

FINANCIAL RESULTS FOR THE QUARTER ENDED 31 MARCH 2020

22nd May 2020



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The financial results should be read in conjunction with the audited Financial Statements for the year ended 31 December 2019 and the Interim Financial Statements for the quarter ended 31 March 2020.





1Q20 Summary

PAX



Malaysia Airports

- Passenger movements declined by 27.6% for 1Q20
- Flights suspension from early February, travel restrictions from 18 March

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- Passenger movement contracted by 12.5% for 1Q20
- Flights suspension from end of February, airport closure from 28 March

1Q20 RESULTS



- Group revenue stood at RM933.8 mil, impacted by passenger contraction (MY RM682.2 mil and ISG- RM251.7 mil)
- Group EBITDA at RM304.2 mil, 46.2% lower than 1Q19, due to lower revenue & doubtful debts provision, cushioned by containment of costs (MY RM125.6mil and ISG RM178.6mil)
- Strong balance sheet with a healthy cash position of RM2.8 bil, operating cashflow surplus RM99 mil in 1Q20

PLANNED INITIATIVES

- Operational expenses containment target of 20% savings compared to 2019 Opex
- Cash conservation- prioritisation of capital development & maintenance expenditure
- Cash recovery initiatives government receivables recovery, MARCs, tax incentives
- Addressing liquidity risk secure financing facilities, staggered creditors payment
- Divestment strategy opportunistic basis for non-strategic stakes

SAFETY IS OUR PRIORY



- Limited entry points, with only passengers allowed in terminal
- Regular sanitisation of key check points
- Face masks to be worn inside terminal with social distancing measures at all areas

CAPITAL STRUCTURE

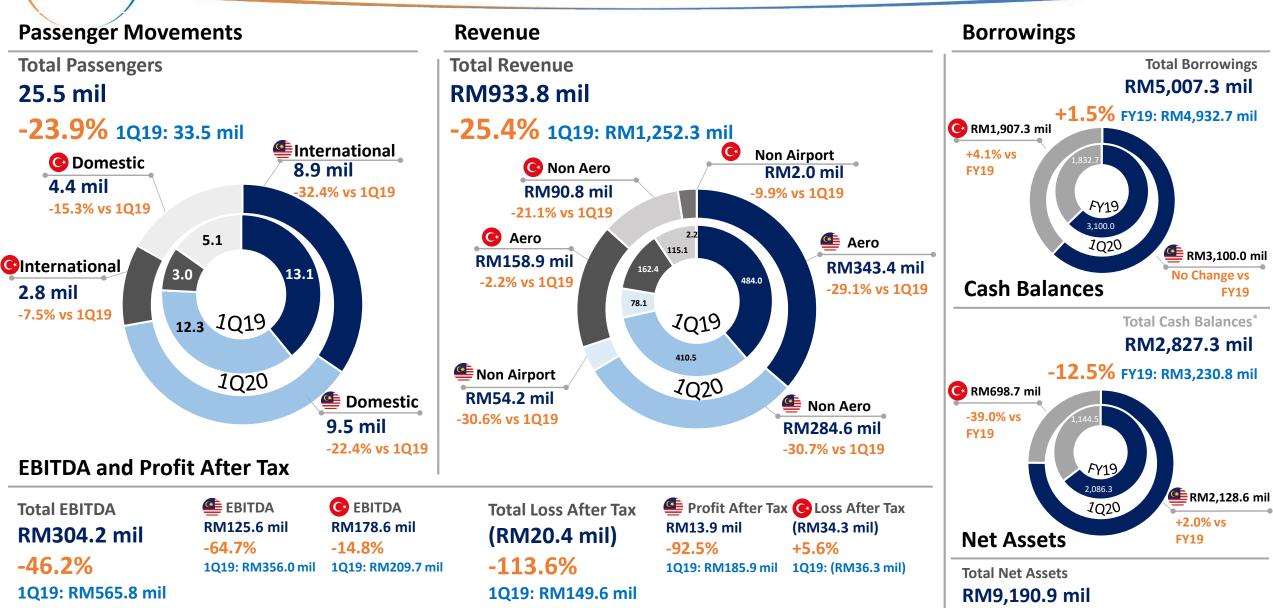
- Cash reserve and financing readily available to pay down maturing debt of RM1 bil due in August
- Malaysia cash position RM2.1 bil
- No equity fund raising

- Upcoming debt repayment of EUR20 mil in June and EUR25 mil in December to be paid
- ISG cash position EUR147.4 mil



1Q20 Results Summary: Revenue and passenger contraction in line

Maintaining strong balance sheet position to weather challenging operating environment



-1.4% FY19: RM9,325.4 mil



1Q20 Group Results: EBITDA of RM304.2mil supported by lower variable costs

Loss after tax of RM20.4mil also cushioned by lower depreciation & amortisation

Group Results RM'Mil	1Q20	1Q19	Variance %
Passengers ('mil)	25.5	33.5	a (23.9%)
Aircraft ('000)	236.3	267.9	(11.8%)
Revenue	933.8	1,252.3	b (25.4%)
Other Income	85.4	69.7	22.5%
Direct Costs	(137.4)	(199.8)	31.2%
Operating Costs	(478.4)	(421.1)	e (13.6%)
User Fee & PSC Share	(99.2)	(135.3)	26.7%
EBITDA	304.2	565.8	(46.2%)
Depreciation & Amortisation	(167.7)	(241.3)	f (30.5%)
Finance Costs	(175.8)	(166.9)	(5.4%)
Share of Assoc. & JV Profit	3.7	7.0	(47.3%)
Profit/(Loss) before Tax & Zakat	(35.5)	164.6	(121.6%)
Taxation & Zakat	15.2	(15.0)	g (200.8%)
Profit/(Loss) after Tax & Zakat	(20.4)	149.6	(113.6%)
Excluding PPA Adj			
EBITDA	301.8	563.1	(46.4%)
Profit before Tax & Zakat	15.7	221.7	(92.9%)
Profit after Tax & Zakat	18.2	195.3	(90.7%)
EBITDA Margin	32.3%	45.0%	(12.6ppt)
PAT Margin	1.9%	15.6%	(13.6ppt)

Malaysia: $\sqrt{27.6\%}$ to 18.4 mil pax for 1Q20 (Intl' $\sqrt{32.4\%}$; Dom $\sqrt{22.4\%}$) Turkey: $\sqrt{12.5\%}$ to 7.1 mil pax for 1Q20 (Intl' $\sqrt{7.5\%}$; Dom $\sqrt{15.3\%}$)

Pax (mil)	1Q20	1Q19	Variance		
Intl'	11.6	16.1	4.5 (28%)		
Dom	13.9	17.4	3.5 (20%)		
Total	25.5	33.5	8.0 (24%)		

Revenue decreased by RM318.5mil (25%) in tandem with lower pax:

Revenue (RM mil)	1Q20	1Q19	Variance
Aero	502.3	646.4	144.2 (22%)
Retail	125.1	211.6	86.5 (41%)
Commercial	261.9	314.0	52.1 (17%)
Non-Airports	56.1	80.2	24.1 (30%)

- Increase in other income due to GHIAL dividend (RM6.2 mil) & unrealised gain arising from forex movement on GHIAL investment (RM16.7 mil)
- d Lower direct material costs largely arising from contraction of retail sales by Eraman
- e Higher by RM57.3 mil (13.6%) due to:
 - Higher provision for doubtful debt of RM88.9 mil mainly due from airlines but cushioned by:-
 - Lower employee benefits expenses by RM13.5 mil (6.4%)
 - Lower utilities & maintenance by RM1.9 mil (1.8%) and RM1.2 mil (1.5%) respectively
- Lower depreciation & amortization in tandem with the contraction of passenger traffic amidst COVID-19 pandemic.
 - Deferred tax credit position arising from current year loss largely due to the lost incurred by MA(Sepang) impacted by the RM90.8 mil provision doubtful debt

