construction Cost (EUR 'mil)

Finance Cost (EUR 'mil)
1H19 EUR52.0 (-6.9%)
1H18: EUR55.9



ISG Explanatory Notes

A **Staff, Utilities & Maintenance costs**

The increase was largely attributable to the opening of new expanded domestic boarding hall

B **PSC & PSSC Share**

Relates to the share of PSC and PSSC to the Turkish Government upon an increase in PSC & PSSC tariff. The increase of 94.5% is due to higher international passenger growth and the introduction of PSSC for all departing international passengers

Revenue Share for International Charges (EUR)			Revenue Share for Domestic Charges (EUR)	
PSC	PSSC	Transfer PSC	PSC	Transfer PSC
1.50	1.50	2.50	-	0.5

C **Construction Cost (IC12: Service Concession Agreement)**

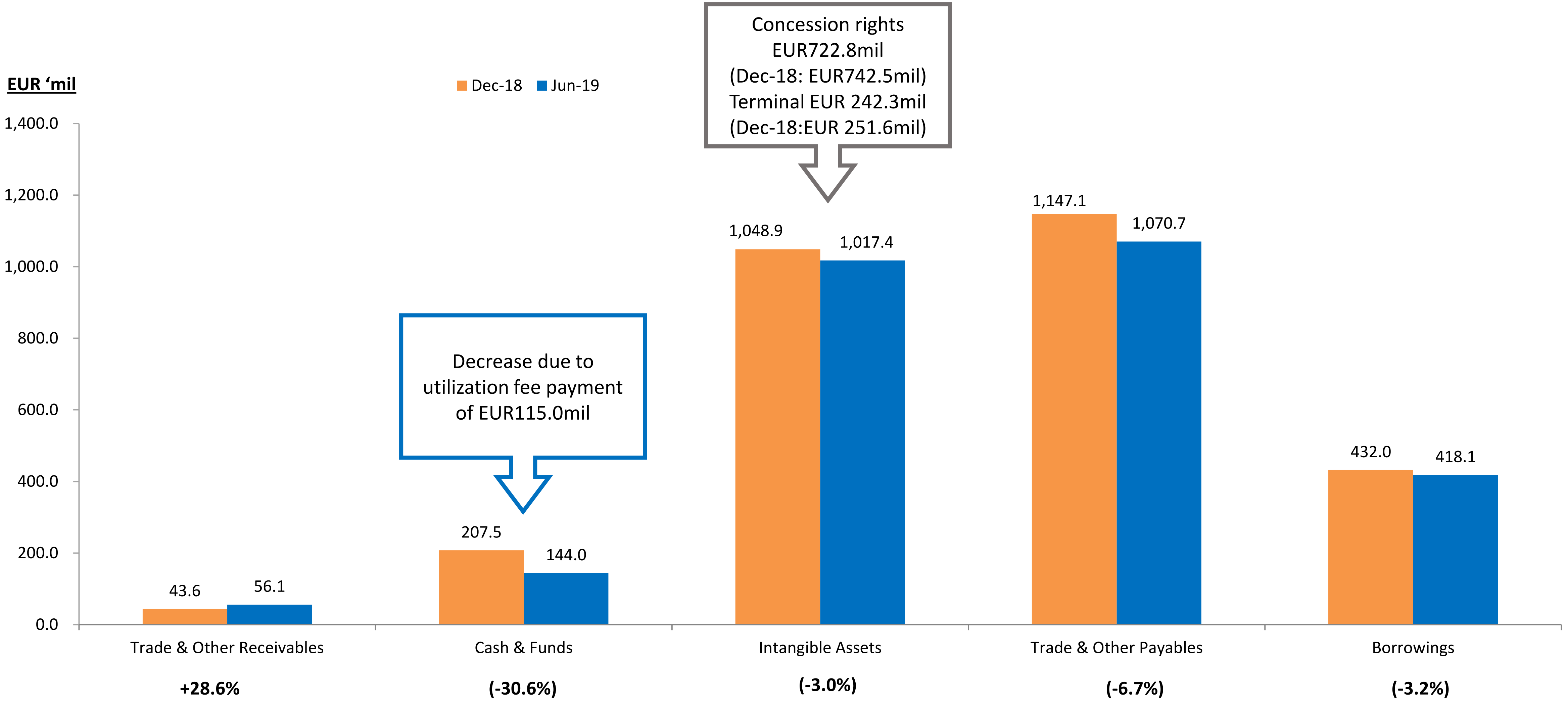
IC12 addresses the accounting for 'public-private' arrangements whereby a private sector operator is involved in the construction/upgrading of infrastructure assets to be used in providing public service. Under IC12, the operator may provide construction services to the grantor in exchange for an intangible asset (ie. a right to collect revenue in accordance with the concession agreement)

