

FINANCIAL RESULTS FOR THE QUARTER ENDED 31 DECEMBER 2020

26 February 2021



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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 December 2020.





FY20 Executive summary

Managing unprecedented business conditions in 2020

PAX



FY20 RESULTS



ONGOING LIQUIDITY INITIATIVES



MY Operations

- Passenger movements contracted by 75.5% in 2020
- Prolonged pandemic and reintroduction of MCO continue to pose challenges with many uncertainties

TY Operations

- Passenger movements contracted by 52.1% in 2020
- ISG ranked 8th busiest airport in Europe in 2020, up from 12th in 2019
- Group revenue stood at RM1,866.3 mil (●RM1,316.6 mil and ●RM549.7 mil), impacted by contraction in passenger movements
- Group EBITDA at RM21.6 mil (●-RM316.4 mil and ○RM338.0 mil), 99.1% lower than FY19, in line with lower revenue but cushioned by containment of both fixed and variable costs
- Balance sheet remains robust with a cash & money market investment position of RM1.7 bil along with sufficient credit lines
- Operational expenses containment: FY20 total cost reduction of 36.3% with core operating costs down 26.1%
- Cash conservation: Cash outlay for FY20 at RM189.7 mil on critical maintenance capital expenditure
- Addressing liquidity risks: RM2.9 bil undrawn facilities at end of FY20, ISG utilisation fee deferred
- Cash recovery initiatives: RM415.4 mil recovery of government related receivables, strong receivable collection in 4Q20/1Q21
- Reduced net operating cash deficit from RM193.2 mil in Sep 2020 to RM 67.2 mil in Dec 2020
- FY20 cash & money market investments at RM1.1 bil
- Redeemed RM1.0 bil IMTN Sukuk in Aug 2020 and issued new RM700.0 mil Senior Sukuk in Nov 2020, comprising a 7 years, RM480.0 mil tranche & a 10 years, RM220.0 mil tranche, annual distribution of 3.3% & 3.6% respectively, compared to 4.5% interest rate for RM1.0 bil IMTN Sukuk
- Credit rating maintained at AAA for RAM & A3 for Moody's

- FY20 cash & money market investments at EUR125.1 mil (equivalent to RM618.0 mil)
- ISG's term loan extended by 2 years to 2025, with a payment holiday in Dec 2020 and Jun 2021, only EUR10.0 mil to be repaid in FY21

- MY represents results from the Malaysian operations and overseas project and repair maintenance segment in Qatar
- TY represents consolidated results from ISG & SGC (formerly LGM) in Turkey



FY20 Executive summary (continued)

Other operational initiatives are on track to continue the momentum to recovery

NEW OPERATING AGREEMENT (NEW OA)

- Expected to be concluded and signed by 2Q21, the New OA will be positive to MAHB as well as to the nation's development in balancing social agenda and impact
- New terms will reconfigure the development capex via a more robust and sustainable range of funding models in order to deliver the investments required into the airport systems
- The models will determine upfront the fair returns to MAHB and the Government to achieve financial closure prior to execution

ISG DEVELOPMENTS



- MAHB has completed its negotiations with SSB for the deferment of the utilisation fee concession payments and with ISG's lenders for the syndicated term loan restructuring in December 2020
- Indefinite deferment of the EUR114.8 mil (initially due in January 2021) utilisation fee, with Turkish Government to issue presidential decree on details of deferment
- ISG's term loan extended by 2 years to 2025, with a payment holiday in Dec 2020 and Jun 2021, with only EUR10.0 mil repayment expected in FY21. ISG's covenants are relaxed until June 2022 to ease cashflow as traffic gradually recovers
- ISG also welcomed the world's largest airport duty free operator, Dufry, in November 2020. Dufry will offer passengers with state-of-the-art shopping experience over 2,800sqm of duty-free space as well as 1,100sqm of arrivals shops

UPDATE ON RECEIVABLES FROM AIRLINE & TENANTS

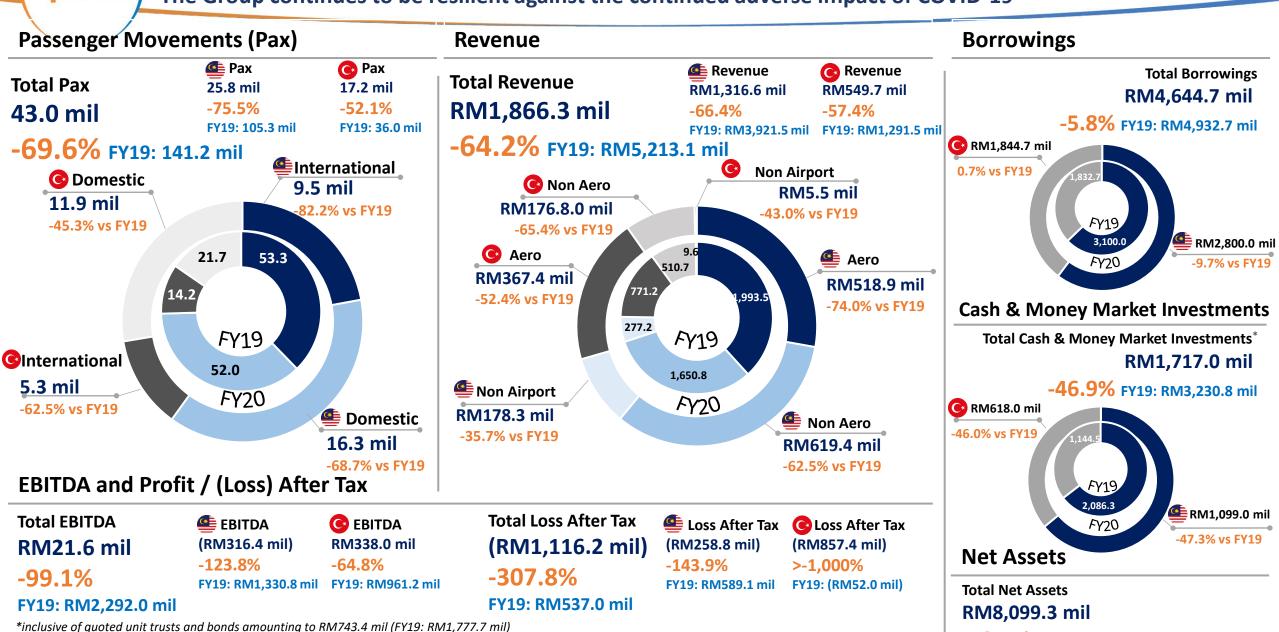


- Despite cash flow challenges for airlines and tenants, trade receivables has significantly reduced due to proactive implementation of receivable recovery measures
- These measures include resolution via repayment plan, set-off against qualifying airline incentives, imposition of security deposit, qualifying rebate mechanism and litigation action
- Exceeded target cash recovery of RM177.7 mil in 4Q20 by collecting RM246.2 mil
- Moving forward, the New Rental Model will help ensure sustainability for our commercial tenants
- For airlines, the Airline Network Recovery Programme facilitates the resumption of flight routes to Malaysia by providing incentives on aeronautical charges

MALAYSIA AIRPORTS

FY20 Group results snapshot

The Group continues to be resilient against the continued adverse impact of COVID-19



Note: Subsequent to FY20, MAHB had completed the issuance of new Senior Sukuk on 6 November, comprising a 7 years, RM480.0 mil tranche and a 10 years, RM220.0 mil tranche with distribution of 3.3% and 3.6% per annum respectively



FY20 non-core items snapshot

FY20 earnings impact from amortisation, provisions and rebates cushioned by tax related credits

ISG impairment assessment on Intangible Assets (PPA concession rights fair value amortisation)

Assessment

- Impairment due to significant contraction in passenger movement, impacted by COVID-19
- Assessment based on ISG's recoverable amount up till August 2032, being the end of ISG's concession
- Discount rate of 10.2% used

Rationale

- No impact to cashflows
- Future PPA concession rights fair value for ISG to be lower as amortisation effectively accelerated due to impairment

FY20 Earnings Impact

FY20 TY net earnings impact of RM400.2 mil / EUR81.8 from intangible asset impairment

4Q20 / FY20	RM mil	EUR mil
Impairment on ISG's intangible asset	(500.4)	(102.3)
Deferred tax reversal	100.2	20.5
Net impact to earnings	(400.2)	(81.8)

2)

Tax recoverable

- Tax recoverable due to overpayment of tax for YA14-YA16 from single business source assessment of MA Sepang
- Total of RM186.1 mil as per Notices of Assessments of which RM158.1 mil & RM28.0 mil was recognised in FY20 in FY19 respectively
- As part of cash recovery initiative, tax recoverable collections helped increase MAHB's cashflows
- Cleared MA Sepang tax audit for YA14-YA17
- Monetised receivable by RM164.4 mil in FY20 and RM21.7 mil in FY21

FY20 MY tax recoverable credit of RM158.1 mil FY20 MY tax recoverable collection of RM164.4 mil

RM mil	2020	2019	2021	2020
1Q	-	-	21.7	-
2Q	158.1	-	-	-
3Q	-	-	-	103.8
4Q	-	28.0	-	60.6
FY	158.1	28.0	21.7	164.4

MA Sepang refers to Malaysia Airports (Sepang) Sdn Bhd

- Deferred tax assets (DTA) arising from Investment Tax Allowance (ITA)
- MA Sepang received RM2.04 bil ITA in respect of klia2 development, of which RM1.013 bil had already been recognised in FY18
- Remaining RM1,027.0 mil recognised as ITA in FY20 at 24% tax rate (RM246.5 mil) after approval from the authorities
- Lower tax payments in the future upon utilisation of ITA against future attributable profits of MA Sepang
- ITA not time barred

FY20 MY deferred tax assets credit of RM246.5 mil recognised in 4Q20



Provisions for

(PDD)

Doubtful Debts

FY20 non-core items snapshot (continued)

FY20 earnings impact from amortisation, provisions and rebates cushioned by tax related credits

Assessment

PDD incl. Expected Credit Loss (ECL)
 assessed upon consideration of rebates
 & incentives, security deposits & bank
 guarantees

Rationale

- FY20 PDD proactively reduces potential exposure on collections
- ECL % for airlines & tenants not expected to materially increase in FY21
- PDD does not equate to non-recovery as MAHB continues to recover receivables including via instalment plans & if necessary, litigation