^{*}PPA Adj relates to the Purchase Price Allocation (PPA) non-cash adjustments in respect of the MFRS3: Business Combinations fair valuation on ISG&LGM



1Q20 Realisation of cost containment is at initial stage for month of March

20% reduction targeted compared to FY19 Opex

Group Costs RM 'mil	1Q20	1Q19	Variance %
Direct Costs	137.4	199.8	(31.2%)
Direct Material	71.0	116.9	(39.3%)
Direct Labour	36.2	40.3	(10.2%)
Direct Overheads	30.3	42.6	(29.0%)
Operating costs (Opex)	478.4	421.1	13.6%
Staff Costs	159.9	170.9	(6.4%)
Utilities and Comm	101.9	103.8	(1.8%)
Maintenance	80.0	81.2	(1.5%)
Net Allowance of PDD	88.9	24.5	263.3%
Others	48.4	41.5	16.7%
User Fee & PSC Share	99.2	135.3	(26.7%)
User Fee	78.2	112.3	(30.3%)
PSC Share	21.0	23.1	(8.8%)
Total Costs	715.0	756.3	a (5.5%)

- a Total cost contracted by 5.5% or RM41.3 mil. This contraction is driven by:
 - Lower User Fee (Malaysia) & PSC Share (ISG) in line with the contraction of passenger movement in both Malaysia & ISG Operations
 - Lower direct material (cost of inventories sold) due to the contraction of retail (Eraman) business
 - Reduction of staff costs, utilities & maintenance pursuant to the Group cost containment initiatives which has shown impact in the month of March

However the reduction above is offset against the increase in provision doubtful debt.

Also contributing to the higher Opex is the increase in other expenditure which includes a provision for marketing expenditure for the Joint International Tourism Development Program and leasing of office IT equipment.

Malaysia Airports expects further cost containment moving forward with a target of around 20% reduction compared to FY19 Opex.



1Q20 Group Results: Both operations effected by Covid-19 pandemic

Entity results nonetheless are profitable for both Malaysia and Turkey (excl. PPA Adjustments)

Group Results	<u>•</u>	<u>•</u>	Variance	<u>G</u>	<u>C</u>	Variance
RM 'mil	1Q20	1Q19	(27.6%)	1Q20	1Q19	% (42 F0()
Passengers ('mil)	18.4	25.4	(27.6%)	7.1	8.1	(12.5%)
Aircraft ('000)	189.2	214.3	(11.9%)	47.1	53.1	(11.4%)
Revenue	682.2	972.6	(29.9%)	251.7	279.7	(10.0%)
Other Income	82.1	64.1	28.0%	3.4	5.6	(39.8%)
Direct Costs	(137.4)	(199.8)	31.2%	-	-	-
Operating Costs	(422.9)	(368.6)	(14.7%)	(55.4)	(52.5)	(5.5%)
User Fee & PSC Share	(78.2)	(112.3)	30.3%	(21.0)	(23.1)	8.8%
EBITDA	125.6	356.0	(64.7%)	178.6	209.7	(14.8%)
Depreciation & Amortisation	(81.1)	(106.3)	(23.7%)	(86.5)	(135.0)	35.9%
Finance Costs	(44.5)	(40.4)	(10.0%)	(131.4)	(126.4)	(3.9%)
Share of Assoc. & JV Profit	3.7	7.0	(47.3%)	-	-	_
Profit/(Loss) before Tax & Zakat	3.8	216.3	(98.3%)	(39.3)	(51.7)	24.0%
Taxation & Zakat	10.1	(30.5)	133.2%	5.1	15.4	(67.2%)
Profit/(Loss) after Tax & Zakat	13.9	185.9	(92.5%)	(34.3)	(36.3)	5.6%
Excluding PPA Adj*						
EBITDA	125.6	356.0	(64.7%)	176.2	207.0	(-14.9%)
Profit before Tax & Zakat	3.8	216.3	(98.3%)	11.9	5.4	120.4%
Profit after Tax & Zakat	13.9	185.9	(92.5%)	4.3	9.4	(54.3%)
EBITDA Margin	18.4%	36.6%	(18.2ppt)	70.0%	82.2%	(12.2ppt)
Profit after Tax & Zakat Margin	2.0%	19.1%	(17.1ppt)	1.7%	3.7%	(2.0ppt)

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

TY represents consolidated results from ISG & LGM in Turkey

^{*}PPA Adj relates to the Purchase Price Allocation (PPA) non-cash adjustments in respect of the MFRS3: Business Combinations fair valuation on ISG&LGM



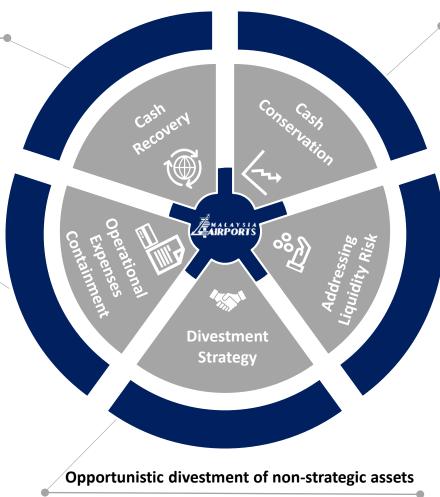
Plan Established & Executed to Strengthen our Financial Position

Recoupment of receivables through proactive engagement with government

- Recovery of SIC's remaining RM310 mil (RM121 mil collected in Feb 2020)
- MARCS: RM65 mil (FY19) & RM18 mil (FY18)
- Recovery of remaining RM5 mil GST refund
- Investment Tax Allowance Refund outstanding (collected: RM16 mil)
- Relaxation of OA terms on MARCS for FY20

20% potential savings from operational cost efficiencies over FY19 Opex

- Consolidation & closure of underutilized areas, reduced airport operating hours
- Revise maintenance schedules relating to passenger movement
- Rebalancing fixed & floating loan to capitalise low rate environment
- Deferral & cancellations of advertising and promotional events
- Contain staff cost including freeze new hiring, eliminate over time cost, implement effective work scheduling, & minimize travelling



 Valuation of between RM440 mil to RM520 mil based on divestment strategy

Deferment of capital expenditure up to RM1.5 billion

- Deferment of all development capex
- Prioritisation of only key critical maintenance capex (incl. replacement of Aerotrain and Baggage Systems)
- ~RM300 mil budgeted capex to be incurred in FY20

Securing contingency line up to RM1.7 billion, payment deferrall from key partners requested

- Securing short term financing facility of up to RM1.7 bil with 5 banks, to drawdown if required & readily available to refinance MAHB's RM1.0 bil debt
- Strong credit rating AAA Stable outlook RAM Rating, April 2020; A3 Moody's March 2020
- Ability to access to capital market, RM1.5 billion unutilised Sukuk
- Proposed deferment of payment with key suppliers of up to 6 months
- Request for the deferral of 2021 Utilisation
 Fee payment of EUR 114.8 million with SSB due in January 2021



Near Term Outlook: Domestic key driver for first steps of recovery

Airlines looking at gradually reinstating international services from end 2Q20 / early 3Q20





- Domestic flights currently to Sabah & Sarawak during MCO
- Domestic frequencies expected to gradually pick up post MCO
- International services suspended until June, with AirAsia to gradually resume flights first followed by AirAsia X





