

MALAYSIA AIRPORTS

FINANCIAL RESULTS FOR
THE QUARTER ENDED
30 SEPTEMBER 2021

29 NOVEMBER 2021



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The financial results should be read in conjunction with the audited Financial Statements for the year ended 31 December 2020 and the Interim Financial Statements for the quarter ended 30 September 2021.



Key Highlights

Executive summary

ISG recovery underway as Group liquidity continues to be strong

Key Highlights

Key Business Updates

Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics

PAX



MY Operations

- Passenger movements contracted by 83.2% in 9M21 over 9M20
- Traffic for single month of Oct 2021 at 1.3 mil already higher than overall 3Q21 traffic of 1.0 mil, while also equaling 2Q21 traffic as air travel now allowed for fully vaccinated individuals
- ~97% adult pop. fully vaccinated¹

TY Operations

- Passenger movements rose by 42.6% to 17.9 mil passengers in 9M21 (9M20: 12.6 mil), with Sep 2021 traffic reaching 86% of Sep 2019
- Post peak season, traffic for Oct 2021 at 2.8 mil higher than Sep 2021's 2.7 mil, reflecting resiliency and stability during off season
- ~81% adult pop. fully vaccinated¹

¹ As of 28 November 2021

RESULTS



- 9M21 Group revenue at RM1,121.7 mil (MY RM505.3 mil and TY RM616.4 mil), ↓30.0%. TY revenue increased by 51.1%, cushioning the impact
- 9M21 Group EBITDA at RM67.2 mil (MY -RM391.5 mil and TY RM458.8 mil), positive earnings in line with strong contribution from TY as well as reduction in total costs by 23.7% or RM365.6 mil (contained core cost by 11.7% or RM139.1 mil)
- 3Q21 Group net earnings shows narrowing of losses from 2Q21, strong traffic recovery momentum expected with more Vaccinated Travel Lanes
- Balance sheet remains healthy with Group cash & money market investment position of RM1.5 bil, with ample contingency lines

CAPITAL STRENGTH



9M21 cash & money market investments at RM0.6 bil

- New RM5.0 bil Sukuk Wakalah Programme (with perpetual tenure) approved by Securities Commission, rated AAA/AA2
- RM8.1 bil undrawn lines (RM6.8 bil Sukuk & RM1.325 bil RCF)
- Credit rating still maintained at AAA for RAM & A3 for Moody's

9M21 cash at EUR181.9 mil (equiv. RM884.0 mil), EUR29.1 mil higher than 1H21 as ISG continues to build cash position

- ISG's term loan extended by 2 years to 2025, payment holiday in Dec 2020 & Jun 2021, only EUR10.0 mil to be paid in Dec 21

KEY UPDATES



- Formulation of new OA and DA-LLA to spur economic multiplier effect. New OA expected to be concluded after completion of MAVCOM regulated charges review in 2Q22

- 36 airlines have resumed operations in Malaysia, with 27 airlines expected to resume in the coming months. Targeting 22 new city pairs in 2022
- Unlocking 14,355 sqm in new commercial spaces via Commercial Reset, attracting sought-after brands and reputable companies, stimulate high CAPEX investment by tenants and encourage tenant retention. Eraman realignment & new distribution channels to increase spend per pax
- Further enhancing Subang Airport and KLIA Aeropolis as an aerospace & logistics ecosystem, new exciting developments incl. Dassault & DHL

MY represents Malaysian operations & overseas project and repair maintenance segment in Qatar

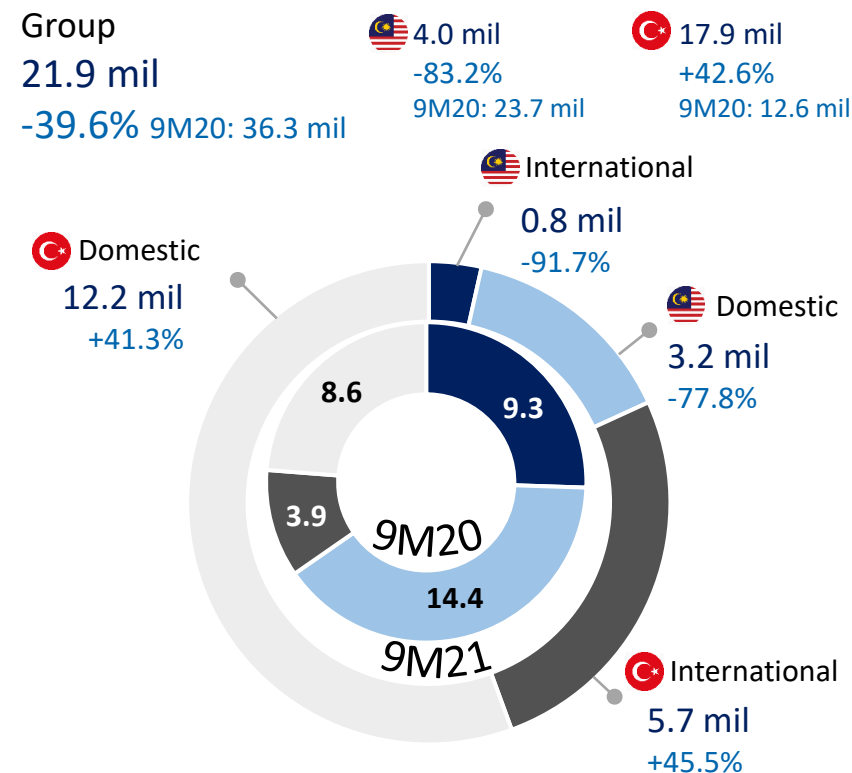
TY represents ISG & SGC (formerly LGM) in Turkey

9M21 Group results snapshot

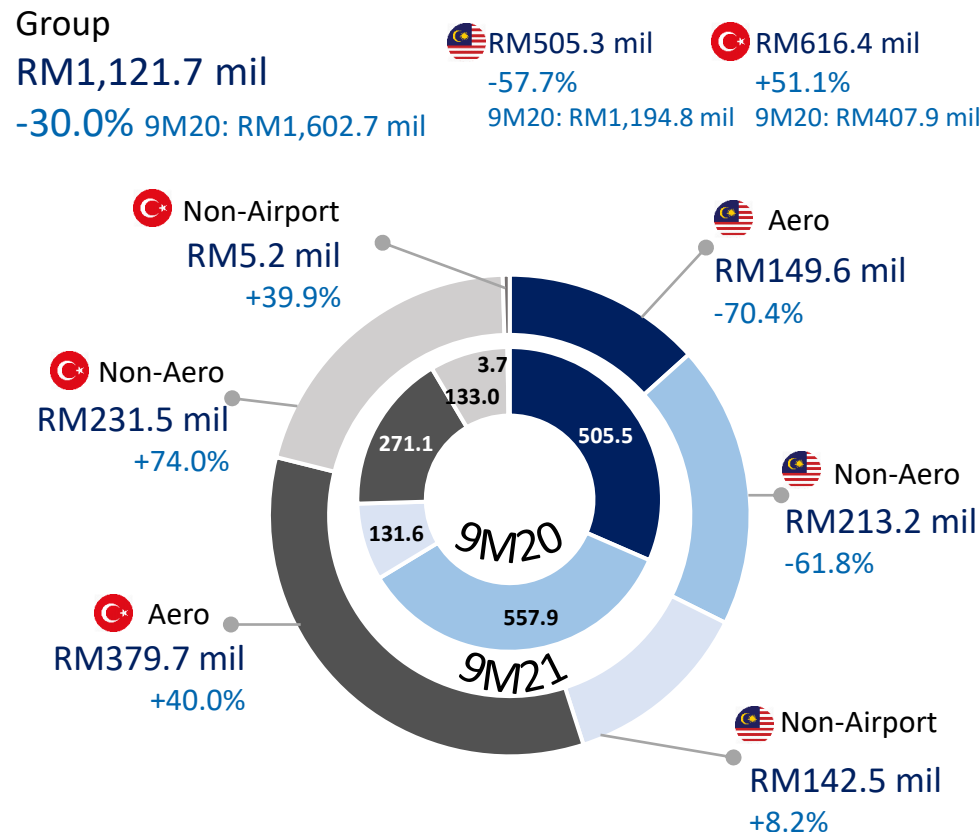
Strong earnings out of ISG contributing to positive Group EBITDA & cash position

Key Highlights	Key Business Updates	Traffic Outlook
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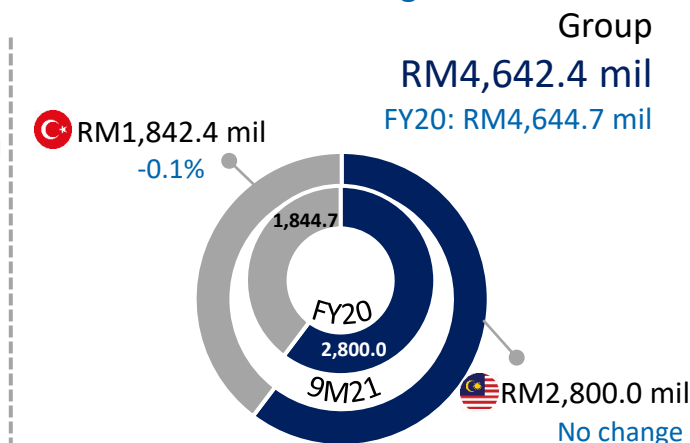
Passenger Movements (Pax)



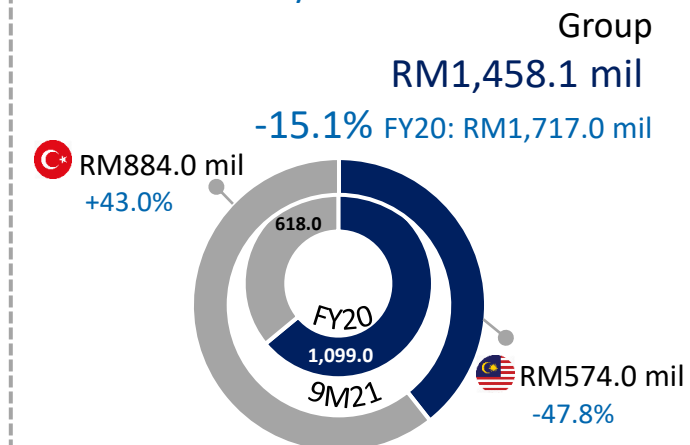
Revenue



Borrowings



Cash & Money Market Investments*



EBITDA



Profit / (Loss) After Tax



Net Assets



9M21 v 9M20 Group results

Revenue contraction of RM481.1 mil cushioned by cost reduction of RM365.6 mil

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Group results RM mil	9M21	9M20	Variance %
Passengers (mil)	21.9	36.3	^a -39.6%
Aircraft ('000)	260.7	384.4	-32.2%
Revenue	1,121.7	1,602.7	^b -30.0%
Other Income	120.6	169.5	-28.9%
Direct Cost	(183.5)	(288.2)	^c 36.3%
Operating Cost	(890.6)	(1,084.1)	^c 17.9%
User Fee & PSC Share	(100.9)	(168.3)	^c 40.0%
EBITDA	67.2	231.6	-71.0%
Depreciation & Amortisation	(382.4)	(377.0)	-1.4%
Finance Costs	(509.7)	(535.1)	4.8%
Share of Assoc. & JV Profit	(1.0)	(8.2)	87.9%
(Loss)/Profit before Tax & Zakat	(825.9)	(688.8)	-19.9%
Taxation & Zakat	196.2	257.6	^d -23.8%
(Loss)/Profit after Tax & Zakat	(629.7)	(431.2)	-46.0%
Excluding PPA Adj*			
EBITDA	61.1	224.2	-72.7%
(Loss)/Profit before Tax & Zakat	(701.2)	(591.6)	-18.5%
(Loss)/Profit after Tax & Zakat	(529.9)	(353.5)	-49.9%
EBITDA Margin	5.4%	14.0%	-8.5ppt
PAT Margin	-	-	-