FY20 Earnings Impact

FY20 Group PDD expense of RM80.2 mil

1120 Group 1 DD expense of Kivioo.2 IIII						
RM mil	2020	2019				
1Q	88.9	24.4				
2Q	(31.9)	(24.9)				
3Q	23.8	(19.6)				
4Q	45.3	6.8				
FY Allowances/(writeback) for PDD	126.1	(13.3)				
FY Writeback of PDD on bad debts written off	(45.9)	(5.7)				
FY Net allowances/(writeback) of impairment on receivables	80.2	(19.0)				

- Accelerated amortisation
- Accelerated due to potential technological obsolescence, asset replacement and depletion of future economic benefits
- No impact to cashflows
- Lower amortisation moving forward

FY20 Group intangible asset amortisation expense of RM127.0 mil

RM mil	MY	TY	Group
3Q20	27.0	-	27.0
4Q20	88.0	12.0	100.0
FY20	115.0	12.0	127.0

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(5)

Rebate to commercial tenants & airlines

- Accorded to commercial tenants and airlines
- Conditional upon satisfying pre-requisite conditions including settlement of noncurrent dues
- Supporting partners in managing liquidity during pandemic
- As part of cash recovery initiative, collections from imposed conditions helped monetise receivables by collecting RM246.2 mil in 4Q20 alone
- Reduces receivable exposure for Malaysia from RM485.8 mil in FY19 to RM285.8 mil in end FY20

FY20 Group revenue reduction of RM169.6 mil

FY20 MY LPC reduction in other income of RM21.1 mil

RM mil	MY	TY	Group	MY / Group
3Q	30.7	ı	30.7	-
4Q	131.7	18.4	150.1	21.1
FY20	162.4	18.4	180.8	21.1

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FY20 Group results lower in tandem with lower pax

Revenue contraction mitigated by cost containment measures

Group results	FY20	FY19	Variance %
RM mil	42.0	1.11.2	60.6%
Passengers (mil)	43.0	141.2	a -69.6%
Aircraft ('000)	471.1	1,123.7	-58.1%
Revenue	1,866.3	5,213.1	b -64.2%
Other Income	186.2	265.5	-29.9%
Direct Cost	(349.0)	(818.2)	d -57.3%
Operating Cost	(1,491.9)	(1,803.6)	-17.3%
User Fee & PSC Share	(190.0)	(564.8)	-66.4%
EBITDA	21.6	2,292.0	-99.1%
Depreciation & Amortisation	(609.8)	(941.6)	e -35.2%
Impairment of Intangible Assets	(500.4)	-	Na
Finance Costs	(663.8)	(726.0)	-8.6%
Share of Assoc. & JV Profit	(11.6)	34.7	-133.3%
(Loss)/Profit before Tax & Zakat	(1,763.9)	659.2	-367.6%
Taxation & Zakat	647.7	(122.1)	g -630.4%
(Loss)/Profit after Tax & Zakat	(1,116.2)	537.0	-307.8%
Excluding PPA Adj*			
EBITDA	12.0	2,281.2	-99.5%
(Loss)/Profit before Tax & Zakat	(1141.5)	879.7	-229.8%
(Loss)/Profit after Tax & Zakat	(618.2)	713.4	-186.7%
EBITDA Margin	0.6%	43.8%	-98.5%
PAT Margin	-33.1%	13.7%	-342.0%

a Lower passenger movements due to COVID-19 impact

Pax (mil)	FY20	FY19	Variance
International	14.8	67.5	52.7 (78.0%)
Domestic	28.1	73.7	45.6 (61.8%)
Total	43.0	141.2	98.3 (69.6%)

Revenue decreased by RM3,346.7 mil (64.2%) in tandem with lower pax:

Revenue RM mil	FY20	FY19	Variance
Aeronautical	886.2	2,764.7	1,878.5 (67.9%)
Retail	153.2	850.2	697.0 (82.0%)
Commercial	643.0	1,311.3	668.3 (51.0%)
Non-Airport	183.8	286.8	103.0 (35.9%)

- c Lower recoupment of investment income cushioned by GHIAL dividend & unrealised gains arising from forex movement on GHIAL investment
- d Lower direct material costs largely arising from contraction of retail sales
- Lower depreciation & amortisation in tandem with the contraction of passenger traffic amidst COVID-19 pandemic
- Impairment of ISG's intangible assets due to adverse impact of COVID-19
- Tax credit position largely due to recognition of tax recoverable and deferred tax asset recognised

^{*}PPA Adj relates to the Purchase Price Allocation (PPA) non-cash adjustments in respect of the MFRS3: Business Combinations fair valuation on ISG & SGC Note: Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM57.7 mil (FY19: RM57.5 mil)



FY20 Group costs reduced by 36.3% or RM1,155.7 mil to date

26.1% reduction achieved for fixed based costs, committed to maintaining core cost in 2021

Group costs RM mil	FY20	FY19	Variance %
Direct Cost	349.0	818.2	
Direct Material	118.4	476.5	-75.2%
Direct Labour	140.8	164.8	-14.5%
Direct Overheads	89.8	176.9	-49.2%
Operating Cost (Opex)	1,491.9	1,803.6	
Staff Costs	617.6	771.8	-20.0%
Utilities and Comm	324.7	437.8	-25.8%
Maintenance	263.5	375.4	-29.8%
Allowance/(Writeback) for PDD	126.1	(13.3)	>100%
Others	160.1	231.9	-31.0%
User Fee & PSC Share	190.0	564.8	
User Fee	148.5	461.5	-67.8%
PSC Share	41.5	103.3	-59.8%
Total Costs	2,030.9	3,186.6	a -36.3%

Adjusted costs	FY20	FY19	Variance %	
RM mil	FIZU	F113	variance /0	
Total Costs	2,030.9	3,186.6	-36.3%	
Less:				
User Fee & PSC Share	(190.0)	(564.8)	-66.4%	
Allowance/(Writeback) for PDD	(126.1)	13.3	>-100%	
Direct Material	(118.4)	(476.5)	-75.2%	
Adjusted Costs	1,596.5	2,158.6	b -26.1%	

- a Total cost contracted by 36.3% or RM1,155.7 mil. This contraction is driven by:
 - Lower User Fee (Malaysia) & PSC Share (ISG) in line with the contraction of revenue for both Malaysia & ISG
 - Lower direct material (cost of inventories sold) due to the reduction in retail sales
 - Reduction of staff costs, utilities & maintenance pursuant to the Group's cost containment initiatives which has shown impact since March
 - Lower retail expenses due to lower advertising, promotion, commission
 & discounts recorded for current period
 - Lower project cost from Qatar operations due to the completion of a major project in October 2019

However, the reduction above is offset against the increase in provision for doubtful debts (PDD)

b Malaysia Airports' core operating cost contracted by 26.1%, delivered 6ppt ahead of FY20 target reduction



FY20 results for both operations in MY & TY continue to be affected by pandemic

Revenue contraction generally in line with pax reduction despite a higher decline in international passengers

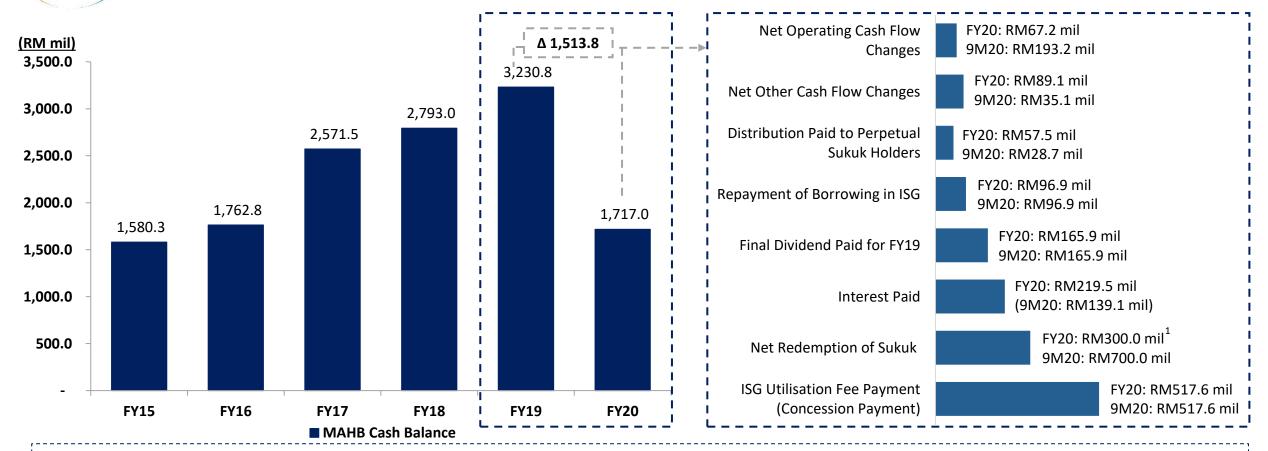
Group results	<u>•</u>		Variance	C	C ∗	Variance
RM mil	FY20	FY19	%	FY20	FY19	%
Total Passengers (mil)	25.8	105.3	-75.5%	17	7.2 36.0	-52.1%
International Passengers (mil)	9.5	53.3	-82.2%	!	5.3 14.2	-62.5%
Domestic Passengers (mil)	16.3	52.0	-68.7%	1:	1.9 21.7	-45.3%
Aircraft (000)	348.3	893.4	-61.0%	122	2.8 230.3	-46.7%
Revenue	1,316.6	3,921.5	-66.4%	549	9.7 1,291.6	-57.4%
Other Income	172.7	243.4	-29.1%	13	3.6 22.1	-38.7%
Direct Cost	(349.0)	(818.2)	-57.3%			-
Operating Cost	(1,308.1)	(1,554.4)	-15.8%	(183	.8) (249.2)	-26.2%
User Fee & PSC Share	(148.5)	(461.5)	-67.8%	(41	.5) (103.3)	-59.8%
EBITDA	(316.4)	1,330.8	-123.8%	338	3.0 961.2	-64.8%
Depreciation & Amortisation	(308.6)	(416.0)	-25.8%	(301	.2) (525.5)	42.7%
Impairment of Intangible Assets	-	-	-	(500	.4) -	Na
Finance Costs	(149.0)	(209.9)	-29.0%	(514	.7) (516.1)	-0.3%
Share of Assoc. & JV Profit	(11.6)	34.7	-133.3%			-
(Loss)/Profit before Tax & Zakat	(785.6)	739.5	-206.2%	(978	.3) (80.4)	>1,000%
Taxation & Zakat	526.8	(150.5)	>100%	120	0.9 28.3	326.4%
(Loss)/Profit after Tax & Zakat	(258.8)	589.1	-143.9%	(857	.4) (52.0)	>1,000%
Excluding PPA Adj*						
EBITDA	(316.4)	1,330.8	-123.8%	328	3.1 950.4	-65.5%
(Loss)/Profit before Tax & Zakat	(785.6)	739.5	-206.2%	(355	.9) 140.1	-354.0%
(Loss)/Profit after Tax & Zakat	(258.8)	589.1	-143.9%	(359	.5) 124.3	-389.2%
EBITDA Margin	-24.0%	33.9%	-170.8%	59.	7% 73.6%	-18.9%
PAT Margin	-19.7%	15.0%	-230.8%	-65.	4% 9.6%	-779.5%