- Currently operating several domestic routes out of KUL and SZB
- Plan to resume operating key international services from KUL from July 2020
- Progressively increasing frequencies from end 3Q20

22%*



Malindo Air

- Already commenced select domestic operations from KUL and SZB
- Plan to resume select international services from KUL from 3Q20

9%*



Foreign Carriers

- Targeting 30 airlines to progressively increase capacity from 2H20
- Chinese, North East Asian and key South East Asian airlines along with Middle Eastern (ME3) carriers constitute majority of the 30 airlines expected to return to service in 2H20







Pegasus & Anadolu Jet / Turkish Airlines

- Pegasus, Anadolu Jet and Turkish Airlines will recommence domestic flights from 4 June
- International flights from SAW will resume from 15 June

18%* 90%**

^{51%*}

^{* 2019 %} traffic carried in Malaysia Operations

^{** 2019 %} traffic carried in Istanbul Sabiha Gökçen International Airport (SAW)



Safety First Approach: Caring for the Airport Community and Travelers

Measures taken by MAHB to curb spreading of Covid-19 at our airports











Introduce social distancing measures





Sanitizing passenger checkpoints



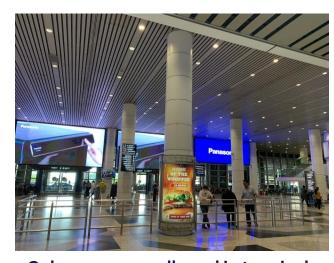
Compulsory usage of face masks



Sanitizing trolleys and escalators



Briefing by Ministry of Health to the Airport Community



Only passengers allowed in terminal

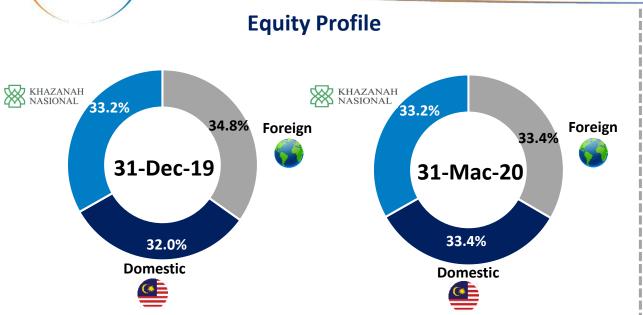


Limited entry points



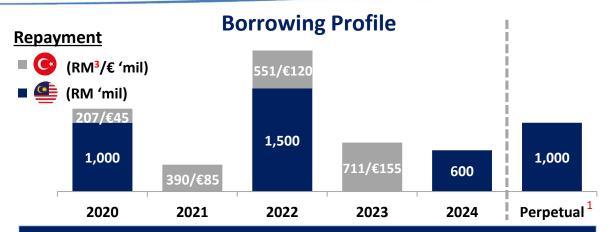
Equity & Borrowing Profile: Credit rating recently reaffirmed

Sufficient liquidity available to meet funding needs with no equity raising required



Financial Year	Dividend Reinvestment Plan Subscription Rate		Reinvestment Plan		Total	Amount F (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%
2013	88.4%	87.6%	6.00	5.78	11.78	73.95	78.87	152.82	50%
2014	53.4%	74.1%	2.00	3.60	5.60	27.48	59.47	86.95	61%
2015	N/A	N/A	4.00	4.50	8.50	66.37	74.66	141.03	58%
2016	N/A	N/A	4.00	6.00	10.00	66.37	99.55	165.92	56%
2017	N/A	N/A	5.00	8.00	13.00	82.96	132.74	215.69	55%
2018	N/A	N/A	5.00	9.00	14.00	82.96	149.33	232.29	52%
2019	N/A	N/A	5.00	10.00	15.00	82.96	165.92^	248.88	52%

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



	Borrowings 1Q20	FY19
Net debt (RM 'mil) ²	2,180.0	1,701.9
Weighted average cost	4.09%	4.11%
Gross gearing ratio (times) 4	0.54>	0.53x
Net gearing ratio (times) 4	0.24>	0.18x

Available Facilities	
Senior Sukuk Programme (RM 'mil)	1,500
Revolving Credit Facility (RM 'mil)	1,700

Credit Rating / Outlook	
RAM Reaffirmed on 22 April 2020	AAA / Stable
Moody's Reaffirmed on 25 March 2020	A3 / Negative

¹Non-call 10 year Perpetual Sukuk, fixed initial periodic distribution rate of 5.75% recognised in equity

[^]Final dividend for FY2019 was paid on 21 May 2020

²Net Debt = Borrowings – Cash and Funds

³Recalculated at actual rate of repayment and RM 4.59/EUR for future payments

⁴Gross and net gearing ratio including contingent liability is 0.61x (FY2019: 0.60x) and 0.30x (FY2019: 0.25x) respectively





Group 1Q20 Results (vs 1Q19)

		1Q20			1Q19			C*	ANALAY SI A	
(RM 'mil)		C*	Airports		C*	Airports	Variance %	Variance %	Variance %	
Revenue	682.2	251.7	933.8	972.6	279.7	1,252.3	(29.9)	(10.0)	(25.4)	
Other Income	82.1	3.4	85.4	64.1	5.6	69.7	28.0	(39.8)	22.5	
Direct Cost	(137.4)	-	(137.4)	(199.8)	-	(199.8)	31.2		31.2	
Operating Cost	(422.9)	(55.4)	(478.4)	(368.6)	(52.5)	(421.1)	(14.7)	(5.5)	(13.6)	
User Fee & PSC Share	(78.2)	(21.0)	(99.2)	(112.3)	(23.1)	(135.3)	30.3	8.8	26.7	
EBITDA	125.6	178.6	304.2	356.0	209.7	565.8	(64.7)	(14.8)	(46.2)	
Depreciation & Amortisation	(81.1)	(86.5)	(167.7)	(106.3)	(135.0)	(241.3)	23.7	35.9	30.5	
Finance Costs	(44.5)	(131.4)	(175.8)	(40.4)	(126.4)	(166.9)	(10.0)	(3.9)	(5.4)	
Share of Assoc. & JV Profit	3.7	-	3.7	7.0	-	7.0	(47.3)		(47.3)	
Profit before Tax & Zakat	3.8	(39.3)	(35.5)	216.3	(51.7)	164.6	(98.3)	24.0	(121.6)	
Taxation & Zakat	10.1	5.1	15.2	(30.5)	15.4	(15.0)	133.2	(67.2)	200.8	
Profit after Tax & Zakat	13.9	(34.3)	(20.4)	185.9	(36.3)	149.6	(92.5)	5.6	(113.6)	
EBITDA Margin (%)	18.4%	71.0%	32.6%	36.6%	75.0%	45.2%	(18.2)pp	t (4.0)pp	(12.6)ppt	
PAT Margin (%)	2.0%	(13.6%)	(2.2%)	19.1%	(13.0%)	11.9%	(17.1)pp	t (0.6)pp	(14.1)ppt	

Exchange rate used in profit and loss for 1Q20: RM4.63/EUR Exchange rate used in profit and loss for 1Q19: RM4.64/EUR



Group 1Q20 Results (vs 1Q19)

		1Q20			1Q19		<u>(* </u>	C*	Airports
(RM 'mil)		C	Airporis		C	Airports	Variance %	Variance %	Variance %
Revenue	682.2	251.7	933.8	972.6	279.7	1,252.3	(29.9)	(10.0)	(25.4)

Group revenue: RM933.8mil (-25.4%)