- ^a Travel restrictions in Malaysia continue to affect passenger movements

Pax (mil)	9M21	9M20	Variance
International	6.5	13.2	▼ 6.8 (50.6%)
Domestic	15.4	23.1	▼ 7.6 (33.3%)
Total	21.9	36.3	▼ 14.4 (39.6%)

- ^b Lower by RM481.1 mil (30.0%) in tandem with lower passengers & adoption of New Rental Model (NRM) in Malaysia for 2021

Revenue (RM mil)	9M21	9M20	Variance
Aeronautical	529.3	776.5	▼ 247.2 (31.8%)
Retail	23.5	140.8	▼ 117.3 (83.3%)
Commercial	421.2	550.0	▼ 128.8 (23.4%)
Non-Airport	147.6	135.4	▲ 12.2 (9.0%)

- ^c Total costs reduced by 23.7% or RM365.6 mil as explained in the following slides

- ^d Tax credit position largely due to deferred tax asset recognised largely from airport operating entities. Reduction in tax position due to recognition of single business source tax recoverable in 9M20 of RM158.1 mil

*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 RM43.0 mil (9M20: RM43.2 mil)

9M21 Group cost

Sustainable core cost containment, 11.7% or RM139.1 mil reduction over 9M20

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Group Cost RM mil	9M21	9M20	Variance %
Direct Cost	183.5	288.2	-36.3%
Direct Material	30.5	97.8	-68.9%
Direct Labour	94.0	105.3	-10.8%
Direct Overheads	59.1	85.1	-30.5%
Operating Cost (Opex)	890.6	1,084.1	-17.9%
Staff Costs	418.4	446.0	-6.2%
Utilities and Comm	198.5	256.3	-22.6%
Maintenance	178.1	193.0	-7.7%
Allowance/(Writeback) for PDD	(10.8)	80.8	>-100%
Others	106.4	108.0	-1.5%
User Fee & PSC Share	100.9	168.3	-40.0%
User Fee	54.8	138.1	-60.3%
PSC Share	46.0	30.1	52.8%
Total Costs	1,175.0	1,540.6	a -23.7%

Core Cost RM mil	9M21	9M20	Variance %
Total Costs	1,175.0	1,540.6	-23.7%
Less:			
User Fee & PSC Share	(100.9)	(168.3)	-40.0%
Allowance/(Writeback) for PDD	10.8	(80.8)	>-100%
Direct Material	(30.5)	(97.8)	-68.9%
Core Cost	1,054.5	1,193.7	b -11.7%

a Total cost contracted by 23.7% or RM365.6 mil.

This contraction is driven by:

- Lower User Fee (Malaysia) in line with the contraction of revenue
- Lower direct cost due to reduction in retail sales & project maintenance segment in Malaysia
- Reduction of staff costs, utilities & maintenance pursuant to the Group's cost containment initiatives
- Writeback of provision for doubtful debts as a follow through from the receivable monetisation exercise

b Malaysia Airports' core operating cost contracted by RM139.1 mil or 11.7%, in line with the Group's commitment to further reduce costs in a sustainable manner above and beyond FY20's 26% reduction.

For instance, the Group's new 70:30 joint venture with Tenaga Nasional's subsidiary, TNEC¹, on the modernisation and concession of one of KUL's district cooling plant, will lead to a reduction of more than RM50.0 million per annum throughout the 20-year concession period. TNEC's operations of the district cooling plant commenced on 1 July 2021.

3Q21 Group cost

Core costs also lower against prior corresponding and preceding quarter

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Group Cost RM mil	3Q21	3Q20	Variance %	2Q21	Variance %
Direct Cost	61.3	78.3	-22%	61.8	-0.9%
Direct Material	9.0	16.5	-45.4%	9.6	-5.7%
Direct Labour	31.9	34.7	-8.1%	30.8	3.7%
Direct Overheads	20.4	27.1	-24.7%	21.5	-5.2%
Operating Cost (Opex)	297.6	348.7	-14.7%	285.4	4.3%
Staff Costs	141.5	150.1	-5.8%	134.9	4.9%
Utilities and Comm	54.8	78.3	-30.0%	68.7	-20.3%
Maintenance	60.6	60.7	-0.2%	60.6	0.0%
Allowance/(Writeback) for PDD	3.1	23.8	-87.1%	(12.8)	>-100%
Others	37.7	35.8	5.2%	34.0	10.9%
User Fee & PSC Share	41.7	42.1	-1.1%	28.1	48.6%
User Fee	17.9	33.3	-46.2%	15.9	12.6%
PSC Share	23.8	8.8	169.1%	12.1	95.7%
Total Costs	400.6	469.2	a -14.6%	375.3	a 6.7%

Core Cost RM mil	3Q21	3Q20	Variance %	2Q21	Variance %
Total Costs	400.6	469.2	-14.6%	375.3	6.7%
Less:					
User Fee & PSC Share	(41.7)	(42.1)	-1.1%	(28.1)	48.6%
Allowance/(Writeback) for PDD	(3.1)	(23.8)	-87.1%	12.8	>-100%
Direct Material	(9.0)	(16.5)	-45.4%	(9.6)	-5.7%
Core Cost	346.8	386.9	b -10.4%	350.5	b -1.1%

Against 3Q20

- a** Total cost reduced by 14.6% or RM68.6 mil, driven by:
- Lower utilities from chilled water, arising new concession deal with TNEC¹ effective July 2021
 - Higher allowance for provision for doubtful debts in 3Q20
 - Lower direct cost due to reduction in retail sales & project maintenance segment in Malaysia
- Malaysia Airports' core operating cost contracted by RM40.1 mil or 10.4%, in line with cost containment initiatives negating the higher 3Q21 core costs in Turkey.

Against 2Q21

- Total cost slightly increased by 6.7% or RM25.3 mil, due to:
- Increase in staff cost from provisioning of welfare costs and unutilised leave
 - Higher writeback for provision for doubtful debts due to improved collections in 2Q21
 - Higher user fees & PSC share arising from higher revenues in 3Q21
- Mitigated by lower utilities from chilled water, arising new concession deal with TNEC¹ effective July 2021
- b** Malaysia Airports' core operating cost contracted by RM3.7 mil or 1.1%, in line with the Group's cost containment initiatives.

9M21 Results – Operations in Malaysia & Turkey

ISG EBITDA margins back to pre-COVID levels following robust recovery

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Group results

RM mil	 9M21	 9M20	Variance %	 9M21	 9M20	Variance %
Total Passengers (mil)	4.0	23.7	-83.2%	17.9	12.6	42.6%
International Passengers (mil)	0.8	9.3	-91.7%	5.7	3.9	45.5%
Domestic Passengers (mil)	3.2	14.4	-77.8%	12.2	8.6	41.3%
Aircraft (000)	134.6	296.5	-54.6%	126.1	87.9	43.3%
Revenue	505.3	1,194.8	-57.7%	616.4	407.9	51.1%
Other Income	102.6	159.5	-35.7%	18.0	10.0	80.0%
Direct Cost	(183.5)	(288.2)	36.3%	-	-	-
Operating Cost	(761.0)	(961.1)	20.8%	(129.5)	(123.0)	-5.3%
User Fee & PSC Share	(54.8)	(138.1)	60.3%	(46.0)	(30.1)	-52.8%
EBITDA	(391.5)	(33.1)	>-100%	458.8	264.7	73.3%
Depreciation & Amortisation	(78.2)	(173.1)	54.8%	(304.2)	(203.9)	-49.2%
Finance Costs	(107.4)	(122.8)	12.5%	(402.3)	(412.3)	2.4%
Share of Assoc. & JV Profit	(1.0)	(8.2)	-87.9%	-	-	-
(Loss)/Profit before Tax & Zakat	(578.2)	(337.2)	-71.4%	(247.7)	(351.5)	29.5%
Taxation & Zakat	176.5	229.9	-23.2%	19.6	27.7	-29.0%
(Loss)/Profit after Tax & Zakat	(401.6)	(107.4)	>-100%	(228.1)	(323.8)	29.6%
Excluding PPA Adj*						
EBITDA	(391.5)	(33.1)	>-100%	452.7	257.3	75.9%
(Loss)/Profit before Tax & Zakat	(578.2)	(337.2)	-71.4%	(122.9)	(254.4)	51.7%
(Loss)/Profit after Tax & Zakat	(401.6)	(107.4)	>-100%	(128.3)	(246.1)	47.9%
EBITDA Margin	-	-	-	73.4%	63.1%	10.3ppt
PAT Margin	-	-	-	-	-	-

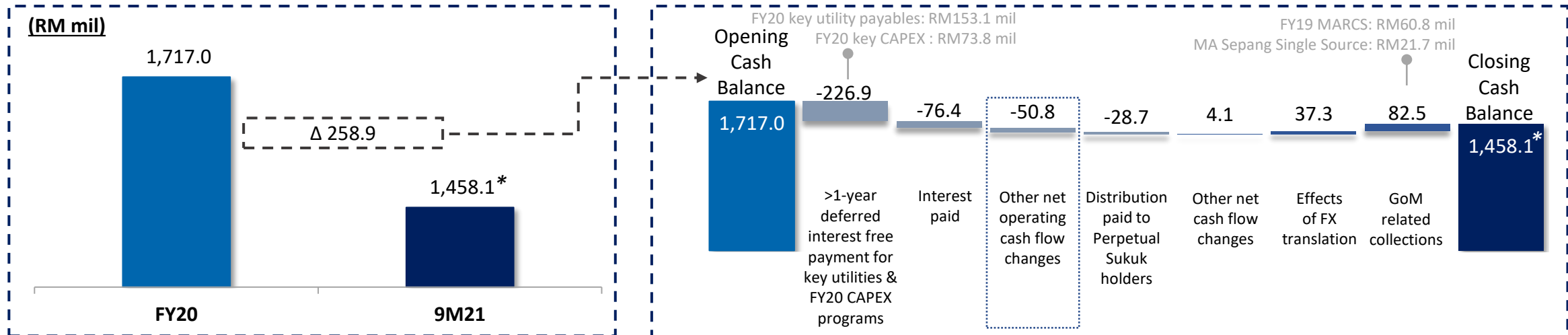
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Note: Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM43.0 mil (9M20: RM43.2 mil)

9M21 Group cash flow summary

Ample liquidity with cash position down mainly due to FY20 deferred payments

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RM8.1 bil
Ready Contingencies



Secured RM1.325 bil in ready revolving credit facilities, an increase of RM225.0 mil compared to RM1.1 bil contingency secured in 2020



Credit lines are in addition to the RM6.8 bil unutilised Sukuk facility, reflecting confidence of the financial institutions

Proven Market
Support



RM700.0 mil oversubscribed Sukuk during the pandemic, from initial RM500.0 mil. Achieved at lowest rate (~3.4%) and longest tenure (7-10 years)



Funding for complimentary projects incurred at the JV level (Alibaba, TNB, Mitsui). Leasing model can also be considered for capex funding

Financial
Resiliency



RM1.5 bil cash on hand as of June 2021, with RM712.6 mil available for Malaysia operations