^{*}PPA Adj relates to the Purchase Price Allocation (PPA) non-cash adjustments in respect of the MFRS3: Business Combinations fair valuation on ISG & SGC Note: Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM57.5 mil (FY19: RM57.3 mil)



Cash flow summary

Sustainable cash reserve to cushion the impact of COVID-19



- MAHB completed the issuance of new RM700.0 mil Senior Sukuk on 6 November, comprising a 7 years, RM480.0 mil tranche and a 10 years, RM220.0 mil tranche with distribution of 3.3% and 3.6% per annum respectively
- Despite challenging market conditions, MAHB successfully tightened the final price of the new Senior Sukuk from the initial price guidance and the Sukuk was subsequently upsized from the initial target issue size of RM500.0 mil to RM700.0 mil
- The Sukuk issuance also marks the longest ever dated/tenure issued and the lowest ever profit rates achieved under the Senior Sukuk Programme

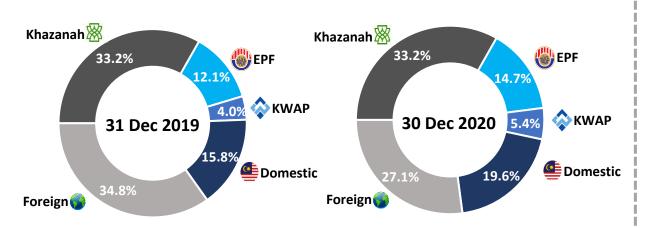
¹ Net after RM1.0 bil Sukuk redemption in August 2020 followed by new RM700.0 mil Sukuk issuance in November 2020



Update on equity & borrowing profile

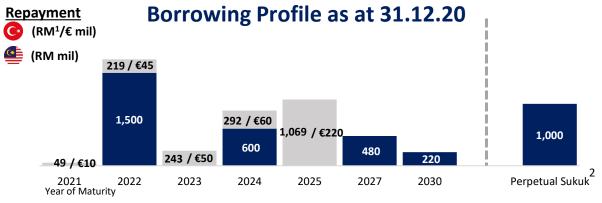
Sufficient liquidity available to meet funding needs with no equity raising required

Equity Profile



Financial Year	Reinvestr	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%
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	31.12.20	31.12.19
Net debt (RM mil) ³	2,927.7	1,701.9
Weighted average cost	3.94%	4.11%
Gross gearing ratio (times) 4	0.57x	0.53x
Net gearing ratio (times) 4	0.36x	0.18x

Available Facilities	31.12.20	31.12.19
Sukuk Programme (RM mil)	1,800.0	1,500.0
Revolving Credit Facilities (RM mil)	1,100.0	Nil

Credit Rating / Outlook		
DAM Booffirmed in September 2020	IMTN Senior Sukuk	AAA / Stable
RAM Reaffirmed in September 2020	Perpetual Sukuk	AA2 / Stable
Moody's Reaffirmed in March 2020		A3 / Negative

¹Recalculated at actual rate of repayment and RM 4.87/EUR for future payments

[^]Final dividend for FY19 was paid on 21 May 2020

²Non-call 10-year Perpetual Sukuk, fixed initial periodic distribution rate of 5.75% recognised in equity

³Net Debt = Borrowings – Cash and Funds

⁴Gross and net gearing ratio including contingent liability is 0.65x (FY19: 0.60x) and 0.44x (FY19: 0.25x) respectively



strategy

Ongoing

strategic assets

Key liquidity measures executed & delivered in FY20

mil to RM520.0 mil is achieved

	4 AIRPORTS	To continue with re	ecovery focus in FY21	
		Plan	Update	FY21 Focu
1	Operational expenses containment Delivered ↑6ppt ahead of target	20% potential savings from core operational expenses efficiencies over FY19 operational expenditure	 Total costs, which include variable & revenue related costs such as cost of inventories sold and user fees, as at FY20 contracted by 36.3% or RM1,155.7 mil FY20 core operational expenses already down by 26.1% or RM563.1 mil due to stringent cost containment Reduction in staff cost (↓20%/↓RM154.2 mil), utilities (↓26%/↓RM113.1 mil) and maintenance (↓30%/↓RM112.0 mil) Core operational expenses expected to increase by 5.8% in 2021, led by maintenance expenditure, with other operational expenses expected to have minimal increases due to ongoing containment 	个 5.8% expected vs FY20
2	Cash conservation 92% reduction of RM1.8 bil budget	Deferment of capital expenditure more than RM1.5 bil, mainly in development capex	 Prioritisation of only key critical maintenance capital expenditure Current capital expenditure cash outlay as at FY20 at RM189.7 mil Key projects completed include network refurbishment and runway 3 rehabilitation. Expected capex for FY21 at ~RM400.0 mil, mainly on BHS, TTS and KLIA pavement rehabilitation 	RM400.0 mil in capex estimated
3	Addressing liquidity risk RM2.9 bil undrawn facilities, ratings maintained, utilisation fee deferred	Securing short term facilities, maintaining credit ratings & payment deferral from key partners requested	 Secured RM1.1 bil in revolving credit facilities with 3 banks Redeemed RM1.0 bil I-MTN Sukuk in August Successfully issued new Senior Sukuk in November, comprising a 7 years, RM480.0 mil tranche and a 10 years, RM220.0 mil tranche with distribution of 3.3% and 3.6% per annum respectively Current undrawn lines as at end December include RM1.8 bil sukuk and RM1.1 bil revolving credit facilities Deferral request on ISG's EUR114.8 mil utilisation fees for 2021 secured 	Maintain credit ratings, secure additional RCF
4	Cash recovery 57% of Govt o/s collected, 4Q20 collections from stakeholder 38% more than target	Cash recovery through proactive engagement with stakeholders	 Collected RM415.4 mil up to Feb 2021 from government related outstanding balances Seeking government closure on Sepang International Circuit (SIC) costs of RM310.0 mil Government continues to be supportive of MAHB's request in strengthening cashflows, including relaxing OA requirements such as MARCS qualification and deferment of 2020 User Fees to April 2021 Proactive recovery plan executed on trade receivables outstanding, working closely with airlines & tenants Execution of cash recovery of RM246.2 mil in 4Q20, 38.5% higher than RM177.7 mil target 	Collect RM310.0 mil for SIC and manage receivable
5	Divestment	Divestment of non-	 Target for Hyderabad divestment upon recovery in passenger volumes when desired target value of RM440.0 	Traffic



Accomplishments in FY20

Notable achievements amidst a remarkably difficult year



KL International Airport

Perfect 5.00

for Airport Service Quality (>40mppa Category)



Perfect score of 5.00 in 4Q20

■ 4Q19: 4.85 (15th) ■ 2Q20: 4.94 (9th)

■ 1Q20: 4.93 (13th) ■ 3Q20: 4.96 (11th)

Langkawi International Airport was also inducted in the ACI Director General's Roll of Excellence in September 2020.





Energy cost savings of

>RM50.0 mil

annually under Cooling **Energy Supply JV with TNEC**¹



benefits from 20-year Other concession to TNEC include:

- RM183.0 mil investment by TNEC in modernising KUL's cooling plant
- MAHB's 30% equity at no cost, with future % profits & dividends
- 5.7% activity fee revenue share for MAHB









New logistics space of

102,193 m²

over 60 acres under Cainiao Aeropolis eWTP Hub²



Operated by Alibaba's unit, Cainiao Smart Logistics Network and 30% owned by MAHB, the facility will help double cargo volumes by 2029.

Airline partners will enjoy better cargo yield, with new synergistic partnerships across logistics players.

ISG retail space of

3,900 m²

operated by Dufry, world's leading travel retailer



will uplift retail offerings while providing state-of-the-art shopping experience.

With presence already in Turkey and global track record, Dufry's concession is expected to deliver improved spend per pax.