- **★ Airport operations: RM877.7mil (-25.1%)**
 - Aeronautical: RM502.3mil (-22.3%) mainly due to lower overall passenger movements in Malaysia and Turkey following the outbreak of Covid-19 and the subsequent travel restrictions
 - Non-Aeronautical: RM375.4mil (-28.6%) due to lower retail in Eraman and commercial revenue in both in Malaysia and Turkey
- ★ Non-airport operations: RM56.1mil (-30.1%)
 - Project and repair maintenance: RM29.8mil (-38.4%)
 - Hotel: RM19.7mil (-21.6%)
 - Agriculture & horticulture: RM6.6mil (+2.8%)



Group 1Q20 Results (vs 1Q19)

	1Q20		1Q19				C*	AIRPORTS		
(RM 'mil)		C*	MALAYSIA		C*	AIRPORTS	Variance %	Variance %	Variance %	
EBITDA	125.6	178.6	304.2	356.0	209.7	565.8	(64.6)	(14.8)	(46.2)	
Profit after Tax & Zakat	13.9	(34.3)	(20.4)	185.9	(36.3)	149.6	(92.5)	5.6	(113.8)	

Group EBITDA: RM304.2mil (-46.2%)

- ★ Malaysia operations: The lower EBITDA was in line with lower revenue and higher provision for doubtful debts, cushioned by containment of costs.
- ★ Turkey operations: EBITDA fell by 14.8% as a result of lower traffic volume

Group Loss after Tax & Zakat: RM20.4mil (-113.8%)

- ★ Malaysia operations: Lower PAT of RM13.9mil (-92.5%) was largely attributed to lower EBITDA, mitigated by lower depreciation and amortisation costs and tax credit position for the current quarter
- Turkey operations: Recorded a marginally lower LAT of RM34.3mil (1Q19: LAT of RM36.3mil), after taking into account a loss of RM51.2mil (1Q19: RM57.1mil) primarily owing to the amortization of fair value of the concession rights



Group 1Q20 Results (vs 4Q19)

		1Q20			4Q19		Variance %		C*	AIRPORTS		
(RM 'mil)		C	Airports		C*	Airports			ance %	Variance %		
Revenue	682.2	251.7	933.8	1,025.5	318.9	1,344.4		(33.5)	(21.1)		(30.5)	
Other Income	82.1	3.4	85.4	62.2	5.5	67.8		31.9	(39.0)		26.1	
Direct Cost	(137.4)	-	(137.4)	(216.3)	-	(216.3)		36.4	-		36.4	
Operating Cost	(422.9)	(55.4)	(478.4)	(489.1)	(80.1)	(569.3)		13.5	30.8		16.0	
User Fee & PSC Share	(78.2)	(21.0)	(99.2)	(124.7)	(27.0)	(151.6)		37.3	22.0		34.5	
EBITDA	125.6	178.6	304.2	257.7	217.4	475.1		(51.2)	(17.8)		(36.0)	
Depreciation & Amortisation	(81.1)	(86.5)	(167.7)	(109.0)	(132.5)	(241.4)		25.5	34.7		30.6	
Finance Costs	(44.5)	(131.4)	(175.8)	(76.4)	(125.2)	(201.6)		41.8	(4.9)		12.8	
Share of Assoc. & JV Profit	3.7	-	3.7	14.1	-	14.1		(73.8)	-		(73.8)	
Profit before Tax & Zakat	3.8	(39.3)	(35.5)	86.5	(40.3)	46.1		(95.7)	2.6		(177.0)	
Taxation & Zakat	10.1	5.1	15.2	(24.2)	7.5	(16.6)		141.8	(32.8)		191.1	
Profit after Tax & Zakat	13.9	(34.3)	(20.4)	62.3	(32.8)	29.5		(77.8)	(4.4)		(169.1)	
EBITDA Margin (%)	18.4%	71.0%	32.6%	25.1%	68.2%	35.3%		(6.7)ppt	2.8ppt		(2.8) ppt	
PAT Margin (%)	2.0%	(13.6%)	(2.2%)	6.1%	(10.3%)	2.2%		(4.0)ppt	(3.3)ppt		(4.4) ppt	

Exchange rate used in profit and loss for 1Q20: RM4.63/EUR Exchange rate used in profit and loss for 4Q19: RM4.62/EUR



Group 1Q20 Results (vs 4Q19)

		1Q20			4Q19			C*	AIRPORTS	
(RM 'mil)		C*	MALAYSIA		C*	MALAYSIA	Variance %	Variance %	Variance %	
Revenue	682.2	251.7	933.8	1,025.5	318.9	1,344.4	(33.5)	(21.1)	(30.5)	

Group revenue: RM933.8mil (-30.5%)

- **★** Airport operations: RM877.7mil (-31.6%)
 - Aeronautical: RM502.3mil (-32.1%) mainly due to lower overall passenger movements in Malaysia and Turkey following the outbreak of Covid-19 and the subsequent travel restrictions
 - Non-Aeronautical: RM375.4mil (-30.9%) due to lower retail in Eraman and rental revenue in both in Malaysia and Turkey
- **★ Non-airport operations: RM56.1mil (-8.3%)**
 - Project and repair maintenance: RM29.8mil (+2.8%)
 - Hotel: RM19.7mil (-23.2%)
 - Agriculture & horticulture: RM6.6mil (+2.2%)



Group 1Q20 Results (vs 4Q19)

(DBA locil)		1Q20			4Q19			C*	Alay si a	
(RM 'mil)		C*	Airports		C*	Airports	Variance %	Variance %	Variance %	
EBITDA	125.6	178.6	304.2	257.7	217.4	475.1	(51.2)	(17.8)	(36.0)	
Profit after Tax and Zakat	13.9	(34.3)	(20.4)	62.3	(32.8)	29.5	(77.8)	(4.4)	(169.1)	

Group EBITDA: RM304.2mil (-36.0%)

- ★ Malaysia operations: EBITDA contracted by 51.2% mainly due to lower revenue
- ★ Turkey operations: Lower EBITDA by 17.8% in tandem with lower revenue

Group Loss after Tax & Zakat: RM20.4mil (-169.1%)

- ★ Malaysia operations: Lower PAT largely attributable to the decrease in EBITDA, mitigated by lower finance, depreciation and amortisation costs and tax credit position for the current quarter
- Turkey operations: Recorded a marginally higher LAT of RM34.3mil (4Q19: LAT of RM32.8mil), after taking into account a loss of RM51.2mil (4Q19: RM54.2mil) primarily owing to the amortization of fair value of the concession rights



1Q20 EBITDA and PBT Reconciliation

			1Q20			1Q19		Variance (%)				
(RM	'mil)		C*	Airports		C*	Airports		C	Airports		
	EBITDA excluding Adjustments (Adj)	125.6	176.2	301.8	356.0	207.0	563.1	(64.7%)	(14.9%)	(46.4%)		
Adj*	+ Other Income - ISG PPA interest income	-	2.4	2.4	-	2.7	2.7					
	EBITDA including Adj	125.6	178.6	304.2	356.0	209.7	565.8	(64.7%)	(14.8%)	(46.2%)		
	- Depreciation and Amortisation	(81.1)	(40.4)	(121.5)	(106.3)	(82.9)	(189.2)					
Adj*	- Amortisation - ISG&LGM PPA concession rights fair value	-	(46.1)	(46.1)	-	(52.1)	(52.1)					
	- Finance Costs - interest on borrowing and misc.	(44.5)	(28.8)	(73.3)	(40.4)	(21.2)	(61.7)					
	- Finance Costs - ISG utilization fee expense	-	(95.0)	(95.0)	-	(97.5)	(97.5)					
Adj*	- Finance Costs - ISG&LGM PPA interest expense	-	(7.5)	(7.5)	-	(7.7)	(7.7)					
	+ Share of Assoc. & JV Profit	3.7	-	3.7	7.0	-	7.0					
	Profit before Tax & Zakat including Adj	3.8	(39.3)	(35.5)	216.3	(51.7)	164.6	(98.3%)	24.0%	(121.6%)		
	- Taxation and Zakat	10.1	5.1	15.2	(30.5)	15.4	(15.0)					
	Profit After Tax and Zakat including Adj	13.9	(34.3)	(20.4)	185.9	(36.3)	149.6	(92.5%)	5.6%	(113.6%)		
	Profit After Tax and Zakat including Adj	13.9	(34.3)	(20.4)	185.9	(36.3)	149.6	(92.5%)	5.6%	(113.6%)		