Superior AAA RAM & A3 Moody's credit rating, reaffirmed even during COVID-19

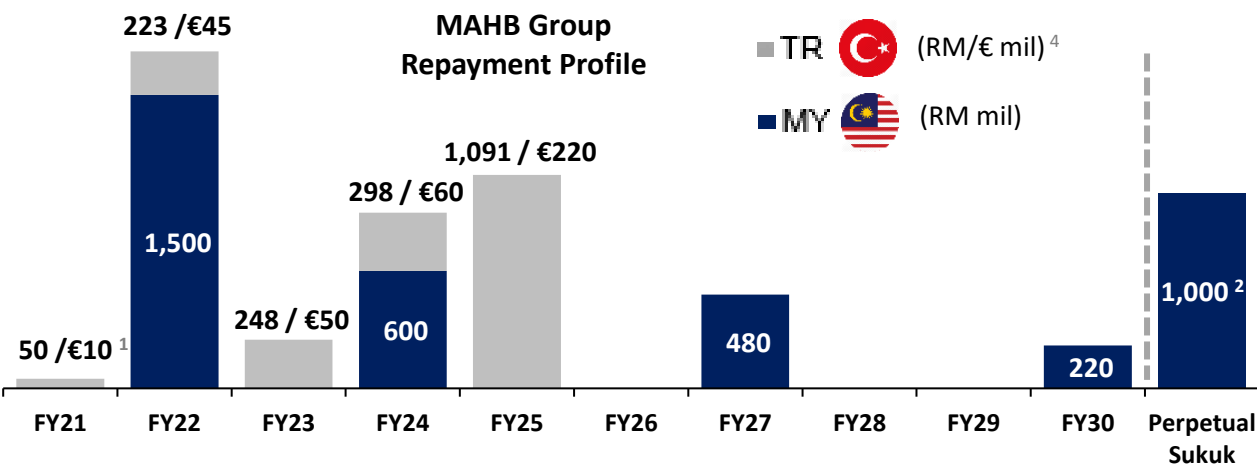


Strong balance sheet with low gearing, allowing MAHB to leverage up to ~RM5.0 bil

Update on borrowings - New RM5.0 bil Sukuk Wakalah Programme

Programme approved by SC, financial discipline in maintaining undrawn lines

Key Highlights	Key Business Updates	Traffic Outlook
Group Financial Performance	TY Financial Performance	Operating Statistics



	FY16	FY17	FY18	FY19	FY20	9M21
Net debt (RM 'mil) ³	3,817	2,978	2,350	1,702	2,928	3,183
Weighted average cost	4.21%	4.22%	4.06%	4.11%	3.94%	4.11%
Gross gearing ratio (times) ⁵	0.64x	0.64x	0.56x	0.53x	0.57x	0.62x
Net gearing ratio (times) ⁵	0.44x	0.34x	0.26x	0.18x	0.36x	0.43x

Rating Agency



MOODY'S

Credit Ratings Outlook

IMTN Senior Sukuk (AAA/Stable)
Perpetual Sukuk (AA2/Stable)
 (Reaffirmed in October 2021)

(A3/Negative)
 (Reaffirmed in July 2021)

¹ €10m will be paid in Dec FY21.

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

³ Net Debt = Borrowings - Cash and Funds.

⁴ Recalculated at actual rate of repayment and RM 4.96/EUR for future payments.

⁵ Gross and net gearing ratio including contingent liability for 9M21 is 0.70x (FY20: 0.65x; FY19: 0.60x) and

0.50x (FY20: 0.44x; FY19: 0.25x) respectively.

Malaysia Airports Holdings Berhad

Sukuk Programme (RM mil)	Issuer Name	Tranches	Issue Size (RM mil)	Coupon Rate	Issue Date	Maturity Date	Tenure (Years)
RM3,100	Malaysia Airports Capital Berhad	IMTN-1	1,000	4.55%	30/08/2010	Repaid on 28 Aug 2020	
		IMTN-2	1,500	4.68%	17/12/2010	16/12/2022	12
		IMTN-3	600	4.15%	28/12/2012	27/12/2024	12
		Undrawn	1,000	Undrawn facility is available until Aug 2025			
RM2,500	Malaysia Airports Holdings Berhad (MAHB)	Senior Sukuk	480	3.30%	06/11/2020	05/11/2027	7
		Senior Sukuk	220	3.60%	06/11/2020	06/11/2030	10
		Perpetual Sukuk	1,000	5.75%	15/12/2014	Perpetual, Non-call 10 years	
		Undrawn	800	Undrawn facility is available until Sep 2033			
RM5,000	MAHB	Undrawn	5,000	New undrawn facility is available perpetually			

MAHB has attained Revolving Credit Facilities from 5 banks amounted to **RM1,325 million** as contingency lines and to capitalise on the current low short-term interest rate environment.

Istanbul Sabiha Gökçen Airport

Loan Type	Issue Size (EUR mil)	Coupon Rate	Issue Date	Maturity Date	Tenure (Years)
Secured Senior Loan	500	Euribor IRS +3.0%	24/12/2014	24/12/2025	11

MAHB Group also successfully rescheduled the syndicated loan for ISG in which the lenders agreed to extend the loan tenure by two years to 2025 and granted a payment holiday for loan repayments due in December 2020 and June 2021. Current outstanding loan principal is EUR385 mil.



Key Business Updates

New OA and DA-LLA will be a gamechanger & catalyst

Formulation of new OA and DA-LLA to spur economic multiplier effect

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New Operating Agreement (OA) for 39 airports under MA Sepang and MASB - 2009-2069

Dedicating essential funds towards airport development and modernisation

- Investments in airport system for capacity expansion and service levels uplift
- Grow KLIA's prominence as a regional hub
- Expand other airports as economic catalysts

Readjustment and broadening of regulated charges

- Regionally competitive for airlines
- Takes into account affordability
- Peer benchmarked
- Commensurate to value provided



Direct and indirect contribution to GoM

- Minimise outflows of subsidies and system investments
- Preserve GoM's user fees received
- Multiplier effect benefit across the nation
- Tax contributions to GoM

Fair returns to MAHB to support viability

- Encourage further investment in the system
- Transparent and fair development returns attracting capital funding and investments
- Facilitate cross-subsidisation across airports

Status

New OA principal terms approved by GoM ✓

MAVCOM to conduct review on regulated charges

Review to be based on financial & benchmark fundamentals

Review concluded by 2Q22 followed by New OA finalisation

Status

Final stage of negotiation terms with GoM ✓

Target for cabinet approval by year end

Development Agreement & Land Lease Agreement (DA-LLA) for KLIA Aeropolis - 99 years

Total Area: 22,165 acres

- KLIA Aeropolis Land: 8,537 acres**
Lease Holder: KLIA Aeropolis Sdn Bhd
– Negotiated under KLIA Aeropolis' 99-year DA-LLA
- KLIA Airport Operations Land: 13,628 acres**
Lease Holder: MA Sepang
– Negotiated under OA-LA



Nation building and nation branding airport city development

- Investor friendly terms for land, attracting high quality global & regional FDI/DDI
- Aligned to national blueprints across core clusters Air Cargo & Logistics, Aerospace & Aviation and MICE & Leisure
- Bolster national socio-economic ecosystem through creation of more high-skilled job and business opportunities

Rethink and refresh our core business in Malaysia

Achieving a balanced & sustainable growth for the nation's airports

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Reconnect



Retain and Reset

Ongoing initiatives:

- **Network Reconnecting Programme (NRP)**
 - Launched in July 2020
 - 36 airlines have resumed operations in Malaysia, with 27 airlines expected to resume in the coming months
- **Joint International Tourism Development Programme (JITDP)**
 - In 2021, Tourism Malaysia has allocated RM8 mil for JITDP initiatives
- **Airline Incentives Programme (AIP)**
 - New airlines in 2021 entitled to AIP III under new airline scheme
 - From January 2022 onwards, AIP IV will be implemented for a period of 3 years
- Pursuing 22 new city pairs incl.: BAH-KUL (Gulf Air), MAA-PEN (Spice Jet), DXB-SIN-PEN (Emirates), +4 new airlines from North Asia

Ongoing initiatives:

- **Keeping businesses open**
 - RM124.2 mil direct support in FY20
 - Commercial occupancy at 67%
- **FY21 New Rental Model**
 - Initiative to retain/attract tenants
 - Ensure prime readiness post COVID when passenger returns
- **ShopMYairports & Shop@SAW**
 - Part of omni-channel readiness incl. click and collect
- **Commercial RESET**
 - Revitalising commercial spaces RM314.5 mil capex committed thus far
 - Unlocking 14,355 sqm in new commercial spaces created on top of 67,252 sqm currently
 - To date, ~50% tenants onboarded, making up more than almost 80% of rental
 - Value accretion with 49 new shops and brands expected to come in

Streamlining Eraman's operational readiness

Outlet realignment & new distribution channels as borders reopen

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- Outlet realignment under the Reset Plan, which included the expansion & retail outlets revamp (Flagship P&C, Emporium outlets)
- Focus on high yield margin product categories: Cosmetics, Spirits & Family F&Bs
- Re-strategised Lifestyle business towards consignment and partnership
- Increasing MAHB's share of spend per pax and overall spend per ticket

- Diversification of distribution channels:
 - ShopMYairports
 - Eraman Live Order
 - Lazada
 - Offsite sales
 - Partnership promotions
- Identified new target market segments and collaborations for further omni-channel offering – Click and Collect, online and offsite

- Launched new Sales Incentive Plan (SIP) to cultivate high performance sales culture
- Initiated Personal Shopper Programme to create brand loyalty by providing personalised value-added services
- Strategised reordering plans and terms with brand principals and suppliers to gain on bulk rebates and improve working capital

- F&B expansion and brand refresh, incl. new Food Garden KLIA and QSR outlets
- Implementation of contactless ordering and payment solutions at F&B outlets
- Introduced food delivery and catering services to surrounding areas, along with provision of food buggies and kiosks to expand reach
- Reinvestment including KLIA's Duty Free Outlet Refresh in 2022

Positive Developments At Subang Airport & KLIA Aeropolis

Notable existing & near future development

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Subang Airport



Tier 1 anchor

Aerospace component OEM & MRO

- One of world's largest OEM of aerospace component suppliers
- State-of-the-art component MRO facility in Subang Aerotech Park

Progress: DO approved. Construction to commence in 2Q22



Business Aviation MRO

- OEM owned Business Aviation MRO
- Asia's MRO Centre of Excellence (CoE) for falcon with full suite of services at Zone 1, Subang Airport

Progress: Hangar construction to commence by 2Q22



Turboprop MRO

- One of ATR's (OEM) longest-standing maintenance org in EU with capabilities for structural repairs for ATR and other regional aircraft
- Regional CoE hangar & workshop at Zone 1, Subang Airport

Progress: MoU signed. Assessment on site & high-level user requirement capture ongoing

End-to-end Aircraft Aftermarket Service

- 1st integrated aftermarket facility in SEA, incl. MRO, aircraft teardown, aircraft material recycling and parts trading
- Partnership between established international & local operators

Progress: MoU signed. Assessment on site & high-level user requirement capture ongoing

Urban Air Mobility

- Pioneer in designing the first manned, fully electric and safe air taxi in the world
- Feasibility of air taxi commercialization within Malaysia & SEA

Progress: MoU signed. Feasibility study to complete by 1Q22



KLIA Aeropolis



Air Cargo & Logistics:

1. Cainiao Aeropolis eWTP Hub (eHub)

Progress: With a total net lettable area of 97,483 sqm, eHub achieved 72% space utilisation comprising of:-

- Cargo Terminal Operators (GTR, POS Aviation & Raya Airways): 19,525 sqm (20%)
- Alibaba (Lazada): 19,286 sqm (20%)
- 3rd party logistics provider i.e. CEVA, Kargo Xpress, Nippon: 31,650sqm (32%)

eHub occupancy on track to exceed targeted 80% by year end.