The ISG boarding hall expansion was completed in July 2018

D **Utilization Fee Finance Cost**

The utilization fee liability represents the present value of amounts payable to the Turkish Government in accordance with the Implementation Agreement for the operation of ISG for 24 years. 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 for each step up. The first step up to EUR95.6 million was in 2015 with the next step up to EUR114.8mil occurring in 2019. The utilization fee finance cost of EUR42.0mil relates to interest expense on utilization fee liability for the period

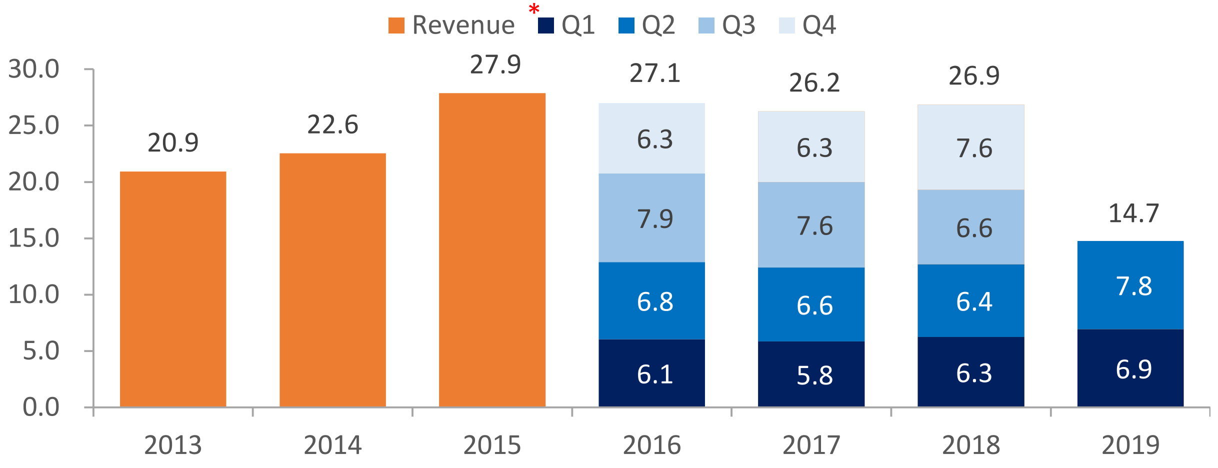
ISG Balance Sheet Analysis



LGM Income Statement

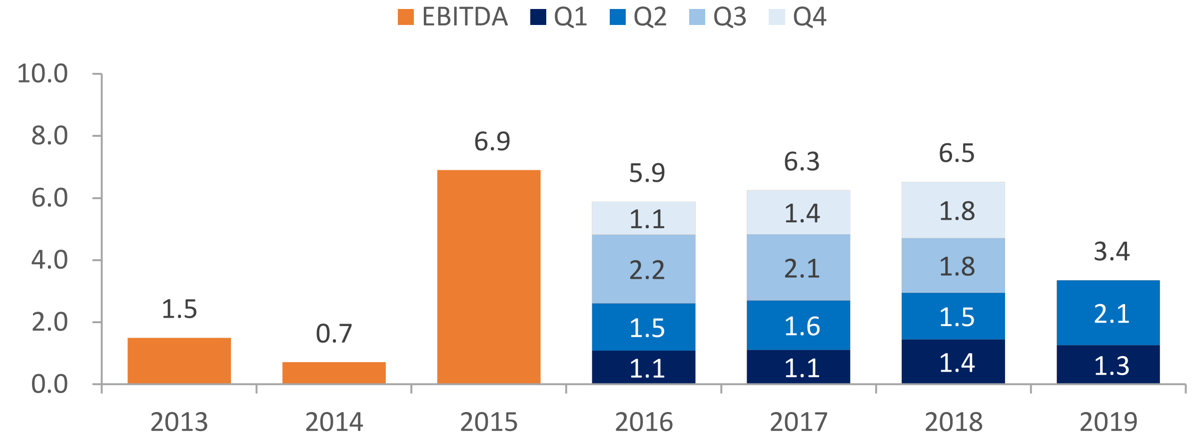
1H19: EUR14.8 (+16.4%)
1H18: EUR12.7

Revenue (EUR 'mil)