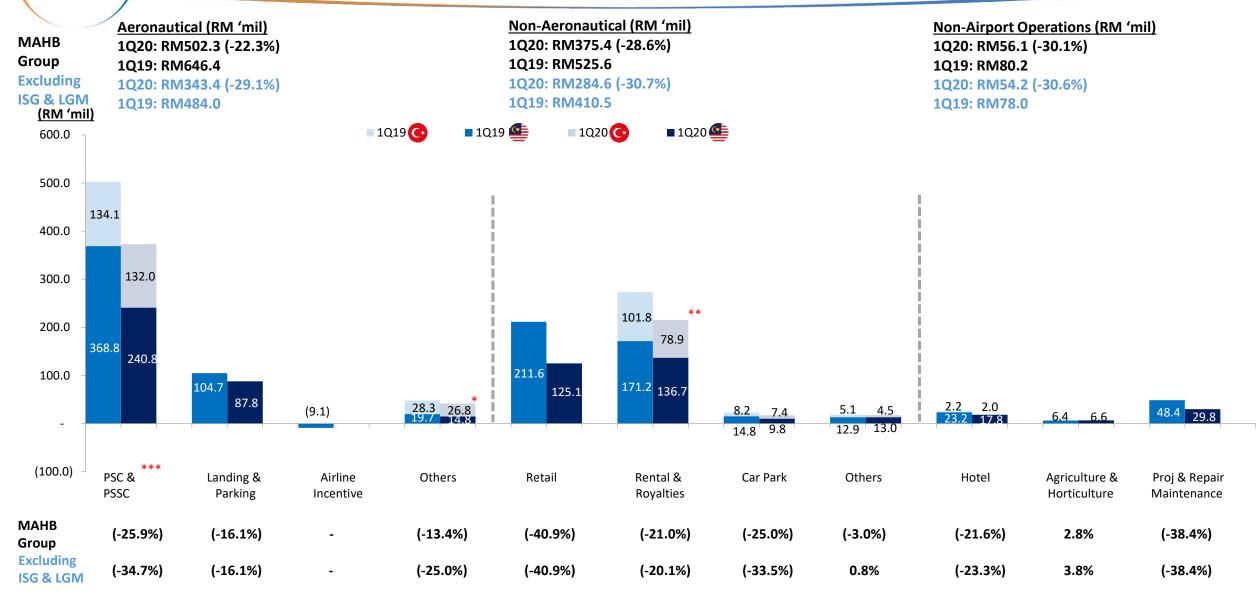
^{1.} Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM14.2mil (1Q19: RM14.2mil)

^{2.} Adj* relates to the Purchase Price Allocation (PPA) non-cash adjustments in respect of the MFRS3: Business Combinations fair valuation on ISG&LGM (Profit Before Tax related PPA Adjustments: 1Q20: RM51.2 mil; 1Q19: RM57.1 mil)

^{3.} Finance costs – ISG utilization fee expense relates to interest expense on utilization fee liability for the year. Actual utilization fee payments in 1Q20 amounted to RM517.6 mil / EUR115.0mil (FY19: RM526.8mil / EUR115.0mil)



Group Segmental Revenue



^{*}Included in Turkish operations' aeronautical revenue is ISG's jet fuel farm rental income of EUR1.7mil / RM8.1mil (1Q19: EUR1.7mil / RM8.0mil)

^{**}Included in Turkish operations' rental and royalties is revenue generated from ISG's duty free business with Setur of EUR11.6mil / RM53.7mil (1Q19: EUR13.5mil/ RM62.7mil)

^{***}Inclusive of MARCS PSC and MARCS ERL



Group Operating Cost

MAHB Group

Excluding 1Q20: RM137.4 (-31.2%)

Direct Cost (RM 'mil)

ISG & LGM 1Q19: RM199.8

(RM 'mil)

Operating Cost (RM 'mil) 1Q20: RM478.4 (+13.6%)

1Q19: RM421.1

1Q20: RM422.9 (+14.7%)

1Q19: RM368.6

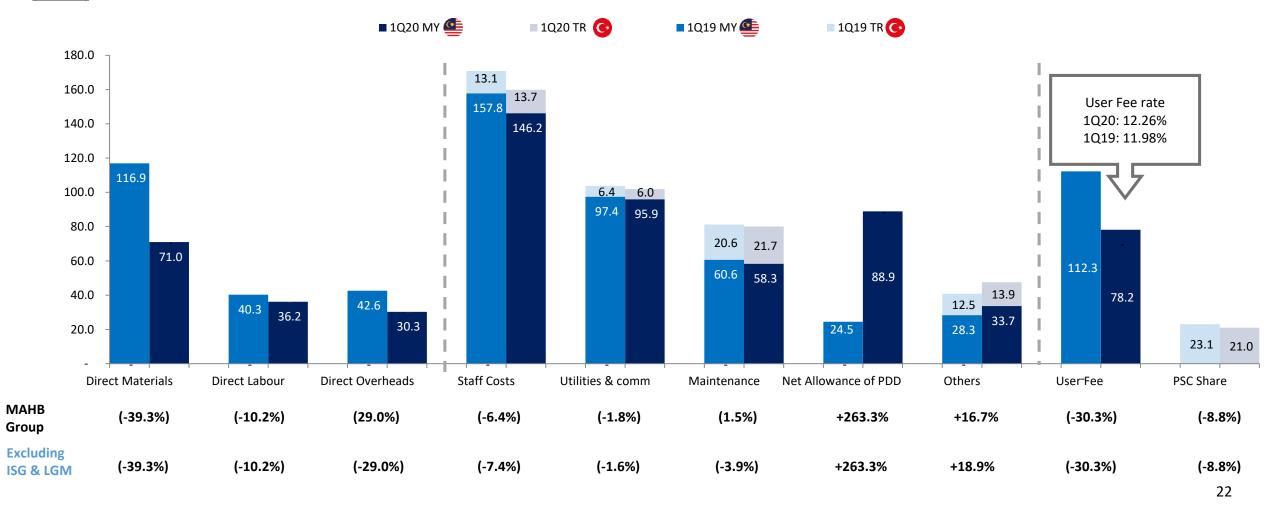
<u>User Fee & PSC Share (RM 'mil)</u>

1Q20: RM99.2 (-26.7%)