2. DHL KUL Gateway, a 3-acre development at KLIA

Progress: Construction commenced on 23 October 2021, expected to be completed by 1Q23



Aerospace & Aviation:

Progress: On track to finalise sublease of airside land for establishment of a regional MRO hub by year end



(MOP)

MICE & Leisure:

1. MOP KLIA's Phase 3

Progress: MOP will add another GFA of 7,716 m2 (NFA:6,350 m2) of large format retail space to provide for some big-name tenants in the industry with 85% confirmed tenancy and is targeted to be operational by 1Q22



2. **Progress:** Targeted to commence a large-scale recreational development via external party in 1Q22

Note: DO – Development Order



Traffic Outlook

Vaccination progress remains primary driver for border openings

Fully vaccinated rates in Asia at 47.8%, with most key markets above average

Key Highlights

Key Business Updates

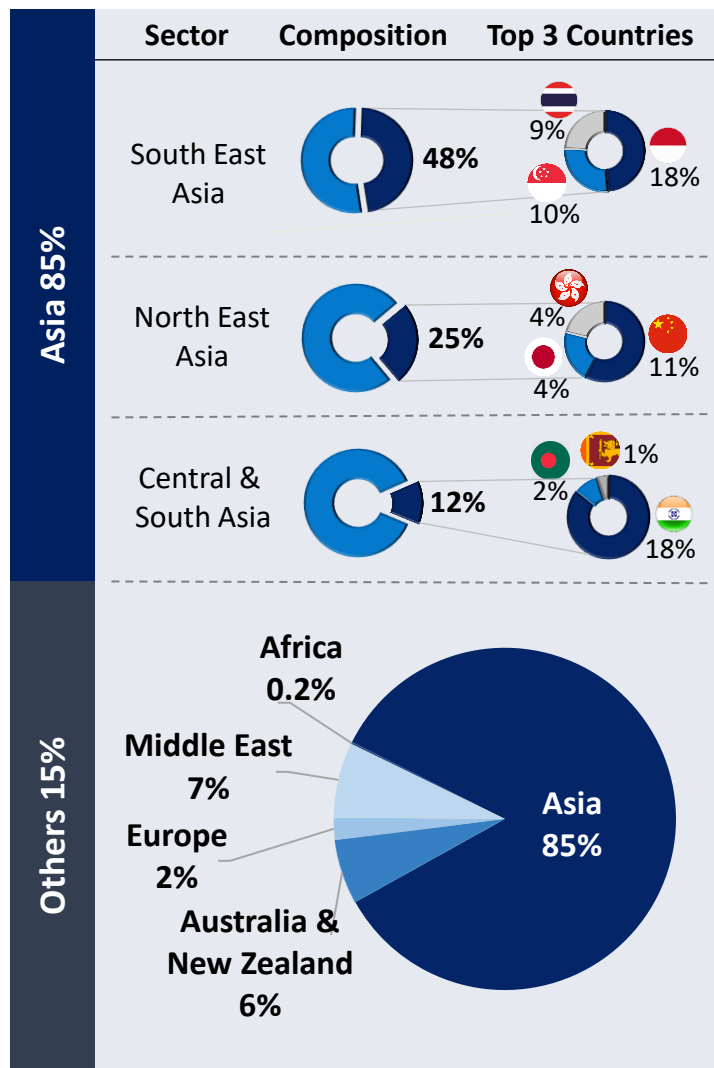
Traffic Outlook

Group Financial Performance

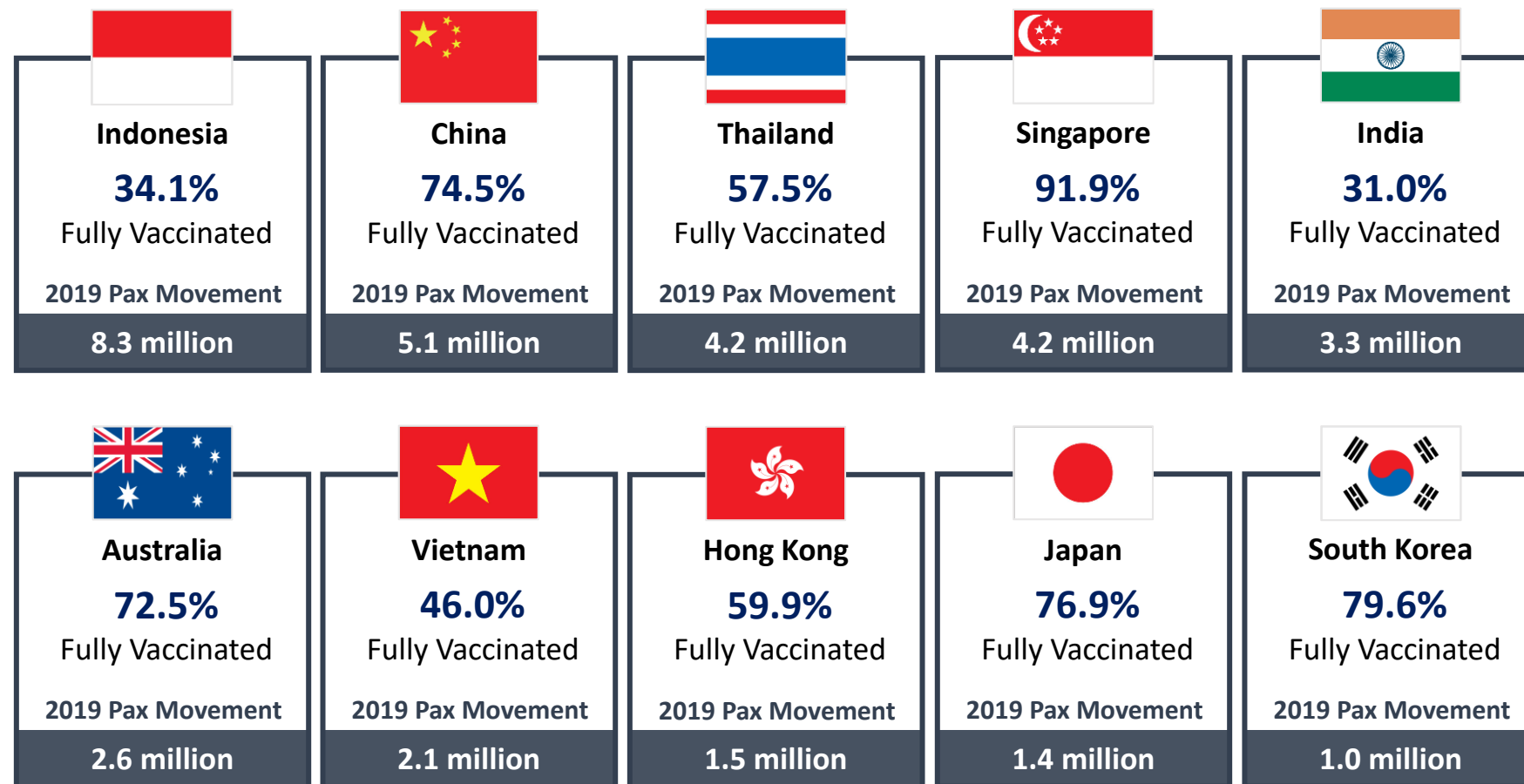
TY Financial Performance

Operating Statistics

2019 KUL Int'l Pax Movements



Current Vaccination Rates vs 2019 KUL Pax Movements for Top 10 Key Markets



Vaccination rates of total population (Updated as of 27 November 2021)

Source: Our World In Data, Worldometer, Malaysia Airports 18

Reviving International Tourism

Malaysia's borders should be opened to international tourists by 1 Jan 2022 at the latest¹, according to National Recovery Council (MPN) chairman Muhyiddin Yassin on 11 Nov

Following the success of the Langkawi domestic travel bubble, the destination is set to be Malaysia's first international travel bubble from 15 Nov, under a pilot international tourism bubble project¹

To speed up recovery in Asia-Pacific, ACI encourages governments to reopen borders as well as relax quarantine requirements² for countries which have reached satisfactory vaccination rates

Progress of Air Travel Arrangements

Singapore



- Vaccinated Travel Lanes (VTL) between Changi Airport and KLIA without quarantine from 29 Nov¹
- Commencing with six designated daily flights for quarantine-free travel

Indonesia



- Reached an agreement to implement Travel Corridor Arrangement (TCA) or VTL¹
- Expected to be finalized and gradually implemented in early 2022 starting with air travel corridor between Kuala Lumpur and Jakarta

Thailand



- Offers quarantine-free air travel from 46 low-risk countries including Malaysia starting 1 Nov¹
- Reopening Bangkok and other key tourist destinations including Hua Hin, Pattaya, Krabi and several districts of Chiang Mai under 'sandbox' program from 1 Nov

Vietnam



- Expected to resume regular flights with 15 countries including Malaysia from Jan 2022¹
- Reopening quarantine-free tourist destinations including Phu Quoc, Khanh Hoa, Quang Ninh, Quang Nam and Da Nang starting Nov

Australia



- Discussion on the possibility of reopening borders between Malaysia and Australia held on 6 Nov¹
- Reopening will be in stages and those stages are to be announced later

United Kingdom



- Discussion on VTL for UK citizens to enter Malaysia held on 8 Nov¹
- VTL timeline for UK travelers who want to enter Malaysia are to be announced soon

Strong recovery at ISG amidst the ongoing pandemic

73% average load factor and open borders a positive indication for ISG's recovery

Key Highlights

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TY Financial Performance

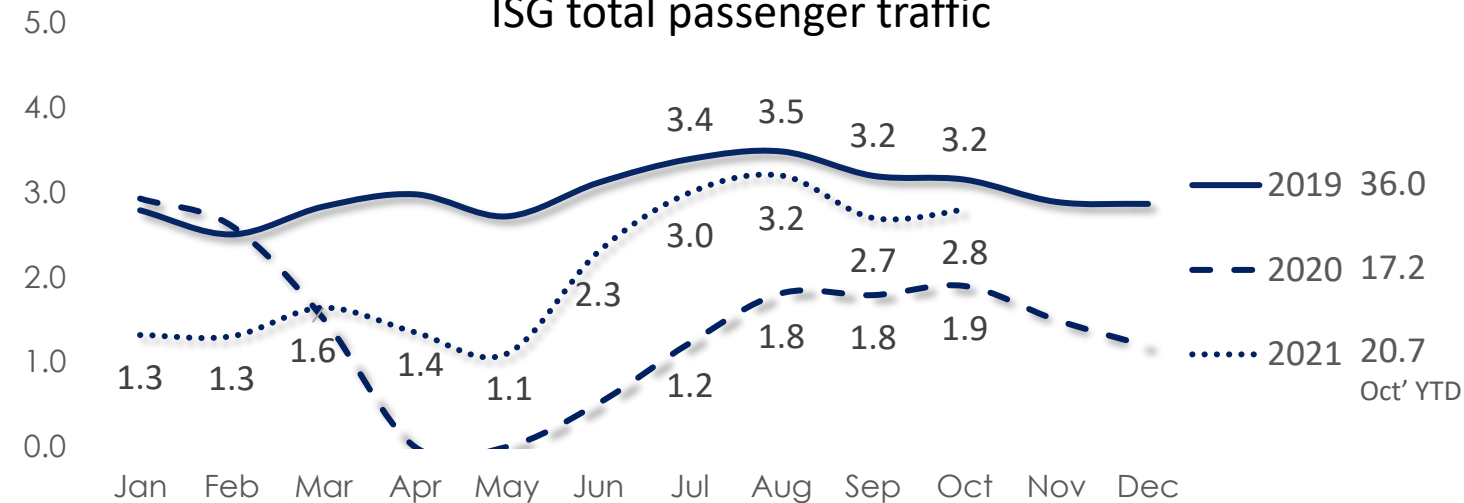
Operating Statistics

In November, ISG was still ranked top 10 busiest airport in Europe by Eurocontrol¹ with Turkey the 6th busiest country in Europe even after the busy summer period