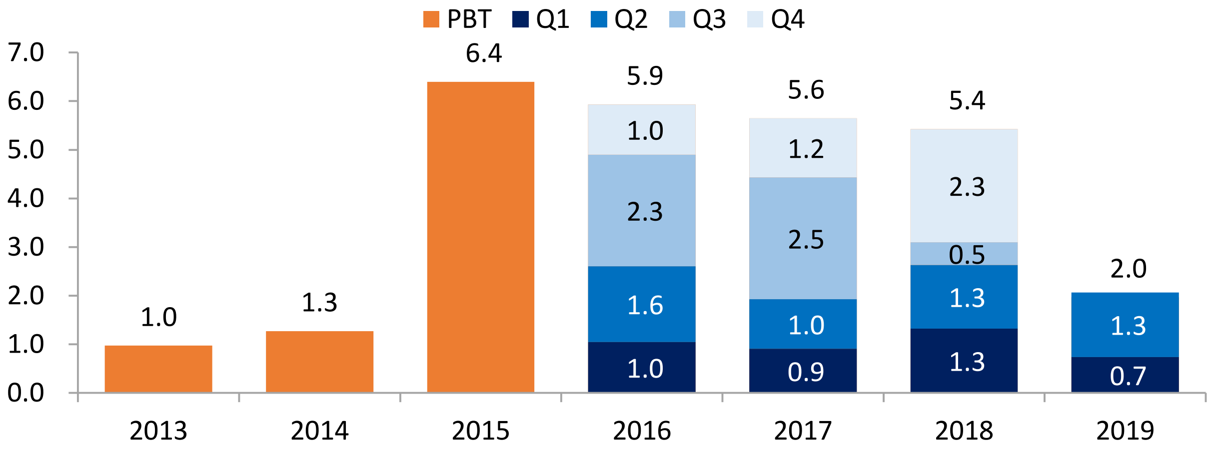
1H19: EUR3.4 (+13.8%)
1H18: EUR2.9

EBITDA (EUR 'mil)



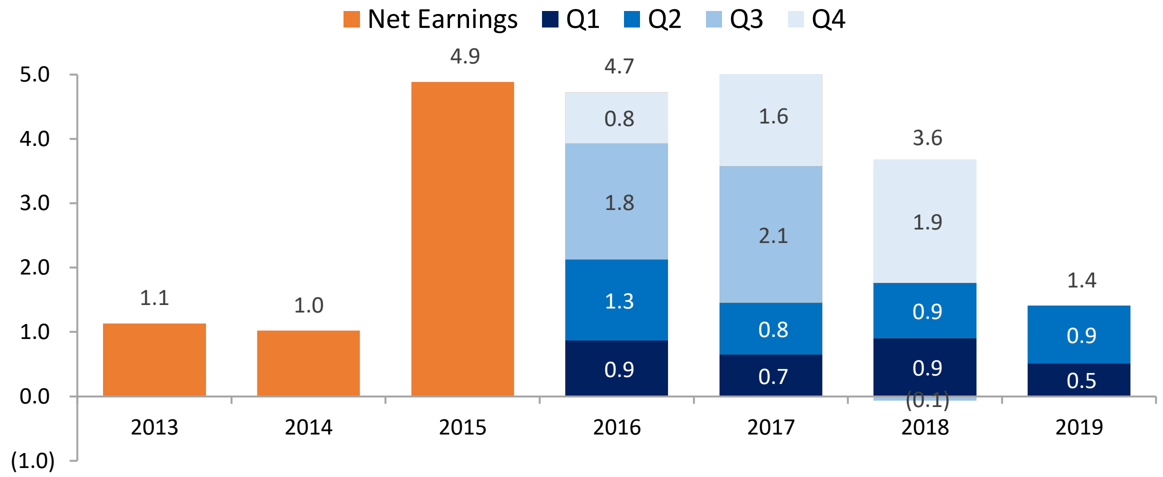
1H19: EUR2.1 (-21.3%)
1H18: EUR2.6

Profit Before Tax (EUR 'mil)



1H19: EUR1.4 (-20.1%)
1H18: EUR1.8

Net Earnings (EUR 'mil)