1Q19: RM135.3

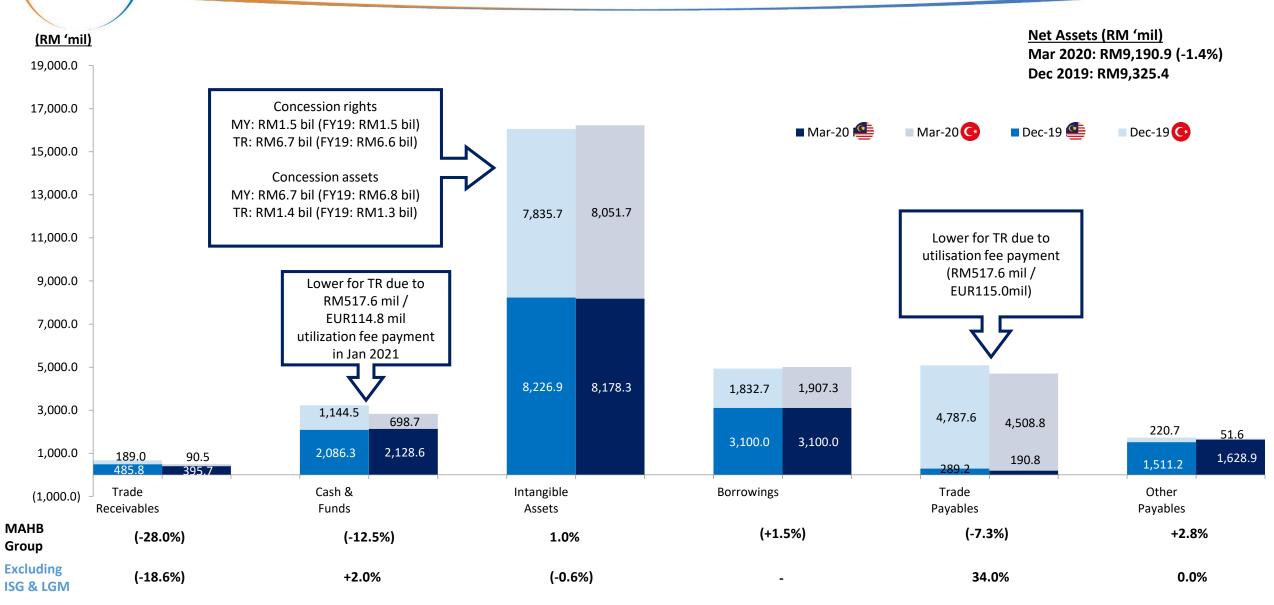
1Q20: RM78.2 (-30.3%)

1Q19: RM112.3





Group Balance Sheet

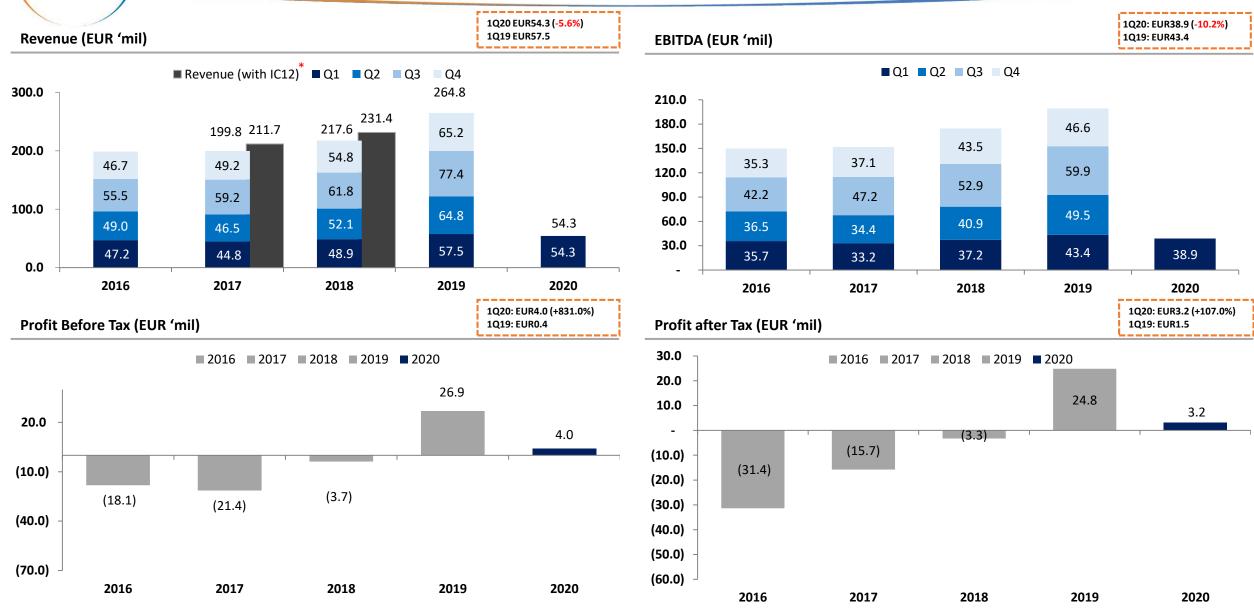


Exchange rate used in balance sheet for 1Q20: RM4.74/EUR Exchange rate used in balance sheet for FY19: RM4.59/EUR

Turkish Operations (ISG & LGM) Financial Performance



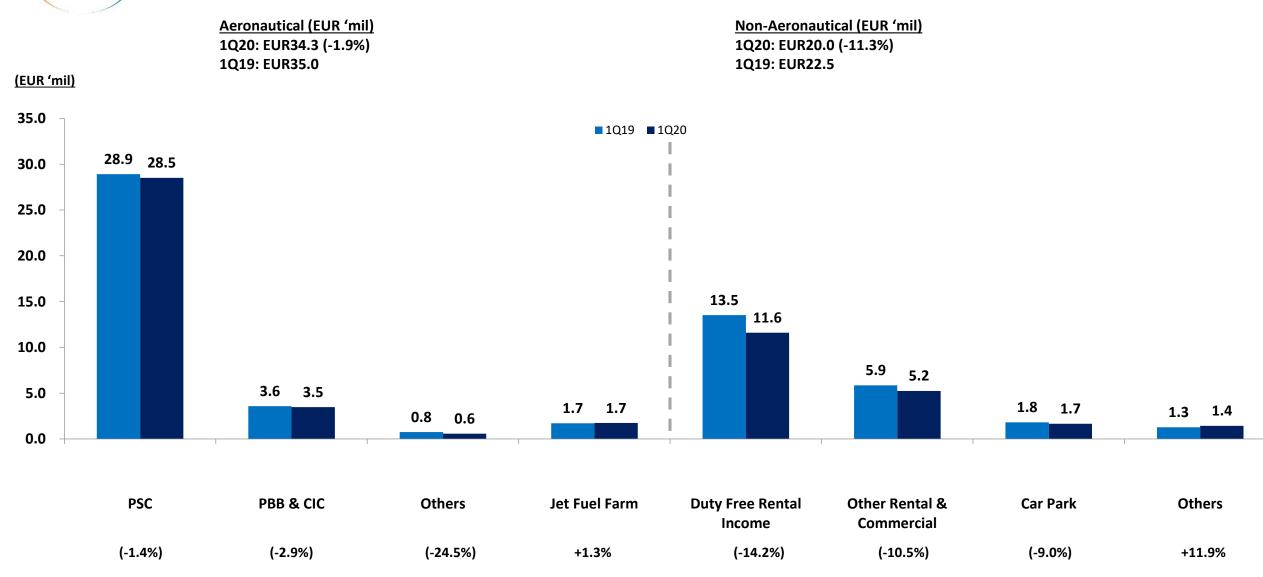
ISG Income Statement Summary



^{*}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 Gökçen International Airport expansion works