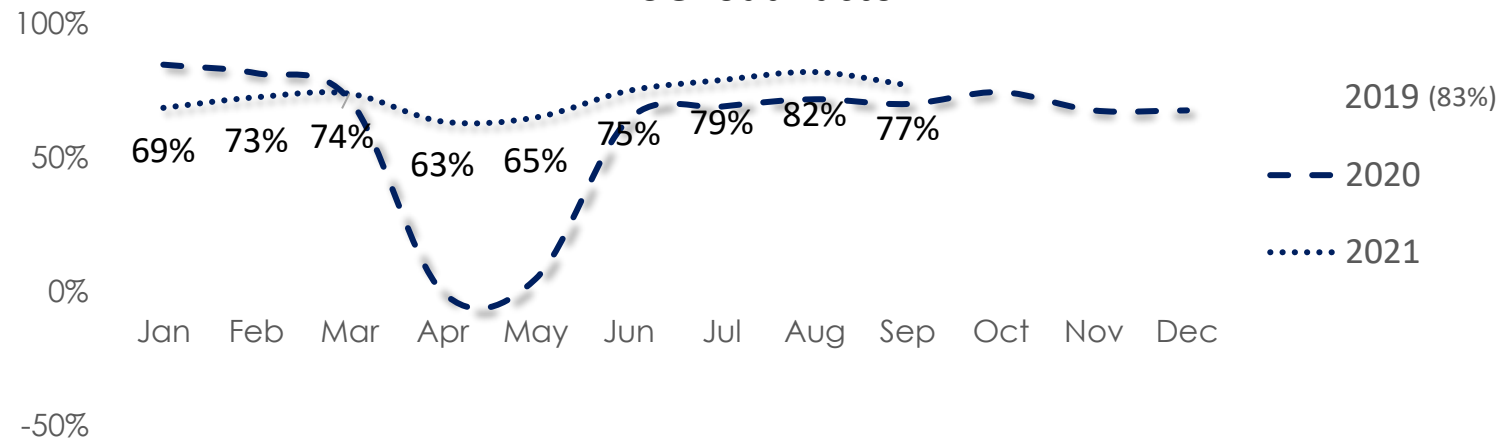
Passenger traffic for both domestic and international movements picked up with total passenger movements recording 2.8million passengers, reaching 88.3% of October 2019 share of traffic

Turkey ranked among the top countries with access to vaccine has high inoculation rate projecting the nation to achieve public immunity by Fall/4Q21². 120.0 mil doses administered to date, with more than 62.0 mil people already receiving 2 or more doses³

ISG total passenger traffic



ISG load factor



Sources: 1 Eurocontrol Comprehensive 11 November 2021; 2. Various media reports; 3. <https://covid19asi.saglik.gov.tr>

ISG – Foreign Airlines Have Resumed Operations

35 countries has opened borders for Turkish vaccine certificated travelers

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Composition of Airlines:

PEGASUS
AIRLINES

Pegasus: 62%*

ANADOLUJET  **TURKISH AIRLINES**

Turkish Airlines: 36%*

- YTD Domestic flights have resumed and currently at ~80% level of 2019 scheduled frequencies
- YTD International flights have resumed and currently at ~50% level of 2019 frequencies (incl. foreign carriers such as Qatar Airways)
- In summer 2021, recovery is at 100% in Domestic and 75% in International traffic

* 2019 % traffic

16 New International Routes And FlyArystan A New Foreign Airline In ISG:

PEGASUS
AIRLINES

Pegasus has launched 7 new international routes:

- Odessa & Kherson (Ukraine), Batumi (Georgia), Shymkent (Kazakhstan), St. Petersburg & Makhachkala (Russia), Oss (Kyrgyzstan)

ANADOLUJET

Anadolujet has launched 9 new international routes:

- Urumiyeh (Iran), Hamburg (Germany), Sarajevo (Bosnia and Herzegovina), Basel (Switzerland), Zurich (Switzerland), Copenhagen (Denmark), Lyon (France), Hannover (Germany), Pristina (Kosovo)

 **FlyArystan**

New foreign carrier:

- FlyArystan inaugurated its first flight on 28 March 2021 from Turkistan (Kazakhstan). It is the first new foreign carrier to operate to/from ISG in 2021
- Flights will take place every Friday and Sunday with A320s with 180 seat capacity

Foreign Airlines Have Since Resumed Operations:

AirArabia
العربية للطيران

العربية للطيران
airarabia.com
— المغرب —

 النيل للطيران
NILE AIR

flydubai

الكويتية
KUWAIT AIRWAYS

QATAR
AIRWAYS القطرية

الجزيرة.
Jazeera.

pobeda

السلامة
SalāmAir

 **Buta Airways**



Appendix



Group Financial Performance

Group 9M21 Results (against 9M20)

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Operating Statistics

(RM mil)	9M21			9M20			 Variance %	 Variance %	 Variance %
									
Revenue	505.3	616.4	1,121.7	1,194.8	407.9	1,602.7	▼ (57.7)	▲ 51.1	▼ (30.0)
Other Income	102.6	18.0	120.6	159.5	10.0	169.5	▼ (35.7)	▲ 80.0	▼ (28.9)
Direct Cost	(183.5)	0.0	(183.5)	(288.2)	0.0	(288.2)	▲ 36.3	▬ 0.0	▲ 36.3
Operating Cost	(761.0)	(129.5)	(890.6)	(961.1)	(123.0)	(1,084.1)	▲ 20.8	▼ (5.3)	▲ 17.9
User Fee & PSC Share	(54.8)	(46.0)	(100.9)	(138.1)	(30.1)	(168.3)	▲ 60.3	▼ (52.8)	▲ 40.0
EBITDA	(391.5)	458.8	67.2	(33.1)	264.7	231.6	▼ (>100)	▲ 73.3	▼ (71.0)
Depreciation & Amortisation	(78.2)	(304.2)	(382.4)	(173.1)	(203.9)	(377.0)	▲ 54.8	▼ (49.2)	▼ (1.4)
Finance Costs	(107.4)	(402.3)	(509.7)	(122.8)	(412.3)	(535.1)	▲ 12.5	▲ 2.4	▲ 4.8
Share of Assoc. & JV Profit	(1.0)	0.0	(1.0)	(8.2)	0.0	(8.2)	▲ 87.9	▬ 0.0	▲ 87.9
(Loss)/Profit before Tax & Zakat	(578.2)	(247.7)	(825.9)	(337.2)	(351.5)	(688.8)	▼ (71.4)	▲ 29.5	▼ (19.9)
Taxation & Zakat	176.5	19.6	196.2	229.9	27.7	257.6	▼ (23.2)	▼ (29.0)	▼ (23.8)
(Loss)/Profit after Tax & Zakat	(401.6)	(228.1)	(629.7)	(107.4)	(323.8)	(431.2)	▼ (>100)	▲ 29.6	▼ (46.0)
EBITDA Margin (%)	-	74.4%	6.0%	-	64.9%	14.5%	▬ -	▲ 9.5ppt	▬ -
PAT Margin (%)	-	-	-	-	-	-	▬ -	▬ -	▬ -
Net Asset per Share (RM)			1.45			1.72			▼ (15.6%)

Group 9M21 Results (against 9M20)

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(RM mil)	9M21			9M20			Variance %	Variance %	Variance %
									
Revenue	505.3	616.4	1,121.7	1,194.8	407.9	1,602.7	▼ (57.7)	▲ 51.1	▼ (30.0)

Group revenue: RM1,121.7 mil

✈ Airport operations: RM974.1 mil (-33.6%)

- Aeronautical: RM529.3 mil (-31.8%) mainly due to lower overall passenger movements in Malaysia (contraction of 83.2%) , with revenue from Turkey arising from improved traffic mitigating the lower revenue
- Non-Aeronautical: RM444.7 mil (-35.6%) arising from lower retail sales (-83.3%) and commercial revenue (-54.5%) in Malaysia. Under the New Rental Model implemented in 2021

✈ Non-airport operations: RM147.6 mil (+9.0%)

- Hotel: RM34.2 mil (-10.0%)
- Agriculture & horticulture: RM38.1 mil (+52.1%)
- Project and repair maintenance: RM75.3 mil (+4.2%)

Group 9M21 Results (against 9M20)

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(RM mil)	9M21			9M20			 Variance %	 Variance %	 Variance %
									
EBITDA	(391.5)	458.8	67.2	(33.1)	264.7	231.6	▼ (>100)	▲ 73.3	▼ (71.0)
(Loss)/Profit after Tax & Zakat	(401.6)	(228.1)	(629.7)	(107.4)	(323.8)	(431.2)	▼ (>100)	▲ 29.6	▼ (46.0)

Group EBITDA: RM67.2 mil

- ✦ Malaysia operations: Reduction in EBITDA arising from lower revenue was mitigated by cost containment initiatives, with core costs lower by 11.7% or RM139.1 mil
- ✦ Turkey operations: Improvement in EBITDA due to improved passenger traffic in Turkey by 42.6%

Group Loss after Tax & Zakat: -RM629.7 mil

- ✦ Malaysia operations: Largely attributed to lower EBITDA in 9M21 mitigated by lower depreciation & amortisation and recognition of deferred tax assets for the current period
- ✦ Turkey operations: Recorded a lower LAT of RM228.1 mil (9M20: LAT of RM328.8 mil), in tandem with improvement in EBITDA, after taking into account a loss of RM124.7 mil (9M20: RM97.1 mil) primarily owing to the amortisation of fair value of the concession rights

Group 3Q21 Results (against 3Q20)

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(RM mil)	3Q21			3Q20			 Variance %	 Variance %	 Variance %
									
Revenue	173.4	287.9	461.3	275.5	121.1	396.7	▼ (37.1)	▲ >100	▲ 16.3
Other Income	25.5	3.5	29.0	27.7	3.0	30.7	▼ (7.9)	▲ 14.9	▼ (5.6)
Direct Cost	(61.3)	0.0	(61.3)	(78.3)	0.0	(78.3)	▲ 21.7	▬ 0.0	▲ 21.7
Operating Cost	(250.1)	(47.5)	(297.6)	(309.2)	(40.2)	(349.4)	▲ 19.1	▼ (18.1)	▲ 14.8
User Fee & PSC Share	(17.9)	(23.8)	(41.7)	(33.3)	(8.2)	(41.5)	▲ 46.2	▼ (>100)	▼ (0.4)
EBITDA	(130.3)	220.1	89.8	(117.5)	75.7	(41.8)	▼ (10.9)	▲ >100	▲ >100
Depreciation & Amortisation	(23.0)	(141.8)	(164.8)	(64.1)	(82.4)	(146.5)	▲ 64.2	▼ (72.1)	▼ (12.5)
Finance Costs	(35.7)	(142.3)	(178.0)	(39.0)	(147.4)	(186.4)	▲ 8.5	▲ 3.4	▲ 4.5
Share of Assoc. & JV Profit	(1.9)	0.0	(1.9)	(10.2)	0.0	(10.2)	▼ (81.9)	▬ 0.0	▼ (81.9)
(Loss)/Profit before Tax & Zakat	(190.9)	(64.0)	(254.9)	(230.8)	(154.1)	(384.9)	▲ 17.3	▲ 58.4	▲ 33.8
Taxation & Zakat	59.6	13.0	72.6	49.6	15.5	65.1	▲ 20.1	▼ (16.3)	▲ 11.4
(Loss)/Profit after Tax & Zakat	(131.3)	(51.0)	(182.3)	(181.2)	(138.5)	(319.7)	▲ 27.5	▲ 63.2	▲ 43.0
EBITDA Margin (%)	-	76.4%	19.5%	-	62.5%	-	▬ -	▲ 13.9ppt	▬ -
PAT Margin (%)	-	-	-	-	-	-	▬ -	▬ -	▬ -

Exchange rate used in profit and loss for 3Q21 : RM4.93/EUR

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

Group 3Q21 Results (against 3Q20)

Key Highlights







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(RM mil)	3Q21			3Q20			Variance %	Variance %	Variance %
									
Revenue	173.4	287.9	461.3	275.5	121.1	396.7	▼ (37.1)	▲ >100	▲ 16.3

Group revenue: RM461.3 mil

✈ Airport operations: RM406.7 mil (+15.9%)