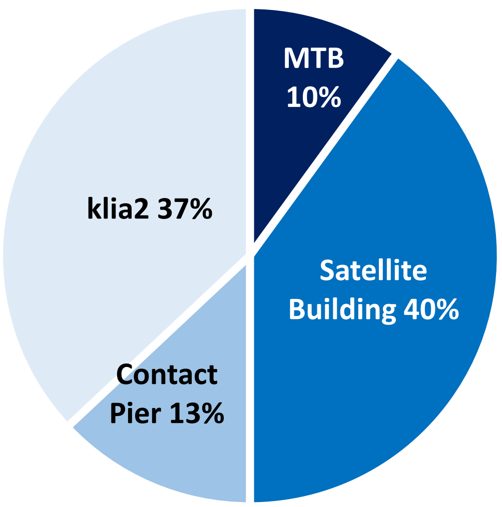
*Decrease in revenue for LGM is mainly due to lower Commercially Important Person (CIP) rental revenue due to Akbank Lounge which was closed with effect from August 2015

Commercial Revenue Analysis

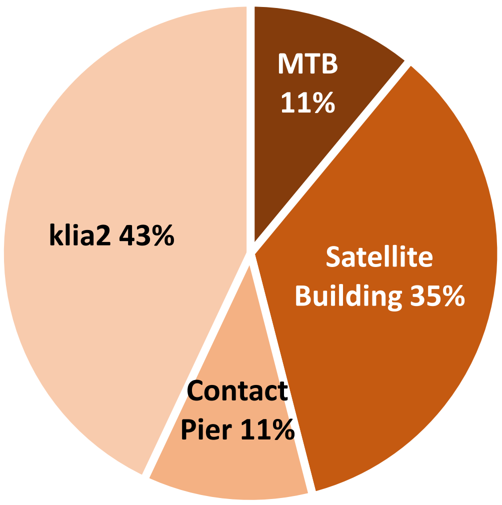
KUL - Total Retail and F&B Sales

Description	1H19			1H18			Sales Per Pax Variance (%)
	Sales (RM 'mil)	No. of Pax ('mil)	Sales per Pax (RM)	Sales (RM 'mil)	No. of Pax ('mil)	Sales per Pax (RM)	
Main Terminal Building	89.5			114.7			
Satellite Building	366.8			368.1			
Contact Pier	122.9			121.1			
Total KLIA Main	579.3	13.9	41.63	603.9	13.8	43.84	(5.0)
Total klia2	448.7	16.5	27.19	452.3	16.0	28.31	(4.0)
Total KUL (KLIA Main + klia2)	917.6	30.4	30.21	1,056.2	29.8	35.50	(14.9)

Sales at KUL 1H19



Sales at KUL 1H18



Lower sales per pax at KUL was mainly contributed by:

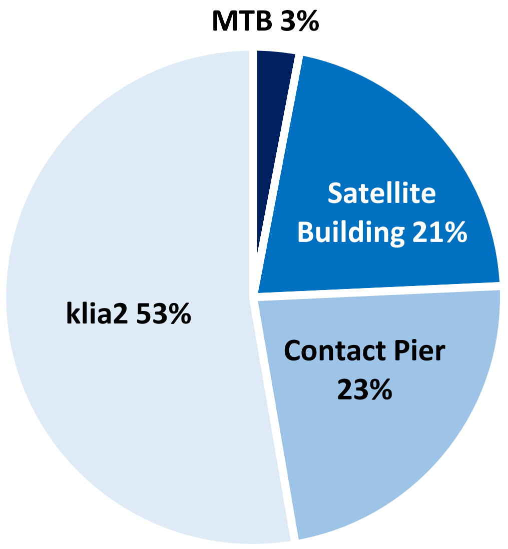
- Tight customs enforcement in China and Malaysia
- A faster domestic passenger growth of 4.9% vis-a-vis the increase of 1.1% in international passengers
- Continuation of commercial reset in KLIA Main

Note: No. of pax includes domestic passengers. Data includes permanent retail and F&B while services & promotion is excluded.