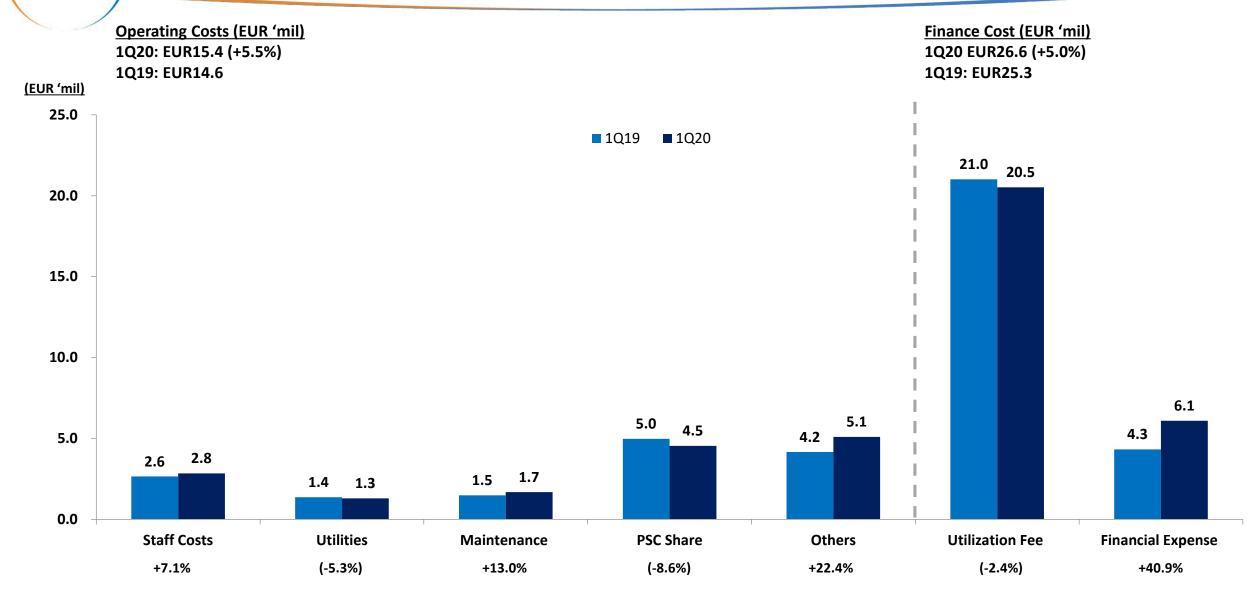


ISG Revenue



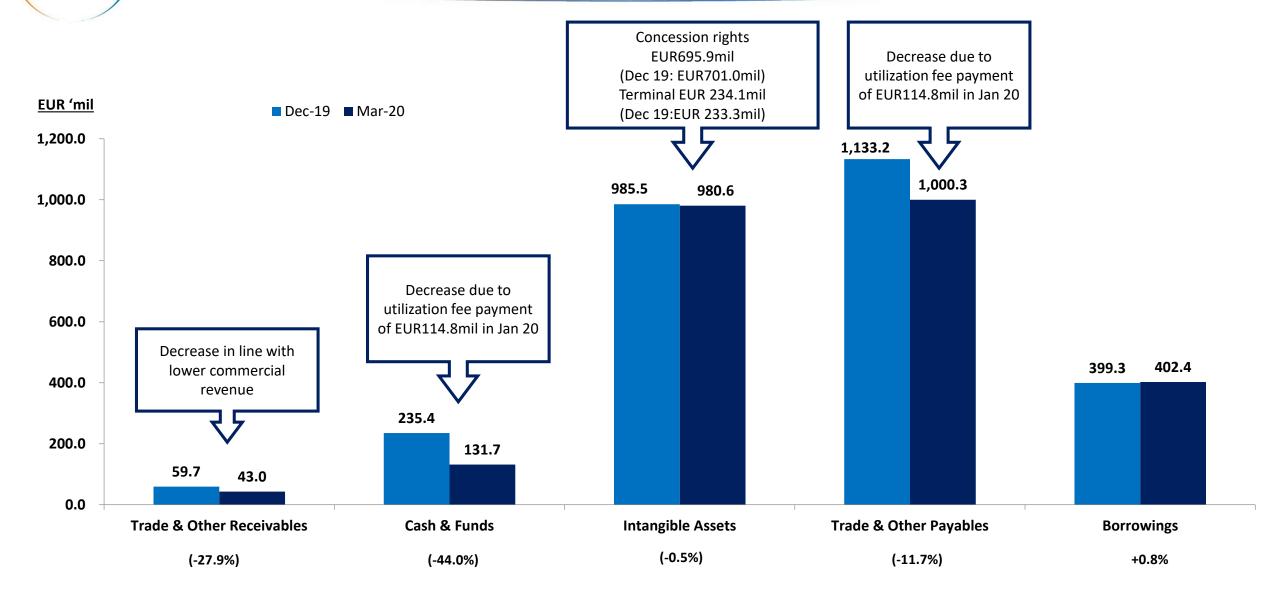


ISG Cost



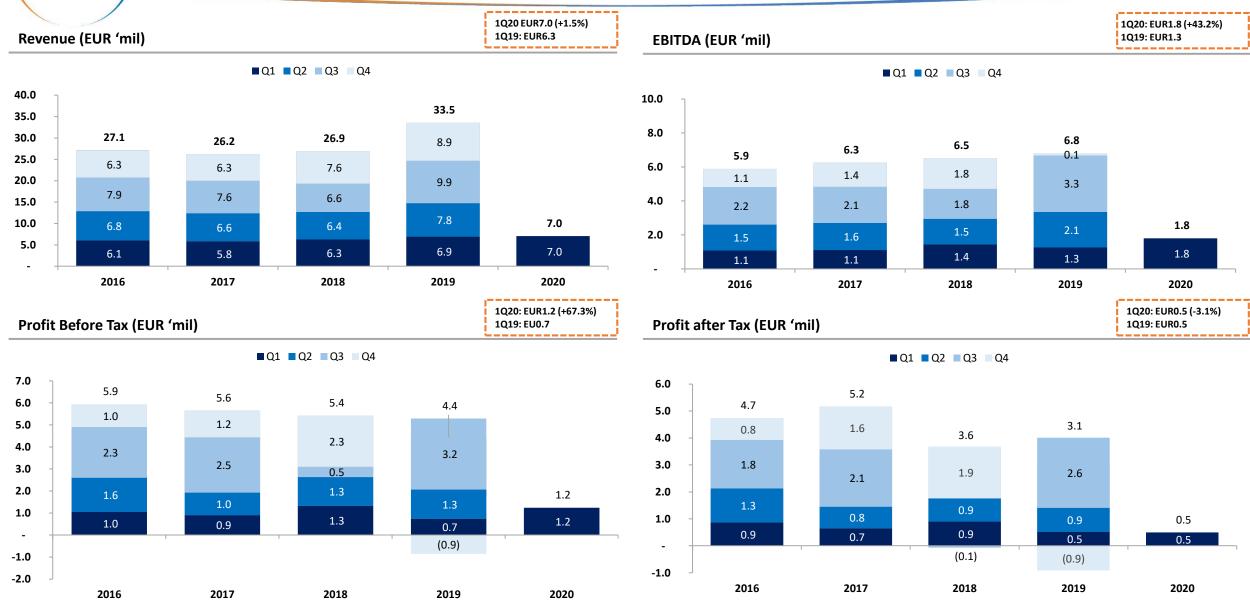


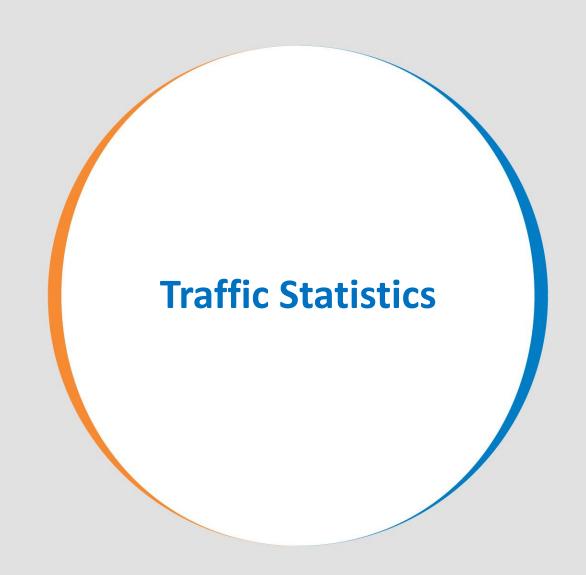
ISG Balance Sheet





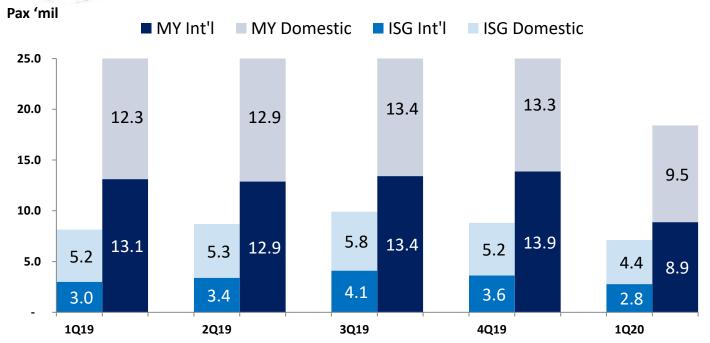
LGM Income Statement







Passenger movements



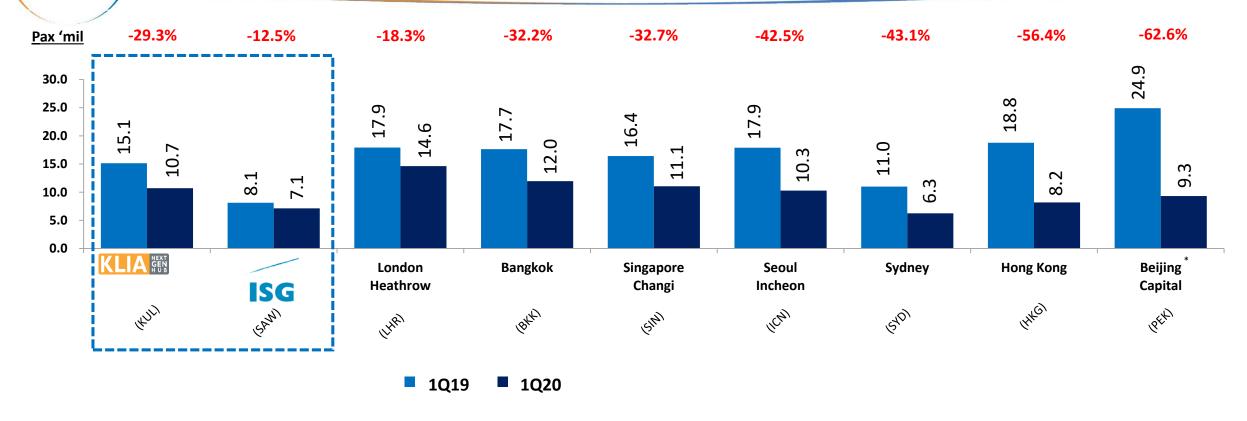
- ★ Total MAHB network of airports registered a decline of 23.9% for 1Q20 with 25.5 million passenger movements due to Covid-19, leading to flight suspensions and travel restrictions imposed since February. The enforcement of the Movement Control Order (MCO) from 18 March 2020 in Malaysia and closure of ISG effective 28 March 2020 compounded the weakness in traffic
- ★ However, there were small number of arrival Malaysian passengers from repatriation flights at KLIA and who further continued to travel domestically via KLIA
- ★ Moving forward, the traffic recovery would depend on the speed and extent at which Covid-19 spread is brought under control at the domestic level as well internationally

	KLIA Main			klia2			KLIA (KUL)			MASB Airports *			MY Airports			ISG (SAW)			MAHB Group		
	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %
International	4.0	5.7	(28.8)	3.6	5.4	(32.8)	7.6	11.0	(30.7)	1.2	2.1	(40.9)	8.9	13.1	(32.4)	2.8	3.0	(7.5)	11.6	16.1	(27.8)
ASEAN	1.5	2.1	(31.8)	2.1	3.1	(30.5)	3.6	5.2	(31.0)	0.8	1.2	(31.8)	4.4	6.4	(31.2)						