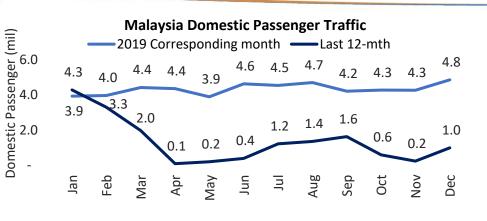
¹ Cooling Energy Supply Sdn Bhd is a 70%/30% joint venture between Tenaga Nasional Berhad's wholly owned subsidiary, TNB Engineering Corporation Sdn Bhd (TNEC) and MAHB's wholly owned subsidiary, Airport Ventures Sdn Bhd ² Cainiao KLIA Aeropolis Sdn Bhd is a 70%/30% joint venture between Alibaba Group Holding Limited's subsidiary, Cainiao Smart Logistics Network Limited and MAHB's wholly owned subsidiary, MA Elogistics Sdn Bhd



Update on Malaysia traffic

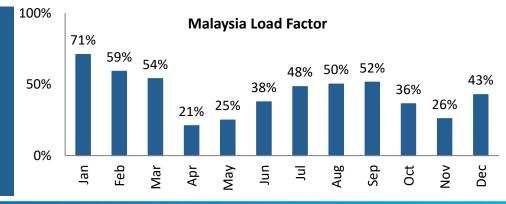
Positive outlook with gradual opening of international borders and vaccination rollout

Domestic sector playing a key role in recovery



- Domestic travels recovering faster than international travels in line with global trend
- Domestic travel contributed 63% of the total passenger traffic for Malaysia operations in 2020
- Following the upliftment of interstate travel ban in June and Dec, Malaysia's domestic traffic momentum continued to improve, recording more than 1.0 million passenger movements monthly

Airlines offering more seats in the market



- A total of 34 airlines are now operating global flight routes to 29 cities in 21 countries from Malaysia
- Towards the year end, weekly seat capacity for domestic sectors at KUL have recovered to 44.2% of the level in January 2020
- Domestic load factor in the final week of Dec 2020 at KUL was recorded at 79% with the same rate of materialisation for the planned scheduled flights

Catalytic factors

Reciprocal Reciprocal Lane/Travel Corridor Green Green Lane Arrangement (RGL/TCA) with Indonesia have with Indonesia been given the green-light 1

Travel bubble Malaysia is also exploring opportunities with arrangements neighbouring countries within ASEAN region and Asia Pacific countries such as Japan, South Korea, Australia and New Zealand 1

Vaccination Phase one of vaccine rollout is expected to benefit the first 500,000 rollout returning people beginning 21 Feb 2021². Remaining citizens will receive the travel confidence vaccines in stages, with 80% of the population expected to be vaccinated by 1Q223

Return of Umrah Discussion on the Hajj and Umrah quota between Malaysia and Saudi and Haji traffic Arabia is expected to take place in the near future. Malaysia is not in the ban list of the Saudi government that can allow Muslims to travel for the pilgrimage 4

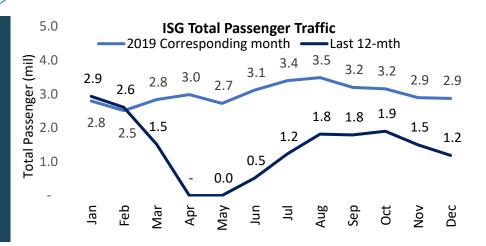
^{1.} https://www.nst.com.my/news/nation/2021/02/663654/green-light-malaysia-indonesia-travel-bubble; 2. Vaccine Supply Access Guarantee Committee's website 3. PMO's Office- Perutusan Khas: Penjelasan Terkini Mengenai Pelaksanaan Proklamasi Darurat; 4. https://www.theedgemarkets.com/article/malaysia-saudi-arabia-discuss-quota-haj-umrah-soon



Update on ISG traffic

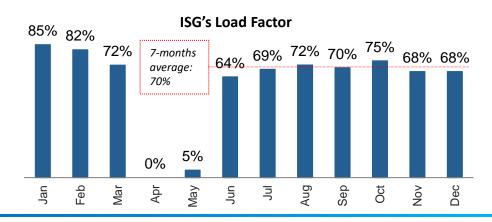
70% average load factor and open borders bode well for ISG's recovery

Sharp recovery after crossborder restrictions uplifted



- Passenger movements improve in a sharp trend for European countries from June onwards
- Traffic performance since August except for the winter month of December has maintained above 50% of the corresponding month in 2019
- Traffic in October has recovered to 73% of February 2020 level (pre COVID-19 and airport closure)

Airlines continue to increase presence in ISG



- Turkish Airlines was ranked 1st with the highest number of flights operated, while Pegasus ranked 8th in Europe in December. The strong operations from ISG's two main carrier airlines have contributed towards ISG's traffic movement maintaining its position in the top 10 busiest airport in Europe 1
- Following Government's decision to reopen the country's borders, average load factor in ISG has since recovered with a 7-months average of 70% (June-December) signaling strong demand of air travel in ISG

Catalytic factors

Vaccination More than 2.8 million people in the country have boosting been vaccinated. Turkey rolled out its vaccination travellers campaign on Jan 14, with a target of at least 60% confidence of the population is vaccinated ²

Safe Tourism Turkey has introduced the programme as a response to the pandemic at Certificate the beginning of the outbreak to instill confidence in tourists. Despite a program lower figure due to the pandemic, the country continue to receive 12.7 million tourists in 2020.³ Adding to the aggressive measures in place, the country is expected to double the volume in 2021 ⁴

Source

3. Republic of Turkey Ministry of Culture and Tourism's statistics; 4. https://www.dailysabah.com/business/tourism/covid-19-measures-to-help-turkeys-tourism-catch-up-in-2021

^{1.} EUROCONTROL Comprehensive Assessment – COVID19 Impact on European Air Traffic dated 17 December 2020; 2. https://www.saglik.gov.tr/EN,78469/minister-koca-receives-the-second-dose-of-coronavirus-vaccine.html;



Moving forward in a challenging landscape

Gearing the business for transformation and growth

Balancing sustainability and growth



The prolonged pandemic and reintroduction of MCO continues to pose challenges with many uncertainties



Passenger load factor in 2021 expected to improve by 60%-70% with deployment of vaccine worldwide



Malaysia Airports' strategic direction is guided by the 5-Year Strategy & Transformation Plan (5YSTP) that focus on survival and recovery in the short term and capture potential growth for long-term sustainability

5YSTP key priorities

marketing

programs

Augmenting China & Saudi passenger traffic flow



Curated aero Exclusive incentives & immigration services



Unleashing prime land potential

Mixed development within KLIA radius

Collaboration

with Govt &

tourism agencies

Regeneration

KLIA Phase 3 Mitsui Outlet Park

Penang

Mitsui Outlet Park



Exploring new commercial initiatives



Commercial E-Commerce Eraman Privilege Reset Card Loyalty Programme





Improving processes and services levels

Continuous Implementation of Safety Measures





Ensuring ample capacity by **sweating** assets



Collaborative **Decision Making**



Track Train System









Group FY20 Results (vs FY19)

		FY20			FY19		4		C*		<u></u> Æm A	RPORTS
(RM mil)		C*	Airports		C*	AIRPORTS	Vari	iance %	Variance	e %		ance %
Revenue	1,316.6	549.7	1,866.3	3,921.5	1,291.6	5,213.1		(66.4)	(5	7.4)		(64.2)
Other Income	172.7	13.6	186.2	243.4	22.1	265.5		(29.1)	(3	8.7)		(29.9)
Direct Cost	(349.0)	-	(349.0)	(818.2)	-	(818.2)		57.3		-		57.3
Operating Cost	(1,308.1)	(183.8)	(1,491.9)	(1,554.4)	(249.2)	(1,803.6)		15.8		26.2		17.3
User Fee & PSC Share	(148.5)	(41.5)	(190.0)	(461.5)	(103.3)	(564.8)		67.8	<u> </u>	59.8		66.4
EBITDA	(316.4)	338.0	21.6	1,330.8	961.2	2,292.0		(123.8)	(6	4.8)		(99.1)
Depreciation & Amortisation	(308.6)	(301.2)	(609.8)	(416.0)	(525.5)	(941.6)		25.8		42.7		35.2
Impairment on Intangible Assets	-	(500.4)	(500.4)	-	-	-		-		-		-
Finance Costs	(149.0)	(514.7)	(663.8)	(209.9)	(516.1)	(726.0)		29.0		0.3		8.6
Share of Assoc. & JV Profit	(11.6)	-	(11.6)	34.7	-	34.7		(133.3)		-		(133.3)
(Loss)/Profit before Tax & Zakat	(785.6)	(978.3)	(1,763.9)	739.5	(80.4)	659.2		(206.2)	(>1,0	000)		(367.6)
Taxation & Zakat	526.8	120.9	647.7	(150.5)	28.3	(122.1)		450.1	3 2	26.4		630.4
(Loss)/Profit after Tax & Zakat	(258.8)	(857.4)	(1,116.2)	589.1	(52.0)	537.0		(143.9)	(>1,0	000)		(307.8)
EBITDA Margin (%) (excl. IC12)	(24.0%)	61.5%	1.2%	33.9%	74.4%	44.0%	(!	57.9ppt)	(12.9	ppt)	(42.8ppt)
PAT Margin (%) (excl. IC12)	(19.7%)	(156.0%)	(59.8%)	15.0%	(4.0%)	10.3%		34.7ppt)	(>100	ppt)		70.1ppt)
Net Asset per Share (RM)			1.58			1.82						(13.1%)



Group FY20 Results (vs FY19)

	FY20				FY19			C*	MALAYSIA			
(RM mil)		C*	Airporis		C*	Airports	Variance %	Variance %	Variance %			
Revenue	1,316.6	549.7	1,866.3	3,921.5	1,291.6	5,213.1	(66.4)	(57.4)	(64.2)			

Group revenue contracted by 64.2%

- **★** Airport operations: RM1,682.5 mil (-59.7%)
 - Aeronautical: RM886.3 mil (-67.9%) mainly due to lower overall passenger movements in Malaysia and Turkey
 - Non-Aeronautical: RM796.3 mil (-63.2%) arising from lower retail sales (-82.0%) and commercial revenue (-51.6%)
- **★** Non-airport operations: RM183.8 mil (-35.9%)
 - Hotel: RM47.7 mil (-51.4%)
 - Agriculture & horticulture: RM34.7 mil (+29.0%)
 - Project and repair maintenance: RM101.4 mil (-37.3%)



Group FY20 Results (vs FY19)

/DA4 :::!\	FY20				FY19			C*	AIRPORTS
(RM mil)		C*	Airports		C*	Airports	Variance %	Variance %	_
EBITDA	(316.4)	338.0	21.6	1,330.8	961.2	2,292.0	(123.8)	(64.8)	(99.1)
(Loss)/Profit after Tax & Zakat	(258.8)	(857.4)	(1,116.2)	589.1	(52.0)	537.0	(143.9)	(>1,000)	(307.8)

Group EBITDA: RM21.6 mil

- ★ Malaysia operations: The reduction of RM1,155.9 mil in direct cost, operating cost and user fees helped mitigate the contraction in EBITDA arising from the impact of COVID-19 to passenger movements
- ★ Turkey operations: ISG's cost optimisation initiatives have led to lower operating costs by 26.2%, thus cushioning the reduction in ISG's EBITDA

Group Loss After Tax & Zakat: RM1,116.2 mil

- ★ Malaysia operations: Net earnings reported a decline by 143.9%, largely attributed to the lower EBITDA mitigated by lower finance costs and tax credit position for the current period
- Turkey operations: Net earnings dropped to RM857.4 mil (FY19: LAT of RM52.0 mil), after taking into account a loss of RM622.2 mil (FY19: RM220.6 mil) primarily owing to the impairment of concession rights amounting to RM500.4 mil (EUR102.3 mil) in 4Q20 and amortisation of fair value of the concession rights