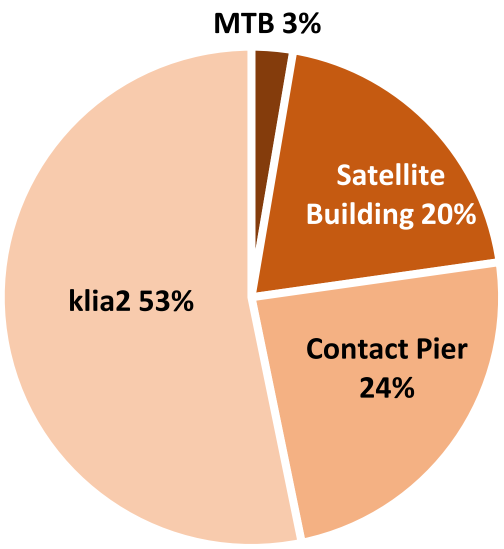
KUL - ERAMAN Retail Revenue

Description	1H19			1H18			Revenue Variance (%)	Revenue Per Pax Variance (%)
	Revenue (RM 'mil)	No. of Pax ('mil)	Per Pax Revenue (RM)	Revenue (RM 'mil)	No. of Pax ('mil)	Per Pax Revenue (RM)		
Main Terminal Building	10.2			10.9				
Satellite Building	73.2			69.0				
Contact Pier	78.9			83.9				
Total KLIA Main	162.3	13.9	11.66	163.9	13.8	11.90	▼ (1.0)	▼ (2.0)
Total klia2	182.2	16.5	11.07	186.8	16.0	11.69	▼ (2.4)	▼ (5.3)
Total KUL (KLIA Main + klia2)	344.5	30.4	11.34	350.7	29.7	11.79	▼ (1.8)	▼ (3.8)

Retail Revenue at KUL 1H19



Retail Revenue at KUL 1H18



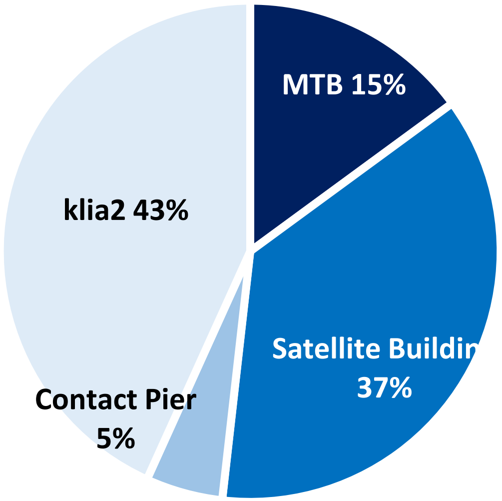
- Top selling duty free products are perfume & cosmetics, followed by tobacco & cigarettes with Chinese citizens still being the top spenders per ticket followed by ASEAN passengers
- Eraman commands about 40.6% of total sales at klia2

Note: No. of pax includes domestic passengers

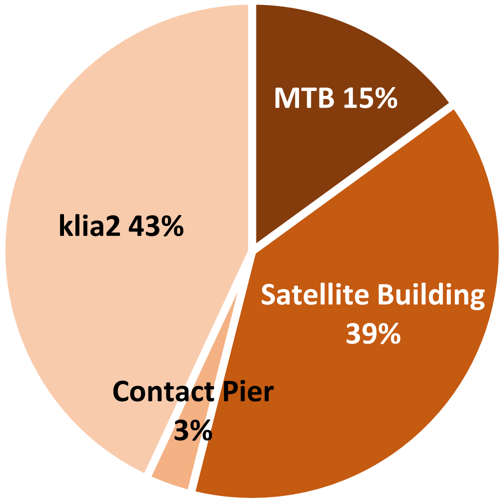
KUL - Retail & F&B Rental

Location	1H19					1H18					Rental Revenue Variance (%)
	No. of Lease out	Space (Sqm)	Rental Revenue (RM 'mil)			No. of Lease out	Space (Sqm)	Rental Revenue (RM 'mil)			
			MGP	Royalty	Total Rental			MGP	Royalty	Total Rental	
Main Terminal Building	37	4,490	18.8	7.9	26.7	45	5,140	20.9	6.2	27.2	
Satellite Building	65	7,074	45.3	19.0	64.3	69	7,808	54.3	18.3	72.6	
Contact Pier	10	3,373	5.6	2.3	7.9	13	3,499	2.3	3.7	6.0	
Total KLIA Main	112	14,937	69.7	29.2	98.9	127	16,447	77.5	28.2	105.7	▼ (6.4)
Total klia2	101	14,981	48.8	27.2	76.0	90	14,264	49.7	30.4	80.1	▼ (5.1)
Total KUL (KLIA Main + klia2)	213	29,918	118.5	56.3	174.9	217	30,711	127.3	58.6	185.9	▼ (5.9)

Total Rental at KUL 1H19



Total Rental at KUL 1H18



- KLIA Main recorded a higher rental revenue per sqm mainly due to higher royalty contribution and better product mix
- Lower rental revenue in klia2 mainly due to the on-going commercial reset exercise

Note: Space is based on occupied space and excludes 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	1H19	1H18
Average Duty Free spending per pax	EUR/Pax	7.61	8.60
Guaranteed spending per pax	EUR/Pax	9.50	9.50

Description	1H19		1H18		Rental Revenue Variance (%)
	Space (Sqm)	Rental (EUR 'mil)	Space (Sqm)	Rental (EUR 'mil)	
Setur Duty Free	5,050.0	28.9	5,050.0	24.3	▲ 18.8