Non-ASEAN	2.6	3.5	(26.9)	1.4	2.3	(36.0)	4.0	5.8	(30.5)	0.4	0.9	(52.7)	4.4	6.7	(33.5)						
Domestic	1.1	1.3	(17.0)	2.0	2.8	(29.4)	3.1	4.1	(25.5)	6.5	8.2	(20.9)	9.5	12.3	(22.4)	4.4	5.2	(15.3)	13.9	17.4	(20.3)
Total	5.1	7.0	(26.5)	5.6	8.2	(31.7)	10.7	15.1	(29.3)	7.7	10.3	(25.0)	18.4	25.4	(27.6)	7.1	8.1	(12.5)	25.5	33.5	(23.9)

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



Comparison of airport peers

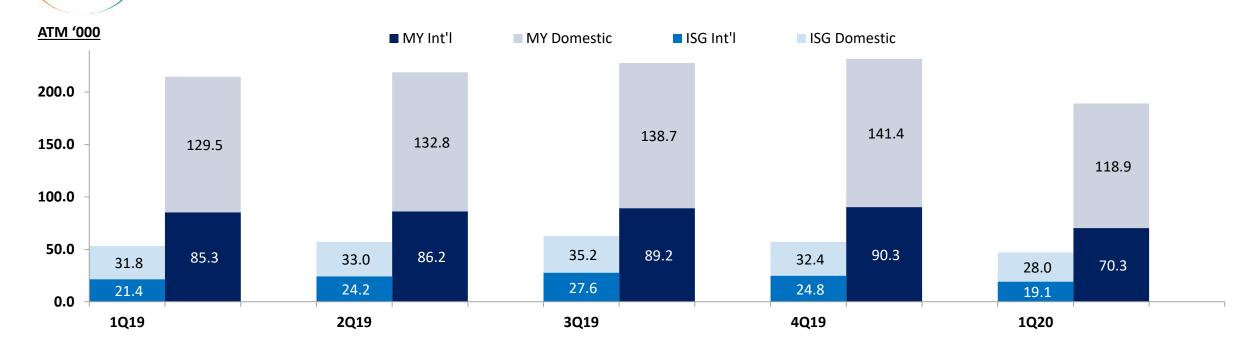




- Industry-wide revenue passenger kilometers (RPKs) fell by a massive 52.9% year-on-year in March, the largest decline in recent history
- March was marked by the rapid advance of Covid-19 across the world, with subsequent widespread lockdowns and travel restrictions. No market was untouched, although a tentative re-start emerged in the domestic China market



Aircraft movements



	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %	1Q20	1Q19	Var %
International	29.8	36.6	(18.6)	25.7	31.0	(17.0)	55.5	67.6	(17.9)	14.8	17.6	(16.0)	70.3	85.3	(17.5)	19.1	21.4	(10.5)	89.5	106.6	(16.1)
Domestic	11.6	13.0	(11.0)	15.3	18.2	(15.9)	26.9	31.2	(13.9)	92.0	98.3	(6.3)	118.9	129.5	(8.2)	28.0	31.8	(12.0)	146.9	161.2	(8.9)
Total	41.4	49.6	(16.6)	41.1	49.2	(16.6)	82.4	98.8	V (16.6)	106.8	115.9	(7.8)	189.2	214.7	V (11.9)	47.1	53.1	V (11.4)	236.3	267.9	V (11.8)



Notes



Notes

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