- Aeronautical: RM233.4 mil (+2.1%) mainly due to improved passenger traffic in Turkey following relaxed travel restrictions and lifting of the national curfew from July 2021 onwards
- Non-Aeronautical: RM173.3 mil (+41.6%) arising from improvement of commercial revenue in Turkey by RM77.4 mil

✈ Non-airport operations: RM54.6 mil (+19.2%)

- Hotel: RM13.9 mil (+32.5%)
- Agriculture & horticulture: RM14.6 mil (+43.5%)
- Project and repair maintenance: RM26.1 mil (+4.4%)

Group 3Q21 Results (against 3Q20)

Key Highlights







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(RM mil)	3Q21			3Q20			Variance %	Variance %	Variance %
									
EBITDA	(130.3)	220.1	89.8	(117.5)	75.7	(41.8)	▼ (10.9)	▲ >100	▲ >100
(Loss)/Profit after Tax & Zakat	(131.3)	(51.0)	(182.3)	(181.2)	(138.5)	(319.7)	▲ 27.5	▲ 63.2	▲ 43.0

Group EBITDA: RM89.8 mil







- ✈ Malaysia operations: Slight reduction in EBITDA is in line with lower revenues by RM102.1 mil mitigated against lower costs of RM68.6 mil
- ✈ Turkey operations: Improvement in EBITDA due to improved passenger traffic in ISG as Turkey lifted the national curfew from July 2021 onwards

Group Loss after Tax & Zakat: -RM182.3 mil

- ✈ Malaysia operations: Net earnings reported an improvement due to lower depreciation and amortisation as well as increase in share of associate & JV profits
- ✈ Turkey operations: Recorded a lower LAT of RM51.0 mil (3Q20: LAT of RM138.5 mil), in tandem with improvement in EBITDA, after taking into account a loss of RM59.8 mil (3Q20: RM37.5 mil) primarily owing to the amortisation of fair value of the concession rights

Group 3Q21 Results (against 2Q21)

Key Highlights	Key Business Updates	Traffic Outlook
Group Financial Performance	TY Financial Performance	Operating Statistics

(RM mil)	3Q21			2Q21			Variance %		Variance %		Variance %	
												
Revenue	173.4	287.9	461.3	147.1	176.3	323.4	▲	17.9	▲	63.3	▲	42.6
Other Income	25.5	3.5	29.0	30.2	7.7	37.9	▼	(15.3)	▼	(55.0)	▼	(23.4)
Direct Cost	(61.3)	0.0	(61.3)	(61.8)	0.0	(61.8)	▲	0.9	—	0.0	▲	0.9
Operating Cost	(250.1)	(47.5)	(297.6)	(242.5)	(42.9)	(285.4)	▼	(3.1)	▼	(10.7)	▼	(4.3)
User Fee & PSC Share	(17.9)	(23.8)	(41.7)	(15.9)	(12.1)	(28.1)	▼	(12.6)	▼	(95.7)	▼	(48.6)
EBITDA	(130.3)	220.1	89.8	(143.0)	128.9	(14.0)	▲	8.8	▲	70.7	▲	>100
Depreciation & Amortisation	(23.0)	(141.8)	(164.8)	(32.2)	(86.9)	(119.1)	▲	28.7	▼	(63.3)	▼	(38.4)
Finance Costs	(35.7)	(142.3)	(178.0)	(35.5)	(125.0)	(160.5)	▼	(0.6)	▼	(13.8)	▼	(10.9)
Share of Assoc. & JV Profit	(1.9)	0.0	(1.9)	3.0	0.0	3.0	▼	(>100)	—	0.0	▼	(>100)
(Loss)/Profit before Tax & Zakat	(190.9)	(64.0)	(254.9)	(207.6)	(82.9)	(290.5)	▲	8.1	▲	22.8	▲	12.3
Taxation & Zakat	59.6	13.0	72.6	61.2	3.2	64.4	▼	(2.7)	▲	>100	▲	12.6
(Loss)/Profit after Tax & Zakat	(131.3)	(51.0)	(182.3)	(146.4)	(79.7)	(226.1)	▲	10.3	▲	36.0	▲	19.4
EBITDA Margin (%)	-	76.4%	19.5%	-	73.1%	-	—	-	▲	3.3ppt	—	-
PAT Margin (%)	-	-	-	-	-	-	—	-	—	-	—	-

Exchange rate used in profit and loss for 3Q21 : RM4.93/EUR

Exchange rate used in profit and loss for 2Q21 : RM4.98/EUR

Group 3Q21 Results (against 2Q21)

Key Highlights










Key Business Updates

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(RM mil)	3Q21			2Q21			 Variance %	 Variance %	 Variance %
									
Revenue	173.4	287.9	461.3	147.1	176.3	323.4	▲ 17.9	▲ 63.3	▲ 42.6

Group revenue: RM461.3 mil

✈ Airport operations: RM406.7 mil (+47.7%)

- Aeronautical: RM233.4 mil (+52.2%) mainly due to improved passenger traffic in Turkey by 86.4% following relaxed travel restrictions and lifting of the national curfew from July 2021 onwards
- Non-Aeronautical: RM173.3 mil (+41.9%) arising from improvement of commercial revenue in Turkey and Malaysia by RM25.7 mil and RM27.3 mil respectively

✈ Non-airport operations: RM54.6 mil (+13.7%)

- Hotel: RM13.9 mil (+28.9%)
- Agriculture & horticulture: RM14.6 mil (+20.0%)
- Project and repair maintenance: RM26.1 mil (+4.9%)

Group 3Q21 Results (against 2Q21)

Key Highlights










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(RM mil)	3Q21			2Q21			 Variance %	 Variance %	 Variance %
									
EBITDA	(130.3)	220.1	89.8	(143.0)	128.9	(14.0)	▲ 8.8	▲ 70.7	▲ >100
(Loss)/Profit after Tax & Zakat	(131.3)	(51.0)	(182.3)	(146.4)	(79.7)	(226.1)	▲ 10.3	▲ 36.0	▲ 19.4

Group EBITDA: RM89.8 mil

- ✈ Malaysia operations: Improved EBITDA in the current quarter arising from higher commercial revenue and lower core costs for the quarter (by 2.5% or RM7.7 mil) mitigated by higher user fees
- ✈ Turkey operations: Increase in EBITDA mainly due to improved revenue in Turkey by 63.3%

Group Loss after Tax & Zakat: -RM182.3 mil

- ✈ Malaysia operations: Loss after tax eased to RM131.3 mil in line with improvement in EBITDA as well as lower depreciation and amortisation costs
- ✈ Turkey operations: Recorded a lower LAT of RM51.0 mil (2Q21: LAT of RM79.7 mil), in tandem with improvement in EBITDA after taking into account a loss of RM59.8 mil (2Q21: RM36.0 mil) primarily owing to the amortisation of fair value of the concession rights

9M21 EBITDA and PAT Reconciliation

Key Highlights










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(RM mil)				9M21			9M20			Variance (%)		
												
EBITDA excluding Adjustments (Adj)				(391.5)	452.7	61.1	(33.1)	257.4	224.3	(>100%)	75.9%	(72.8%)
Adj*	+ Other Income - ISG PPA interest income			-	6.1	6.1	-	7.3	7.3			
EBITDA including Adj				(391.5)	458.8	67.2	(33.1)	264.7	231.6	(>100%)	73.3%	(71.0%)
Adj*	- Depreciation and Amortisation			(78.2)	(192.9)	(271.1)	(173.1)	(122.8)	(295.9)			
	- Amortisation - ISG&SGC PPA concession rights fair value			-	(111.3)	(111.3)	-	(81.1)	(81.1)			
	- Finance Costs - interest on borrowing and misc.			(107.4)	(83.5)	(190.9)	(122.8)	(90.5)	(213.3)			
Adj*	- Finance Costs - ISG utilisation fee expense			-	(299.3)	(299.3)	-	(298.5)	(298.5)			
	- Finance Costs - ISG&SGC interest expense			-	(19.5)	(19.5)	-	(23.3)	(23.3)			
	-/+ Share of Assoc. & JV Profit			(1.0)	-	(1.0)	(8.2)	-	(8.2)			
(Loss)/Profit before Tax & Zakat including Adj				(578.2)	(247.7)	(825.9)	(337.2)	(351.5)	(688.8)	(71.4%)	29.5%	(19.9%)
- Taxation and Zakat				176.5	19.6	196.2	229.9	27.7	257.6			
(Loss)/Profit after Tax and Zakat including Adj				(401.6)	(228.1)	(629.7)	(107.4)	(323.8)	(431.2)	(>100%)	29.6%	(46.0%)

1. Included within current period retained earnings is a distribution to the perpetual sukuk holders amounting to RM43.0 mil (9M20: RM43.2 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: 9M21: RM124.7 mil; 9M20: RM97.1 mil)

3. Finance costs – ISG utilisation fee expense of RM299.3 mil (9M20: RM298.5 mil) relates to interest expense on utilisation fee liability for the year. Actual utilisation fee payments for 2021 of EUR 114.8 mil has been deferred by the authority (FY20 amount paid: RM 517.6 mil / EUR 114.8 mil)

Group Revenue

Key Highlights

Key Business Updates

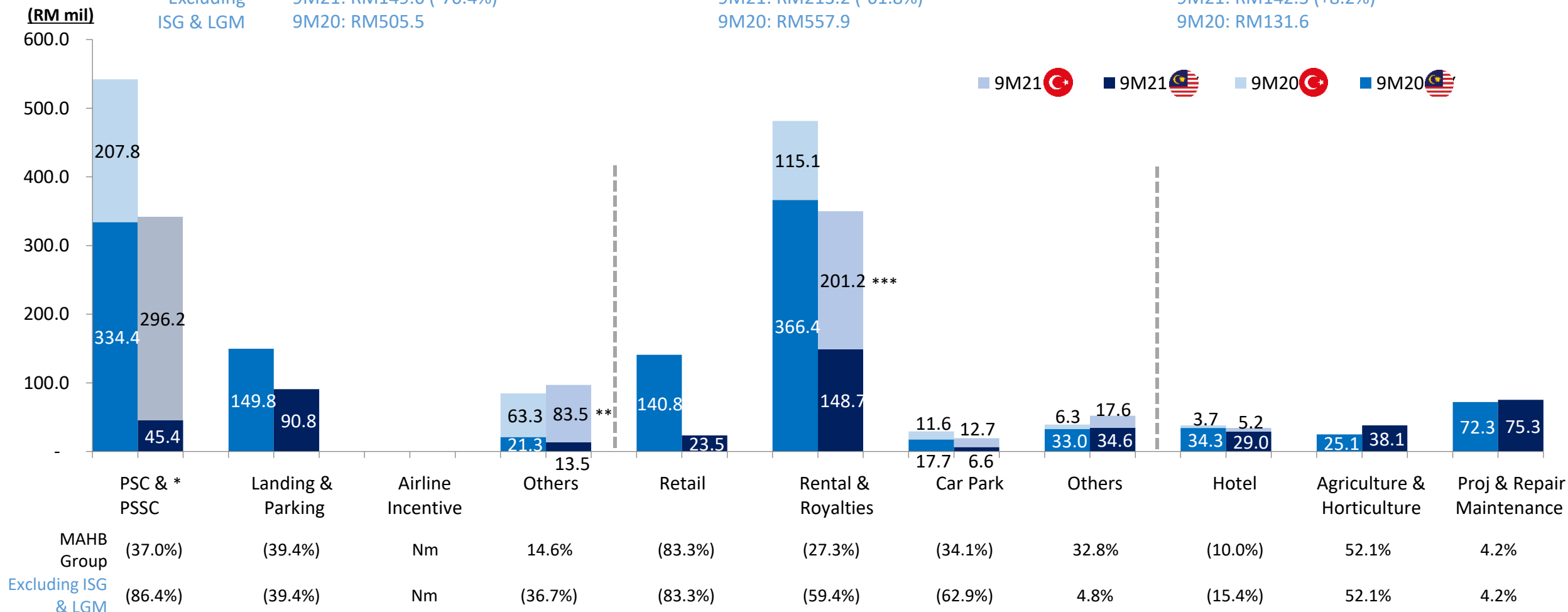
Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics