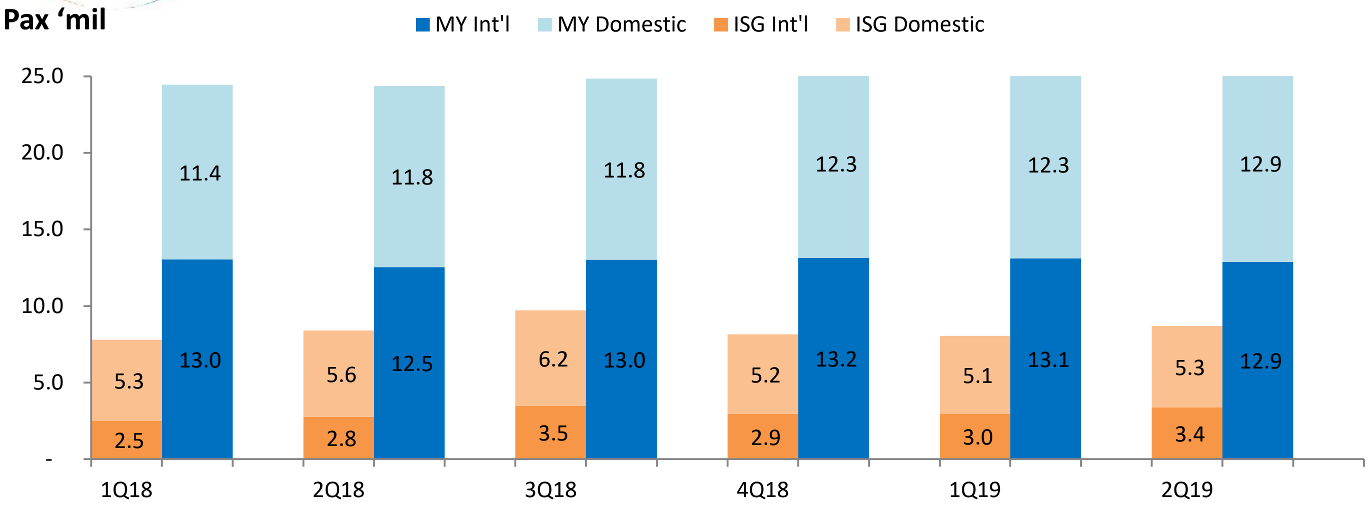
ISG's Retail & F&B Rental Analysis

Description	1H19		1H18		Rental Revenue Variance (%)
	Space (Sqm)	Total Rental (EUR 'mil)	Space (Sqm)	Total Rental (EUR 'mil)	
Food & Beverage	10,120.6	5.6	9,107.0	4.9	▲ 14.2
Retail	2,956.7	1.8	1,929.7	1.3	▲ 37.5
Total ISG	13,077.3	7.4	11,036.7	6.2	▲ 19.3

** ISG will receive rental revenue amounting to the higher of 46.0% (1H18: 46.0%) between: (1) guaranteed spending per pax which is the contractual income guaranteed by Setur; or (2) duty free spending per pax*

Traffic Statistics

Passenger movements (Pax)



- Total MAHB network of airports registered 4.4% growth
- There has been an increase in domestic passenger movements by 8.2% for MAHB airports excluding ISG. Furthermore, there has also been an increase in direct international services to MASB airports which has reduced some movements through KLIA
- Positive developments in Turkey continued, with an 3.4% increase total passenger for 1H19, contributed by international passenger traffic growth of 20.8%

	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %
International	**11.2**	**11.1**	**0.7**	**10.7**	**10.5**	**1.4**	**21.9**	**21.6**	**1.1**	**4.1**	**3.9**	**4.4**	**26.0**	**25.6**	**1.6**	**6.3**	**5.3**	**20.8**	**32.3**	**30.8**	**4.8**
ASEAN	4.3	4.4	(0.9)	6.2	5.9	4.8	10.5	10.3	2.4	2.4	2.3	4.9	13.0	12.6	2.8						
Non-ASEAN	6.9	6.7	1.8	4.5	4.6	(3.0)	11.3	11.4	(0.1)	1.7	1.6	3.8	13.0	13.0	0.4						
Domestic	**2.7**	**2.7**	**2.1**	**5.8**	**5.4**	**6.2**	**8.5**	**8.1**	**4.9**	**16.6**	**15.1**	**10.0**	**25.1**	**23.2**	**8.2**	**10.4**	**10.9**	**(5.0)**	**35.5**	**34.2**	**4.0**
Total	13.9	13.8	1.0	16.5	16.0	3.0	30.4	29.7	2.1	20.8	19.1	8.8	51.1	48.8	4.7	16.7	16.2	3.4	67.9	65.0	4.4