Group 4Q20 Results (vs 4Q19)

		4Q20			4Q19		(*	C ∗	AIRPORTS
(RM mil)		C*	AIRPORTS		C	MALAYSIA	Variance %	Variance %	Variance %
Revenue	121.8	141.9	263.6	1,025.5	318.9	1,344.4	(88.1)	(55.5)	(80.4)
Other Income	13.1	3.6	16.7	62.2	5.5	67.8	(78.9)	(35.2)	(75.3)
Direct Cost	(60.8)	-	(60.8)	(216.3)	-	(216.3)	71.9	0.0	1 71.9
Operating Cost	(347.0)	(60.9)	(407.9)	(489.1)	(80.1)	(569.3)	29.1	24.0	28.4
User Fee & PSC Share	(10.4)	(11.3)	(21.7)	(124.7)	(27.0)	(151.6)	91.7	57.9	85.7
EBITDA	(283.3)	73.3	(210.0)	257.7	217.4	475.1	(209.9)	(66.3)	(144.2)
Depreciation & Amortisation	(135.5)	(97.2)	(232.7)	(109.0)	(132.5)	(241.4)	(24.4)	26.6	3.6
Impairment on Intangible Assets	-	(500.4)	(500.4)	-	-	-	-		
Finance Costs	(26.2)	(102.4)	(128.6)	(76.4)	(125.2)	(201.6)	65.7	18.2	36.2
Share of Assoc. & JV Profit	(3.4)	-	(3.4)	14.1	0.0	14.1	(123.8)		(123.8)
(Loss)/Profit before Tax & Zakat	(448.3)	(626.8)	(1,075.1)	86.5	(40.3)	46.1	(618.3)	(>1,000)	(>1,000)
Taxation & Zakat	296.9	93.2	390.1	(24.2)	7.5	(16.6)	>1,000	>1,000	>1,000
(Loss)/Profit after Tax & Zakat	(151.4)	(533.6)	(685.0)	62.3	(32.8)	29.5	(342.9)	(>1,000)	(>1,000)
EBITDA Margin (%)	(232.4%)	51.6%	(79.6%)	25.1%	68.2%	35.3%	(>100ppt)	(16.6ppt)	(>100ppt)
PAT Margin (%)	(124.3%)	(376.1%)	(259.8%)	6.1%	(10.3%)	2.2%	(>100ppt)	(>100ppt)	(>100ppt)

Exchange rate used in profit and loss for 4Q20: RM4.89/EUR Exchange rate used in profit and loss for 4Q19: RM4.62/EUR



Group 4Q20 Results (vs 4Q19)

	4Q20				4Q19		<u>(* </u>	C*	Airports
(RM mil)		C*	Airports		C*	Airports	Variance %	Variance %	Variance %
Revenue	121.8	141.9	263.6	1,025.5	318.9	1,344.4	(88.1)	(55.5)	(80.4)

Group revenue: RM263.6 mil (-80.4%)

- **★** Airport operations: RM215.0 mil (-83.2%)
 - Aeronautical: RM109.7 mil (-85.2%) mainly due to lower overall passenger movements (contraction of 74.8%) in Malaysia and Turkey following the outbreak of COVID-19 and the subsequent travel restrictions
 - Non-Aeronautical: RM105.4 mil (-80.6%) arising from lower retail sales (-94.3%) and commercial revenue (-71.4%)
- ★ Non-airport operations: RM48.4 mil (-20.7%)
 - Hotel: RM9.7 mil (-61.9%)
 - Agriculture & horticulture: RM9.6 mil (+47.7%)
 - Project and repair maintenance: RM29.1 mil (+0.5%)



Group 4Q20 Results (vs 4Q19)

	4Q20				4Q19			C*	MALAYSIA
(RM mil)		C*	AIRPORTS		C*	AIRPORTS	Variance %	Variance %	Variance %
EBITDA	(283.0)	73.3	(210.0)	257.7	217.4	475.1	(209.9)	(66.3)	(144.2)
(Loss)/Profit after Tax & Zakat	(151.4)	(533.6)	(685.0)	62.3	(32.8)	29.5	(342.9)	(>1,000)	(>1,000)

Group EBITDA: -RM210.0 mil

- ★ Malaysia operations: The reduction of RM412.1 mil in direct cost, operating cost and user fees helped mitigate the contraction in EBITDA arising from the impact of COVID-19 to passenger movements
- ★ Turkey operations: ISG's cost optimisation initiatives have led to lower operating costs by 20.6% or RM63.5 mil, thus cushioning the reduction in ISG's EBITDA

Group Loss after Tax & Zakat: -RM685.0 mil

- ★ Malaysia operations: Net earnings reported a significant decline, largely attributed to lower EBITDA, mitigated by lower finance costs and recognition of deferred tax assets for the current quarter
- Turkey operations: Recorded a lower LAT of RM533.6 mil (4Q19: LAT of RM32.8 mil), after taking into account a loss of RM525.2 mil (4Q19: RM54.2 mil) primarily owing to the impairment of concession rights amounting to RM500.4 mil (EUR102.3 mil) in 4Q20 and amortisation of fair value of the concession rights



Group 4Q20 Results (vs 3Q20)

		4Q20			3Q20		C	•			<i>-</i> ≢	
(RM mil)		C*	ŽŽAIŘPOŘÍŠ		Č*	Airports	_	ance %	Va	riance %	Var	irports ance %
Revenue	121.8	141.9	263.6	275.5	121.1	396.7	(55.8)		3) 🛕 17.			(33.5)
Other Income	13.1	3.6	16.7	27.7	3.0	30.7		(52.7)		19.2		(45.6)
Direct Cost	(60.8)	-	(60.8)	(78.3)	-	(78.3)		22.3		-		22.3
Operating Cost	(347.0)	(60.9)	(407.9)	(309.2)	(40.2)	(349.4)		(12.2)		(51.2)		(16.7)
User Fee & PSC Share	(10.4)	(11.3)	(21.7)	(33.3)	(8.2)	(41.5)		68.9		(38.4)		47.7
EBITDA	(283.3)	73.3	(210.0)	(117.5)	75.7	(41.8)		(141.1)		(3.3)		(402.7)
Depreciation & Amortisation	(135.7)	(97.2)	(232.7)	(64.1)	(82.4)	(146.5)		(111.4)		(18.0)		(58.9)
Impairment on Intangible Assets	-	(500.4)	(500.4)	-	-	-		-		-		-
Finance Costs	(26.2)	(102.4)	(128.6)	(39.0)	(147.4)	(186.4)		32.8		30.5		31.0
Share of Assoc. & JV Profit	(3.4)	-	(3.4)	(10.2)	-	(10.2)		67.1		-		67.1
(Loss)/Profit before Tax & Zakat	(448.3)	(626.8)	(1,075.1)	(230.8)	(154.1)	(384.9)		(94.2)		(306.9)		(179.4)
Taxation & Zakat	296.9	93.2	390.1	49.6	15.5	65.1		498.6		499.8		498.9
(Loss)/Profit after Tax & Zakat	(151.4)	(533.6)	(685.0)	(181.2)	(138.5)	(319.7)		16.4		(285.2)		(114.3)
EBITDA Margin (%)	(232.4%)	51.6%	(79.6%)	(42.6%)	62.5%	(10.5%)	(>100ppt)		(10.9ppt)		(90.1ppt)
PAT Margin (%)	(124.3%)	(376.1%)	(259.8%)	(65.8%)	(114.3%)	(80.6%)	(>100ppt)	(>100ppt) (>100ppt)		100ppt) (>100pp	

Exchange rate used in profit and loss for 4Q20: RM4.89/EUR Exchange rate used in profit and loss for 3Q20: RM4.94/EUR



Group 4Q20 Results (vs 3Q20)

	4Q20			3Q20				(* <u></u>		C*	Airports		
(RM mil)		C*	AIRPORTS		C*	AIRPORTS	Vari	ance %	Variance %		Variance %		
Revenue	121.8	141.9	263.6	275.5	121.1	396.7		(55.8)		17.1	_	(33.5)	

Group revenue: RM263.6 mil (-33.5%)

- **★** Airport operations: RM215.0 mil (-38.7%)
 - Aeronautical: RM109.7 mil (-52.0%) mainly due to lower overall passenger movements arising from the reinstatement of interstate travel restrictions in Malaysia and restricted curfew in Turkey
 - Non-Aeronautical: RM105.4 mil (-13.8%) due to lower commercial revenue
- **★ Non-airport operations: RM48.4 mil (+5.7%)**
 - Hotel: RM9.7 mil (-8.1%)
 - Agriculture & horticulture: RM9.6 mil (-5.9%)
 - Project and repair maintenance: RM29.1 mil (+16.2%)



Group 4Q20 Results (vs 3Q20)

(DR4 m:11)		4Q20			3Q20		<u></u>			C*	Ä	ALAYSIA RPORTS	
(RM mil)		C ⋆	AIRPORTS		C*	Airports	Vari	Variance %		Variance %		Variance %	
EBITDA	(283.3)	73.3	(210.0)	(117.5)	75.7	(41.8)		(141.1)		(3.3)	•	(402.7)	
(Loss)/Profit after Tax and Zakat	(151.4)	(533.6)	(685.0)	(181.2)	(138.5)	(319.7)		16.4		(285.2)		(114.3)	

Group EBITDA: -RM210.0 mil

- ★ Malaysia operations: Contributing to the lower EBITDA in 4Q20 is the lower passenger traffic movements for both domestic & international passengers compared to the previous quarter
- ★ Turkey operations: Slight decline in EBITDA due higher operating cost despite higher revenue

Group Loss after Tax & Zakat: RM685.0 mil

- ★ Malaysia operations: Reported LAT of RM151.4 largely attributed to lower EBITDA mitigated by higher tax recoverable
- ★ Turkey operations: Recorded a marginally improved LAT of RM533.6 mil (3Q20: LAT of RM138.5 mil), after taking into account a loss of RM525.2 mil (3Q20: RM37.5 mil) primarily owing to the impairment of concession rights amounting to RM500.4 mil (EUR102.3 mil) in 4Q20 and amortisation of fair value of the concession rights