	<u>Aeronautical (RM mil)</u>	<u>Non-Aeronautical (RM mil)</u>	<u>Non-Airport Operations (RM mil)</u>
MAHB	9M21: RM529.3 (-31.8%)	9M21: RM444.7 (-35.6%)	9M21: RM147.6 (+9.0%)
Group	9M20: RM776.5	9M20: RM690.8	9M20: RM135.4
Excluding ISG & LGM	9M21: RM149.6 (-70.4%)	9M21: RM213.2 (-61.8%)	9M21: RM142.5 (+8.2%)
	9M20: RM505.5	9M20: RM557.9	9M20: RM131.6



*Inclusive of MARCS

**Included in Turkish operations' aeronautical revenue is ISG's jet fuel farm rental income of EUR4.5 mil / RM22.3 mil (9M20: EUR3.5 mil / RM16.7 mil)

***Included in Turkish operations' rental and royalties is revenue generated from ISG's duty free business of EUR20.3 mil / RM100.0 mil (9M20: EUR10.4 mil / RM47.5 mil)

Group Cost

Key Highlights

Key Business Updates

Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics

MAHB Group
Excluding ISG & LGM

Direct Cost (RM mil)

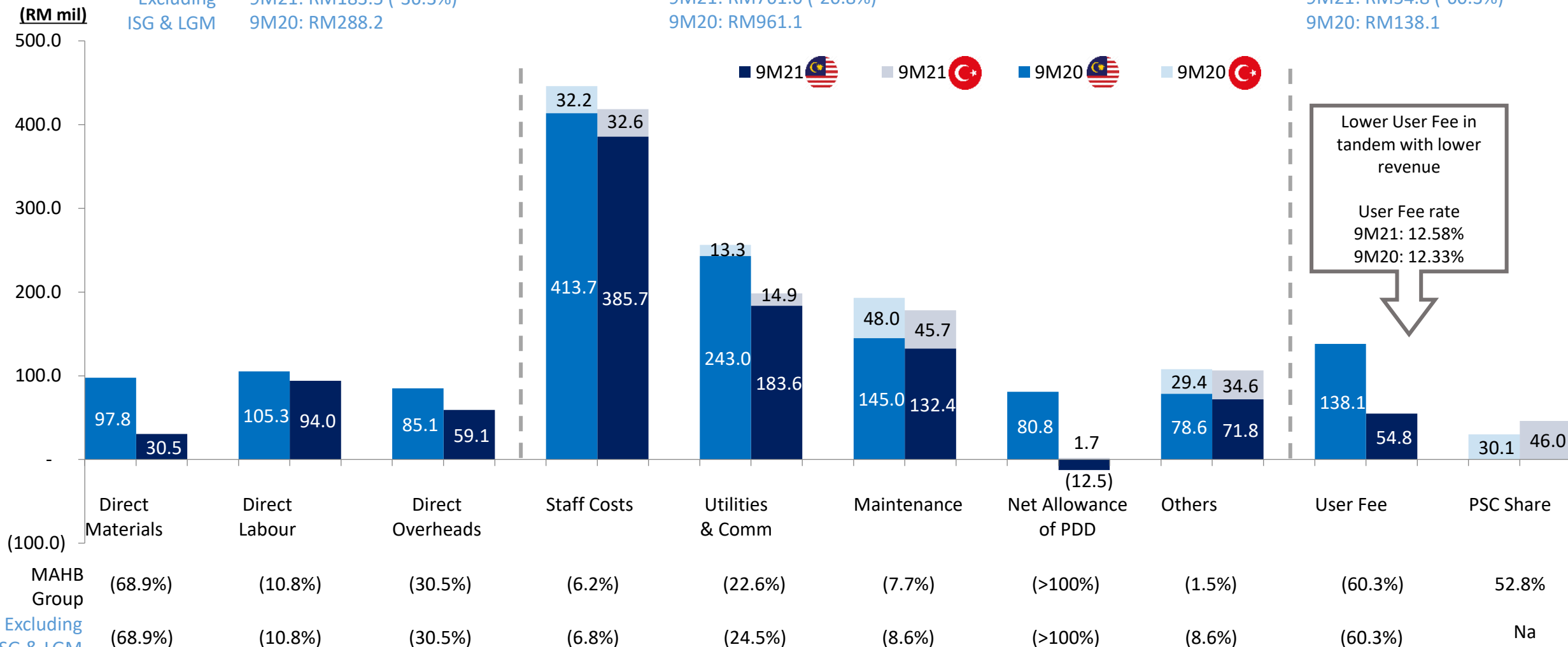
9M21: RM183.5 (-36.3%)
9M20: RM288.2
9M21: RM183.5 (-36.3%)
9M20: RM288.2

Operating Cost (RM mil)

9M21: RM890.6 (-17.9%)
9M20: RM1,084.1
9M21: RM761.0 (-20.8%)
9M20: RM961.1

User Fee & PSC Share (RM mil)

9M21: RM100.9 (-40.0%)
9M20: RM168.3
9M21: RM54.8 (-60.3%)
9M20: RM138.1



Group Balance Sheet

Key Highlights

Key Business Updates

Traffic Outlook

Group Financial Performance

TY Financial Performance

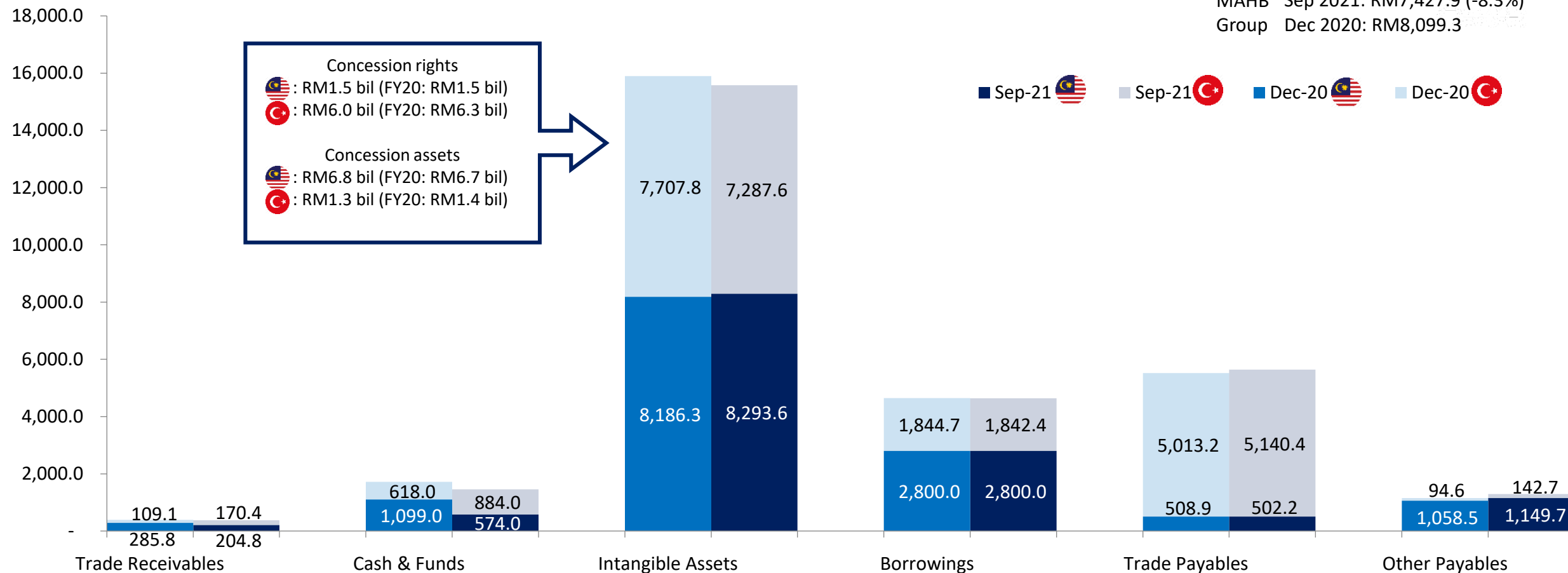
Operating Statistics

(RM mil)

Net Assets (RM mil)

MAHB Sep 2021: RM7,427.9 (-8.3%)

Group Dec 2020: RM8,099.3



MAHB
Group

Excluding
ISG & LGM

(-5.0%)

(-15.1%)

(-2.0%)

-

+2.2%

+12.1%

(-28.3%)

(-47.8%)

+1.3%

-

(-1.3%)