New destinations for home-based carriers in 1H19

Malaysia Airlines

KUL-Kochi

AirAsia/AirAsiaX

KUL-Taipei-Osaka
KUL-Fukuoka
KUL-Can Tho
KUL-Quanzhou
KUL-Lanzhou
BKI-Bintulu
BKI-Sibu
BKI-Bandar Seri Begawan

Malindo Air

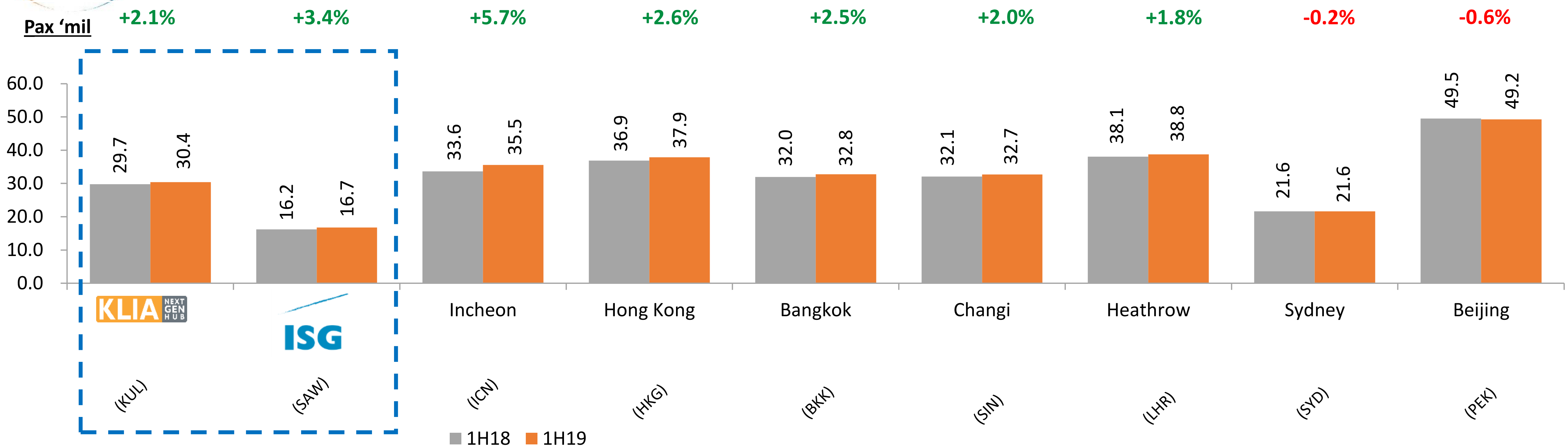
KUL-Denpasar-Adelaide
KUL-Hokkaido
KUL-Zhengzhou
KUL-Chengdu
LGK-Phuket
MKZ-Kota Bharu
MKZ-Langkawi

Pegasus

SAW-Riyadh
SAW-Basra
SAW-Eindhoven

*MASB Airports refers to the 38 Malaysian airports other than KLIA/KUL operated by Malaysia Airports Sdn Bhd