FY20 EBITDA and PBT Reconciliation

			FY20			FY19		Variance (%)				
(RM	mil)		C*	Airports		C	Airports		C*	Ä AIRPORTS		
	EBITDA excluding Adjustments (Adj)	(316.4)	328.1	11.8	1,330.8	950.4	2,281.2	123.8%	(65.5%)	(99.5%)		
Adj*	+ Other Income - ISG PPA interest income	-	9.8	9.8	-	10.8	10.8					
	EBITDA including Adj	(316.4)	338.0	21.6	1,330.8	961.2	2,292.0	123.8%	(64.8%)	(99.1%)		
	- Depreciation and Amortisation	(308.6)	(205.1)	(513.7)	(416.0)	(325.1)	(741.2)					
Adj*	- Amortisation - ISG&SGC PPA concession rights fair value	-	(96.1)	(96.1)	-	(200.4)	(200.4)					
Adj*	- Impairment - ISG concession rights	-	(500.4)	(500.4)	-	-	-					
	- Finance Costs - interest on borrowing and misc.	(149.0)	(101.6)	(250.7)	(209.9)	(86.3)	(296.2)					
	- Finance Costs - ISG utilisation fee expense	-	(377.4)	(377.4)	-	(398.9)	(398.9)					
Adj*	- Finance Costs - ISG&SGC interest expense	-	(35.7)	(35.7)	-	(30.9)	(30.9)					
	-/+ Share of Assoc. & JV Profit	(11.6)	-	(11.6)	34.7	-	34.7					
	(Loss)/Profit before Tax & Zakat including Adj	(785.6)	(978.3)	(1,763.9)	739.5	(80.4)	659.2	206.2%	(>1,000%)	367.6%		
	- Taxation and Zakat	526.8	120.9	647.7	(150.5)	28.3	(122.1)					
	(Loss)/Profit after Tax and Zakat including Adj	(258.8)		(1,116.2)	589.1	(52.0)	537.0	143.9%	(>1,000%)	307.8%		

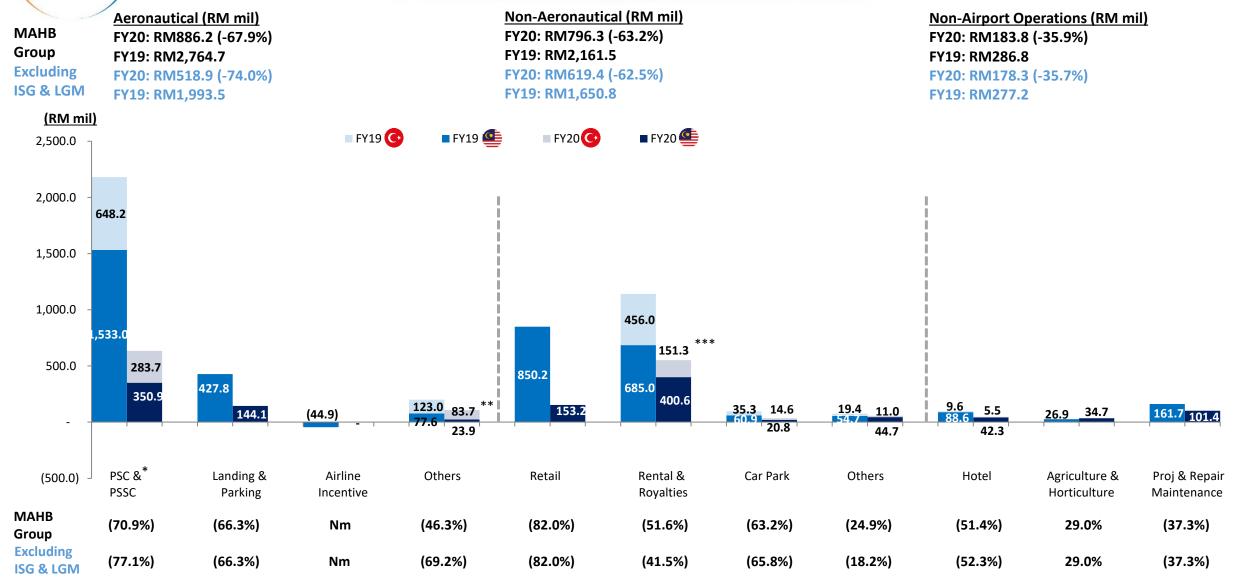
^{1.} Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM57.7 mil (FY19: RM57.5 mil)

^{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: FY20: RM622.4 mil; FY19: RM220.5 mil)

^{3.} Finance costs – ISG utilisation fee expense RM377.4 relates to interest expense on utilisation fee liability for the year. Actual utilisation fee payments for FY20 amounted to RM517.6 mil/EUR114.8 mil (FY19: RM539.4 mil / EUR114.8 mil)



Group Revenue



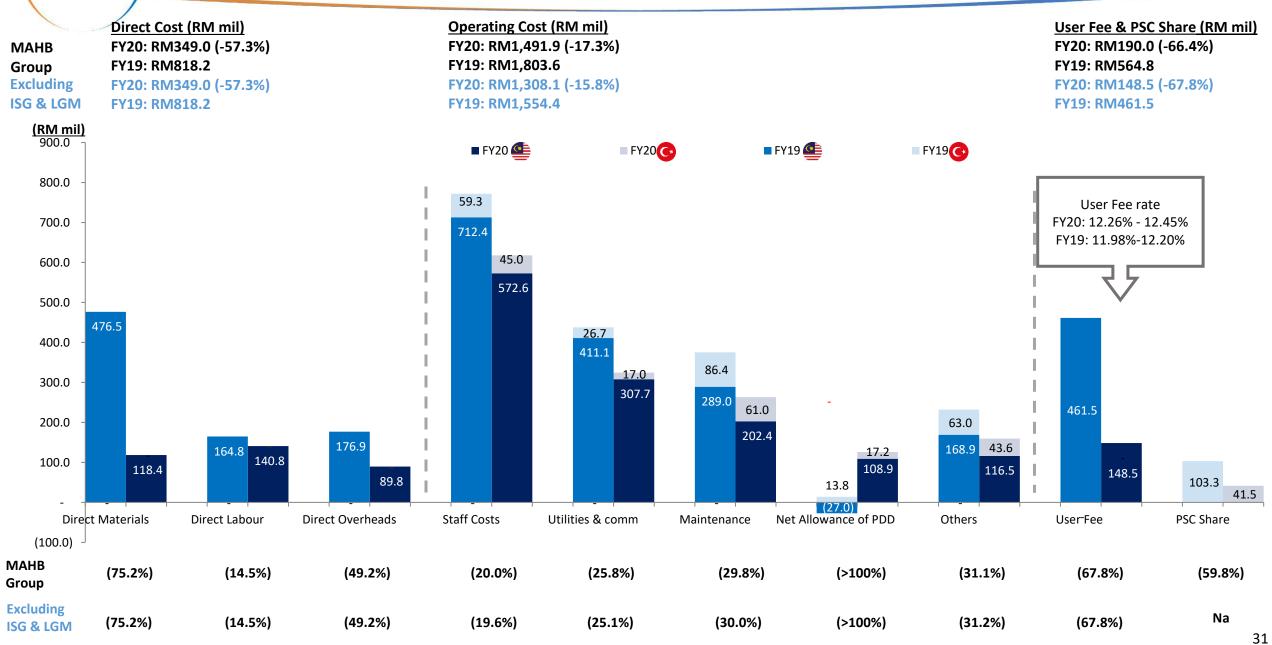
^{*}Inclusive of MARCS

^{**}Included in Turkish operations' aeronautical revenue is ISG's jet fuel farm rental income of EUR4.8 mil / RM23.1 mil (FY19: EUR8.3 mil / RM38.3 mil)

^{***}Included in Turkish operations' rental and royalties is revenue generated from ISG's duty free business of EUR15.6 mil / RM73.3 mil (FY19: EUR58.7 mil/RM271.2 mil)