Airport Peers Passenger Movements



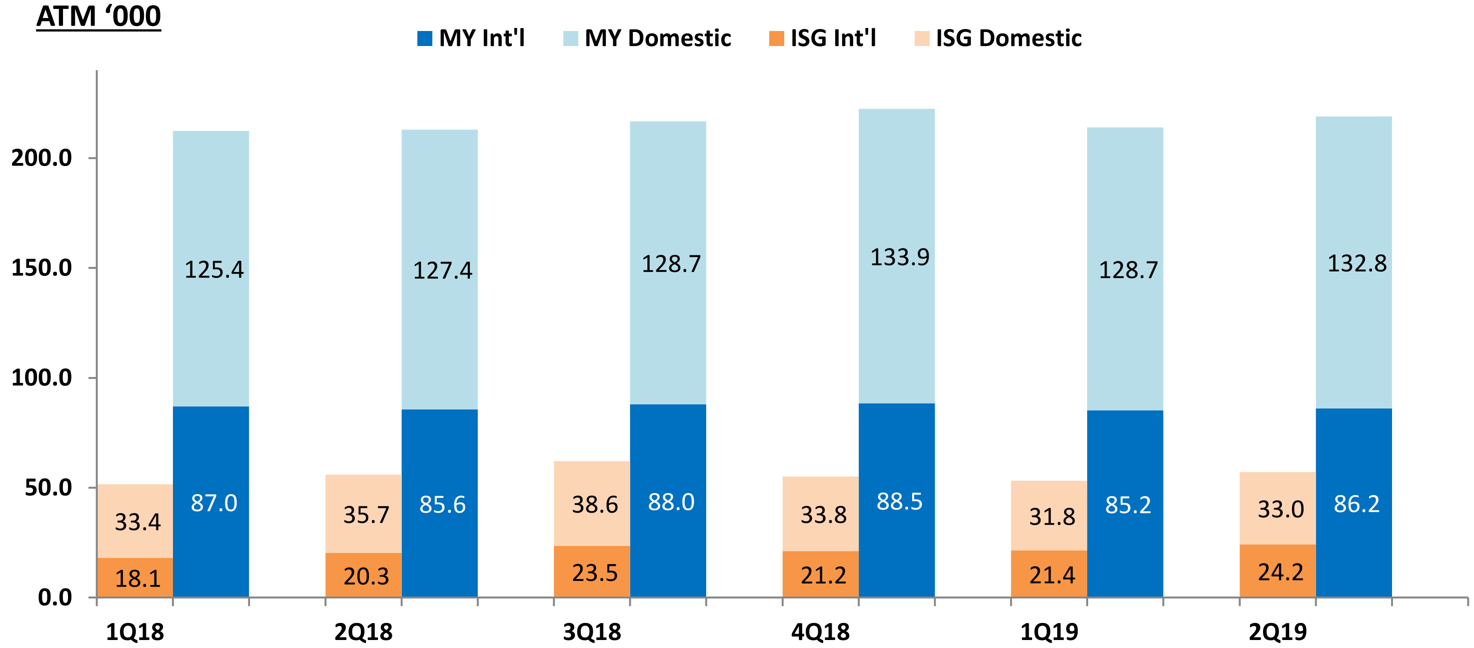
Source: Various airport websites, IATA

Global Drivers

- Industry-wide revenue passenger kilometres (RPKs) grew by an even 5.0% over the 12 months to June, up slightly from the 4.7% pace observed last month.
- Industry-wide load factors continued to rise to new highs as capacity growth remained moderate. The load factor of 84.4% was the highest recorded level for a June month.
- All regions contributed positively to the 1H19 growth rate, most notably Asia Pacific and Europe. Having said that, the much reduced contribution from the Asia Pacific region in 1H19 compared with 1H18 is striking.

Source: IATA: Air Passenger Market Analysis *(8 August 2019)*

Aircraft Movements (ATM)



Snapshot of new services from foreign based carriers in 1H19

Airline	Routing	Frequency	Effective
New Services			
Citilink Indonesia	Surabaya-KUL	4x weekly	30/1
Thai Airasia	Chiang Rai-KUL	4x weekly	31/1
Citilink Indonesia	Jakarta-KUL	4x weekly	26/2
Air Busan	Daegu-BKI	4x weekly	15/5
Air Busan	Busan-BKI	Daily	22/5
Batik Air	Jakarta-PEN	Daily	29/5
Kuwait Airways	Kuwait-SAW	Daily	01/6
New Airline			
Ariana Afghan Airlines	Kabul-SAW	2x weekly	09/4
Jazeera Airways	Kuwait-SAW	3x weekly	15/6
Royal Air Maroc	Casablanca-SAW	Daily	25/6

	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %	1H19	1H18	Var %
International	72.4	75.0	▼(3.5)	63.2	61.6	▲ 2.6	135.5	136.6	▼(0.8)	35.8	35.9	▼(0.2)	171.4	172.5	▼(0.6)	45.5	38.5	▲ 18.4	216.9	211.0	▲ 2.8
Domestic	26.0	24.9	▲ 4.4	37.9	35.6	▲ 6.6	63.9	60.4	▲ 5.7	197.5	191.7	▲ 3.1	261.4	252.1	▲ 3.7	64.8	69.1	▼(6.2)	326.2	321.2	▲ 1.6
Total	98.3	99.9	▼(1.5)	101.1	97.1	▲ 4.1	199.4	197.0	▲ 1.2	233.4	227.6	▲ 2.5	432.8	424.6	▲ 1.9	110.3	107.5	▲ 2.6	543.1	532.1	▲ 2.1

*MASB Airports refers to the 38 Malaysian airports other than KLIA/KUL operated by Malaysia Airports Sdn Bhd

Notes

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