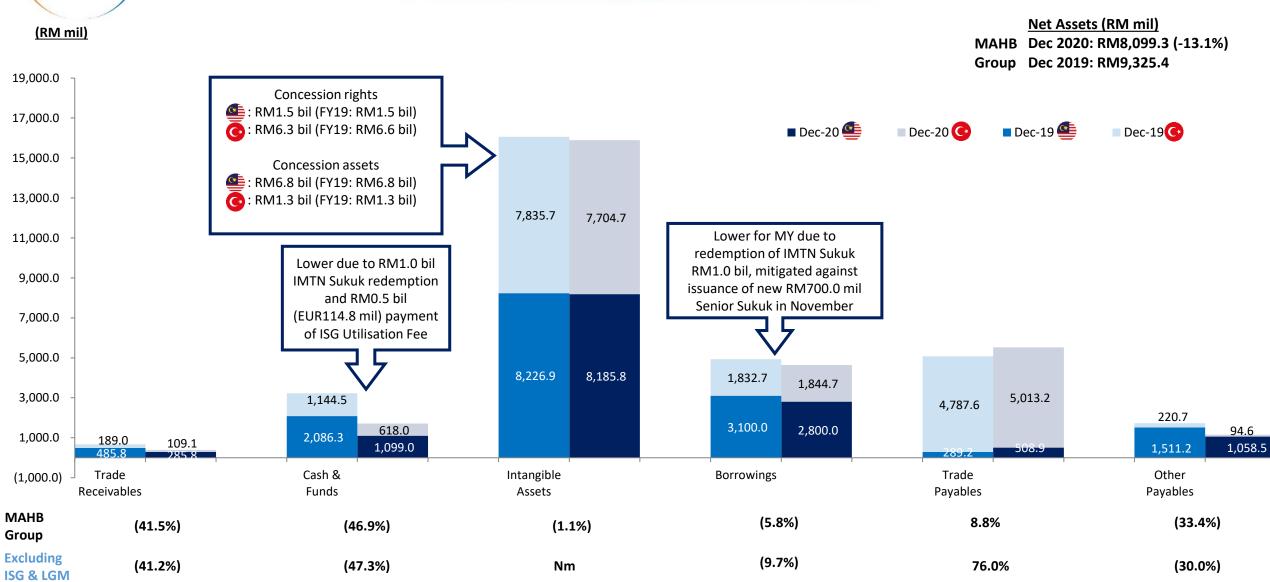


Group Cost





Group Balance Sheet

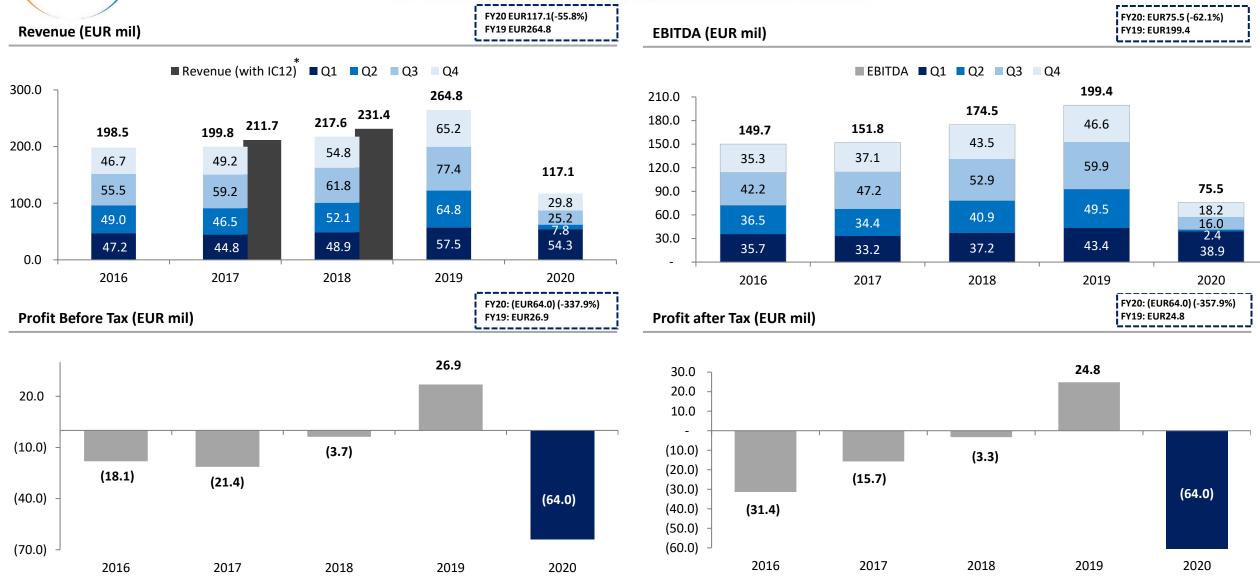


Exchange rate used in balance sheet for FY20: RM4.94/EUR Exchange rate used in balance sheet for FY19: RM4.59/EUR

Turkish Operations (ISG & SGC) Financial Performance



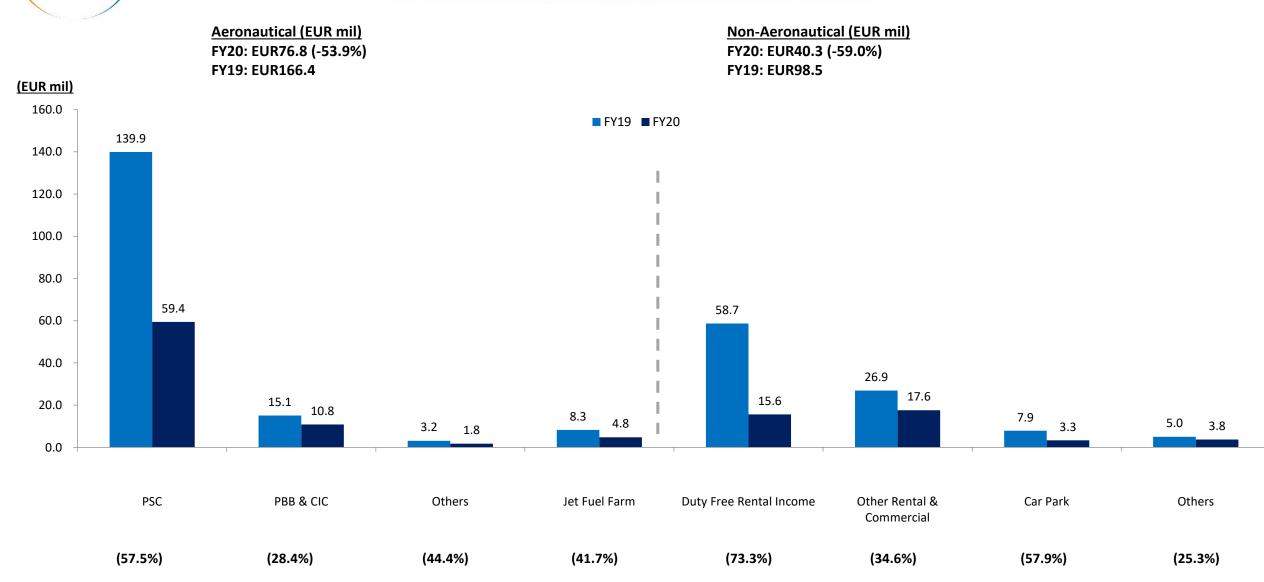
ISG Income Statement Summary



^{*}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

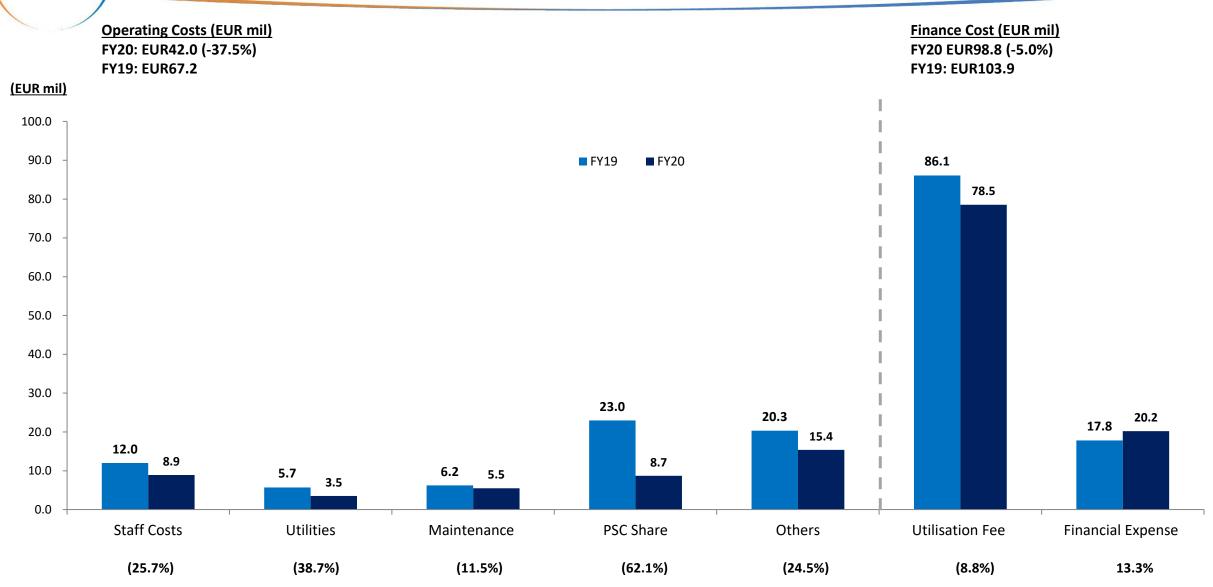


ISG Revenue



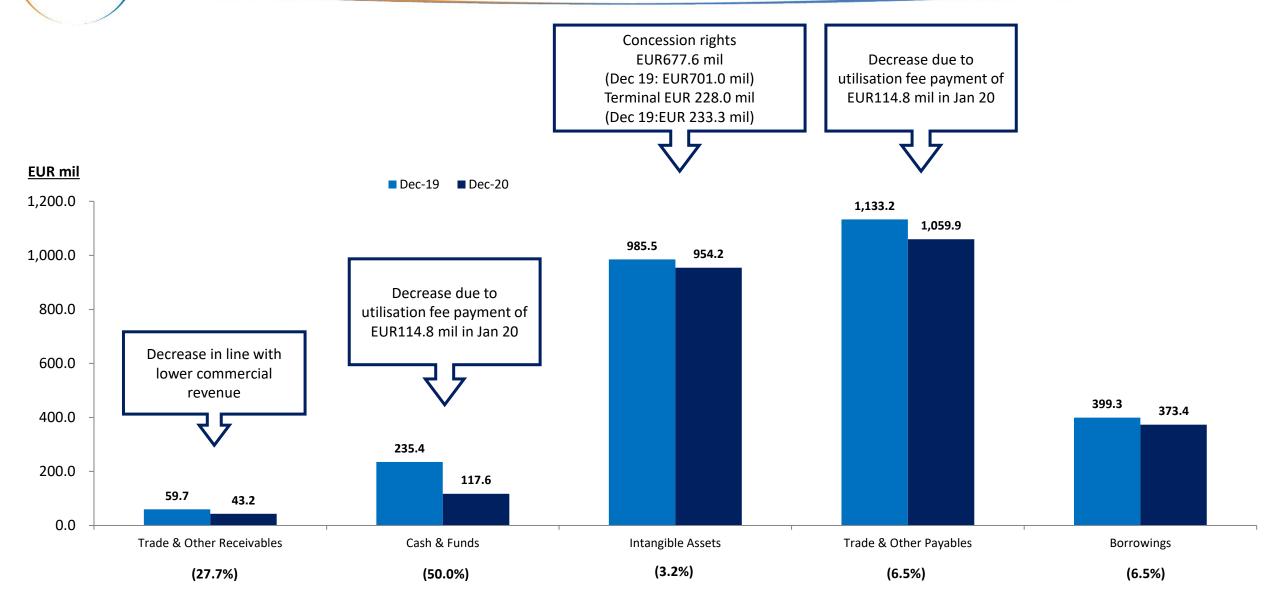


ISG Cost



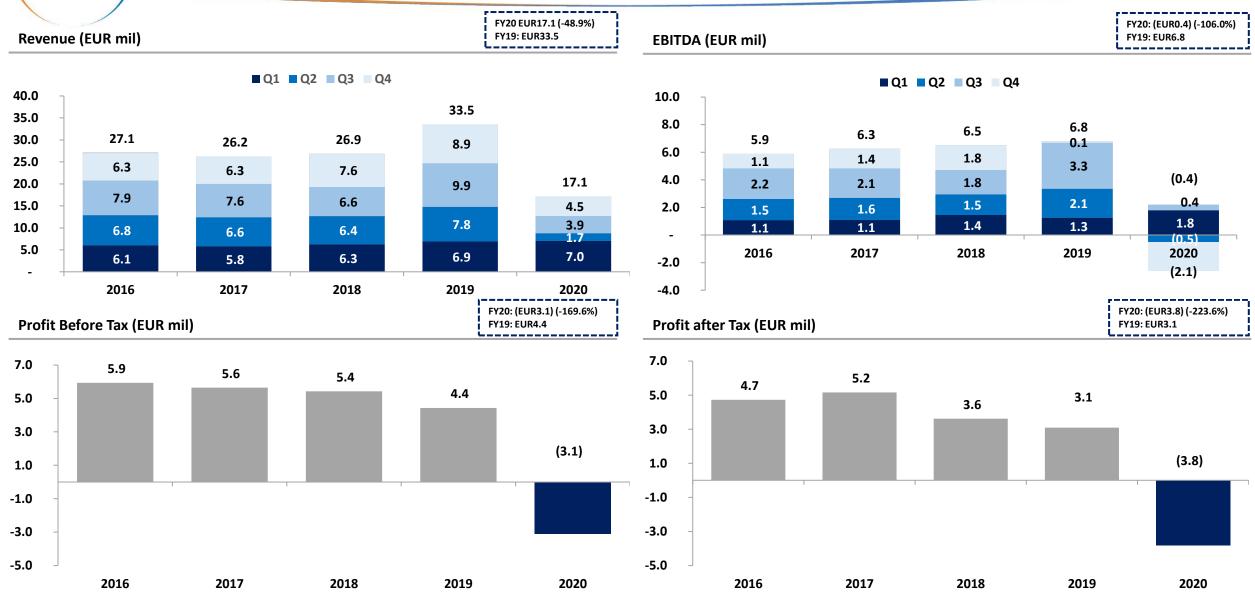


ISG Balance Sheet





SGC* Income Statement



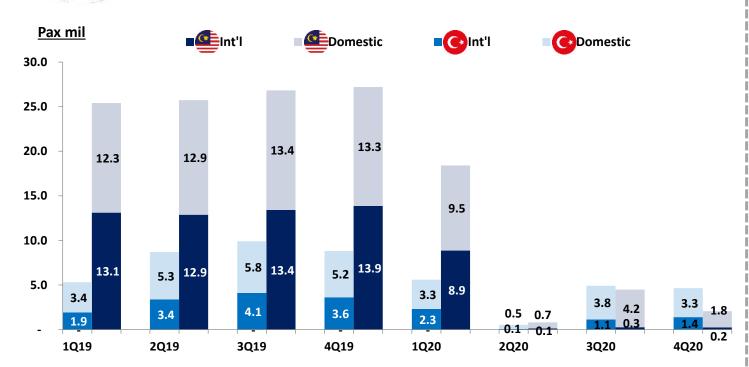
^{*}LGM Havalimani Isletmeleri Ticaret Ve Turizm A.S (LGM) has been renamed as SGC Havalimani Isletmeleri Ticaret Ve Turizm A.S (SGC)





Passenger Movements

Write up is from bursa announcement



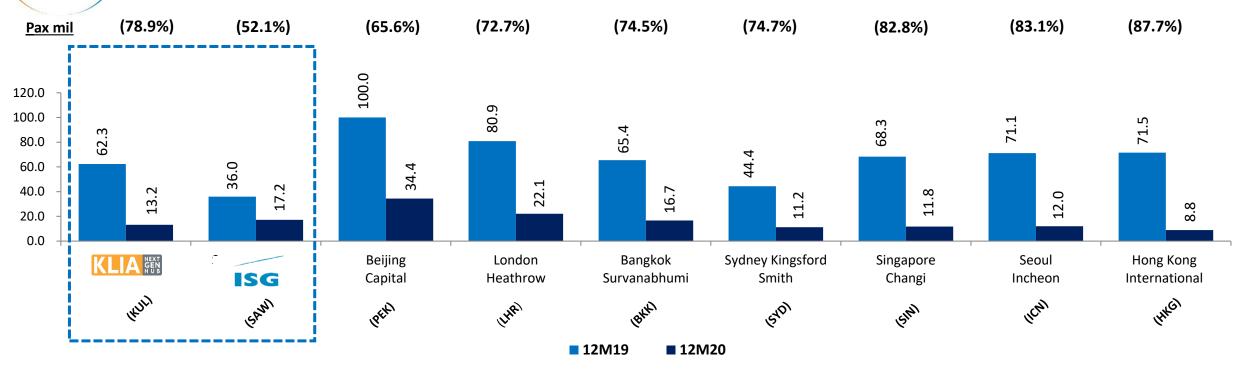
- ★ Traffic performance during the year strongly impacted by COVID-19 with border and travel movements control order enforced thereafter as a measure to contain the pandemic.
- Despite the unprecedented challenges, traffic performances at both Malaysia and Turkey showed signs of gradual recovery following the easing of travel restrictions. Malaysia recorded more than 1million domestic passenger movements consecutively in July to September 2020 before CMCO (Conditional Movement Control Order) was reinstated in October.
- ★ Turkey operations continued to record more than 1million monthly total passenger movements from July onwards but saw a slowdown in December due to the restricted curfew re-imposition in November following the resurgence of COVID-19 cases in Turkey and neighbouring countries.

	KLIA Main			lain klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
Pax mil	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %
International	4.6	23.4	(80.6)	3.7	21.5	(82.9)	8.2	44.9	(81.7)	1.3	8.4	(84.9)	9.5	53.3	(82.2)	5.3	14.2	(62.5)	14.8	67.5	(78.0)
ASEAN	1.6	9.1	(82.6)	2.2	12.4	(82.2)	3.8	21.5	(82.4)	0.8	5.0	(83.3)	4.6	26.5	(82.5)						
Non-ASEAN	3.0	14.3	(79.2)	1.5	9.1	(83.9)	4.4	23.4	(81.0)	0.4	3.4	(87.1)	4.9	26.8	(81.8)						
Domestic	1.5	5.8	(74.7)	3.5	11.6	(70.3)	4.9	17.4	(71.7)	11.3	34.6	(67.2)	16.3	52.0	(68.7)	11.9	21.7	(45.3)	28.1	73.7	(61.8)
Total	6.0	29.2	(79.4)	7.1	33.1	(78.5)	13.2	62.3	(78.9)	12.6	42.9	(70.6)	25.8	105.3	(75.5)	17.2	36.0	(52.1)	43.0	141.2	(69.6)

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



Comparison of Airport Peers



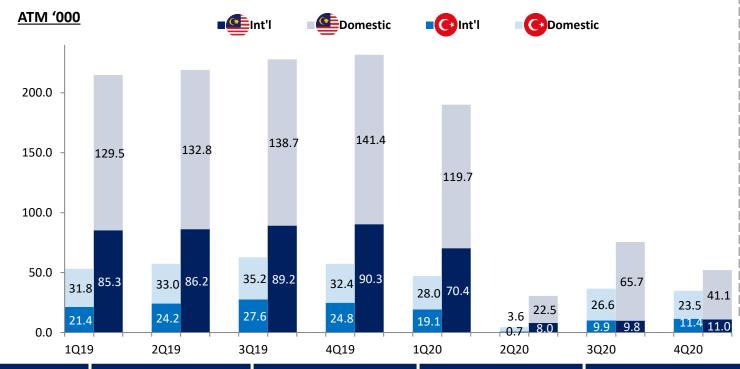
Global Drivers

- The global resurgence of the virus and the related shutdowns halted the air travel recovery during the fourth quarter of the year. International markets have been impacted to a greater extent than domestic routes since many countries closed their borders or imposed travel regulations to limit the virus spread.
- Industry-wide revenue passenger kilometres (RPKs) fell by 69.7% year-on-year in December, which was broadly in line with the declines in November and October. In 2020 as a whole, passenger traffic plunged by 66%, by far the sharpest decline in aviation history.
- Although vaccine rollout is good news for air travel, the immunisation has been slow so far, and it will take time before its impact is reflected in passenger numbers. For now, willingness to travel is low at least based on the evidence from bookings for future travel.

Source: IATA: Air Passenger Market Analysis December 2020, Passenger volumes did not improve in December (3 February 2021)



Aircraft Movements (ATM)



- ★ Total MAHB network of airports registered a decline of 58.1% for FY20 with 471k flights as Malaysia has not fully reopened its borders for international travel
- ♣ On cargo operations, cargo aircraft movements recorded a 46.1% growth in 2020 in line with the increase demand for health and medical supplies despite the reduction in belly space cargo as passenger flights were grounded. Domestic cargo volume movements recorded a growth of 0.1% over 2019, recording 186,279 metric tonnes in 2020, the only sector that performed above the negative zone in 2020.
- ★ Travel bubbles arrangements and short haul travel is expected to pave the way and give air travel further momentum in 2021.

	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
ATM '000	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %	FY20	FY19	Var %
International	49.1	147.6	(66.8)	27.7	128.8	(78.5)	76.7	276.4	(72.2)	22.5	74.6	(69.8)	99.2	351.0	(71.7)	41.2	97.9	(57.9)	140.4	448.9	(68.7)
Domestic	19.5	53.2	(63.3)	28.2	77.7	(63.7)	47.7	130.9	(63.5)	201.4	411.5	(51.1)	249.2	542.4	(54.1)	81.6	132.4	(38.4)	330.7	674.8	(51.0)
Total	68.6	200.8	(65.9)	55.9	206.5	(72.9)	124.5	407.3	(69.4)	223.9	486.1	(54.0)	348.3	893.4	(61.0)	122.8	230.3	(46.7)	471.1	1,123.7	(58.1)

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



Notes

MALAYSIA AIRPORTS HOLDINGS BERHAD

MALAYSIA AIRPORTS CORPORATE OFFICE
PERSIARAN KORPORAT KLIA
64000 KLIA
SEPANG, SELANGOR
www.malaysiaairports.com.my

TEL: +603-8777 7000 FAX: +603-8777 7776 EMAIL: ir@malaysiaairports.com.my