+8.6%

Exchange rate used in balance sheet for 9M21: RM4.86/EUR

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



Turkish Operations (TY) Financial Performance

ISG Income Statement Summary

Key Highlights

Key Business Updates

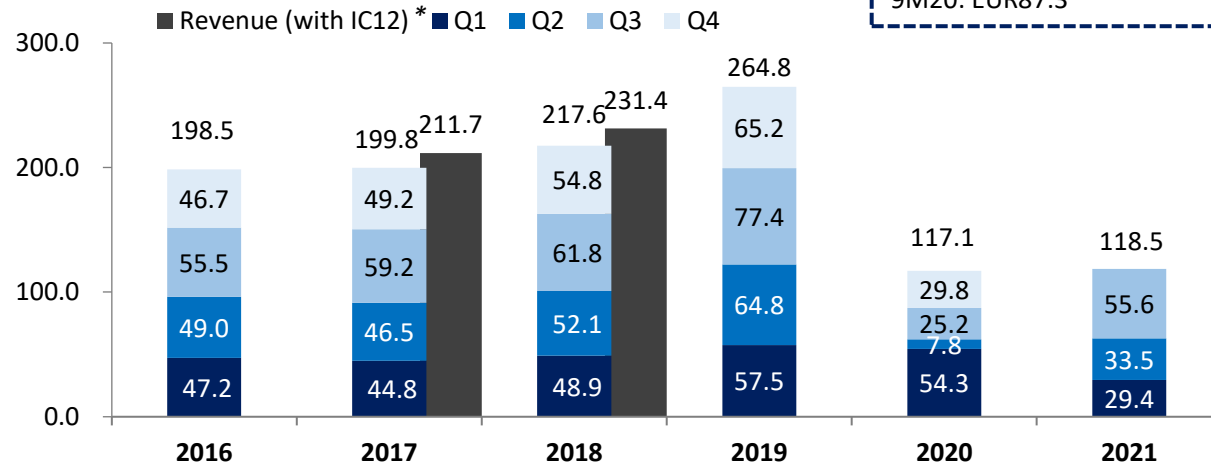
Traffic Outlook

Group Financial Performance

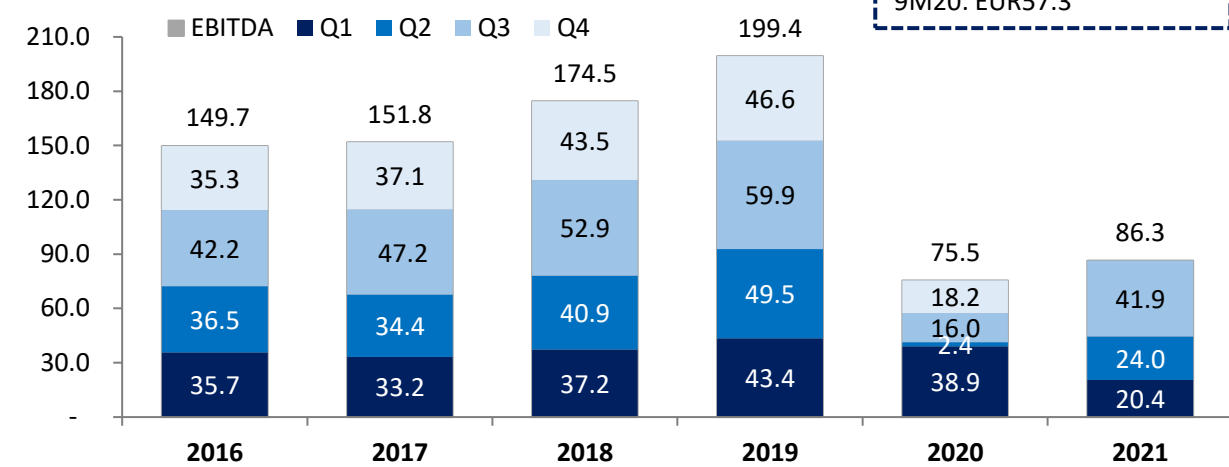
TY Financial Performance

Operating Statistics

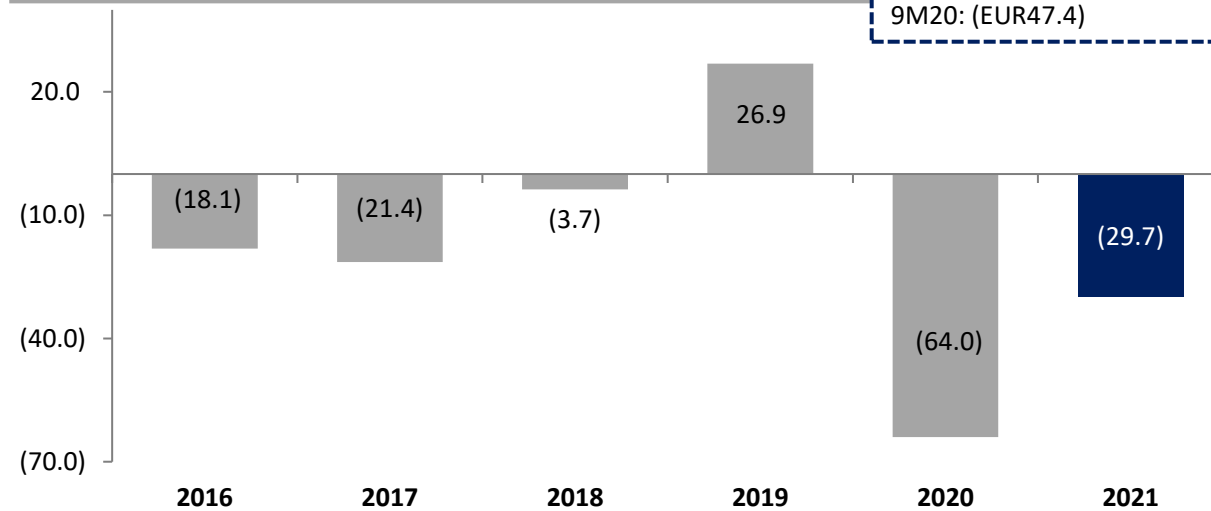
Revenue (EUR mil)



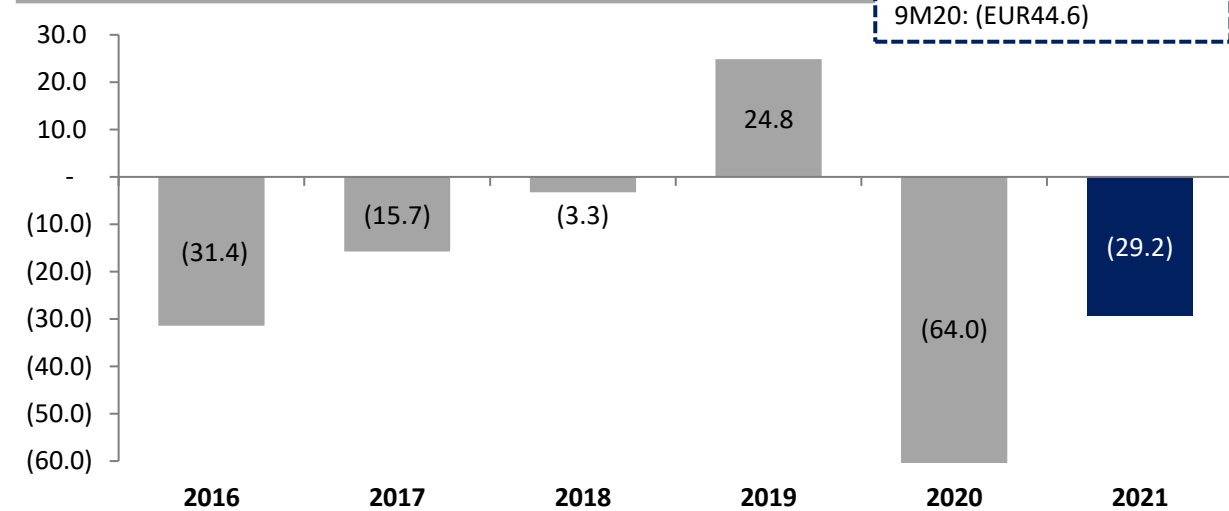
EBITDA (EUR mil)



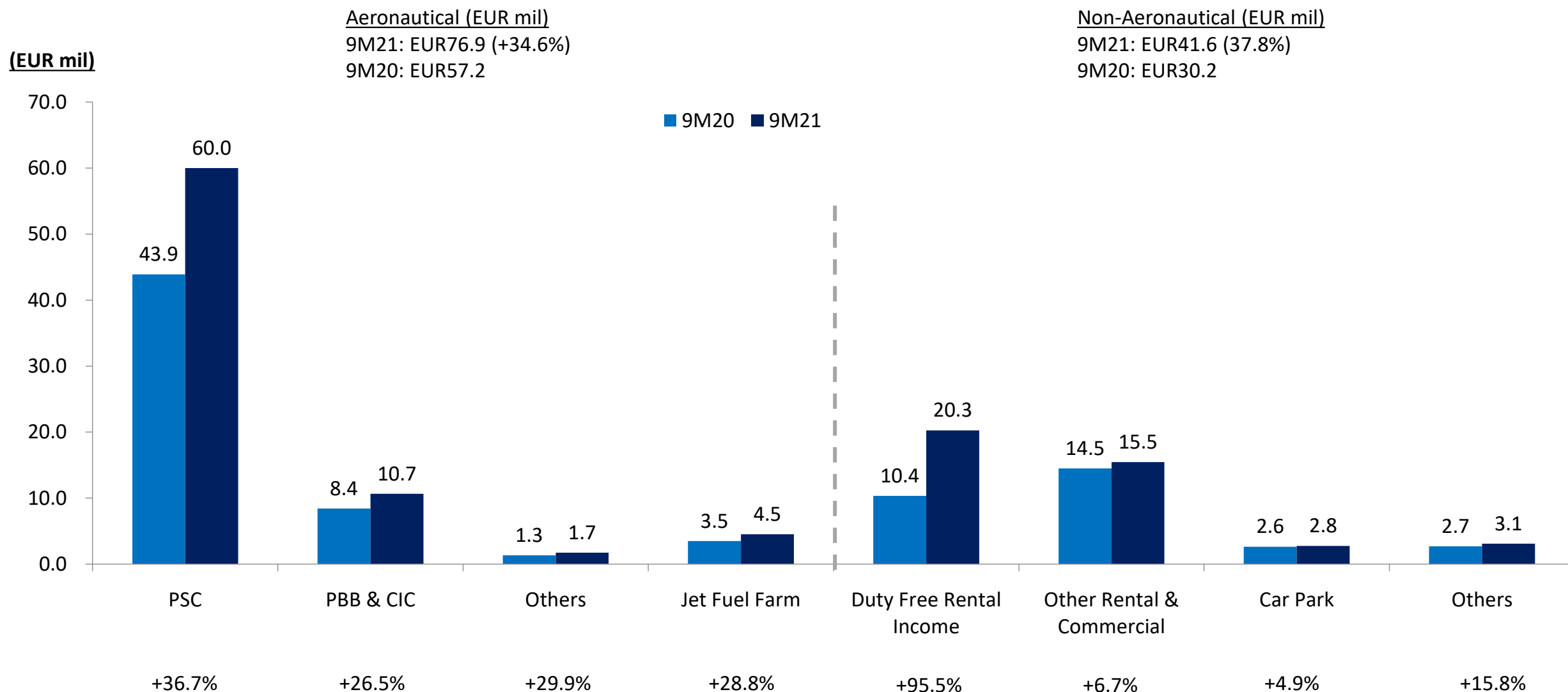
Profit Before Tax (EUR mil)



Profit After Tax (EUR mil)



*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

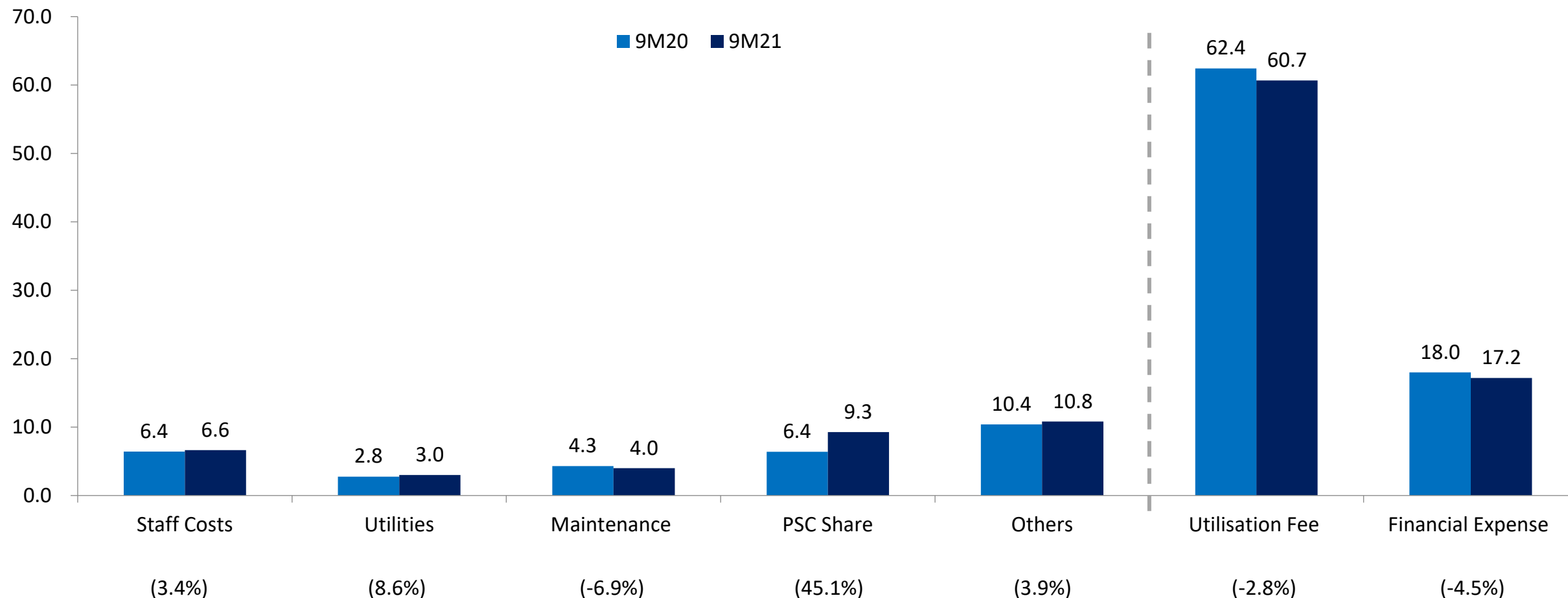


Operating Costs (EUR mil)

9M21: EUR33.7 (11.4%)

9M20: EUR30.2

(EUR mil)



Finance Cost (EUR mil)

9M21: EUR77.8 (-3.2%)

9M20: EUR80.4

ISG Balance Sheet

Key Highlights

Key Business
Updates

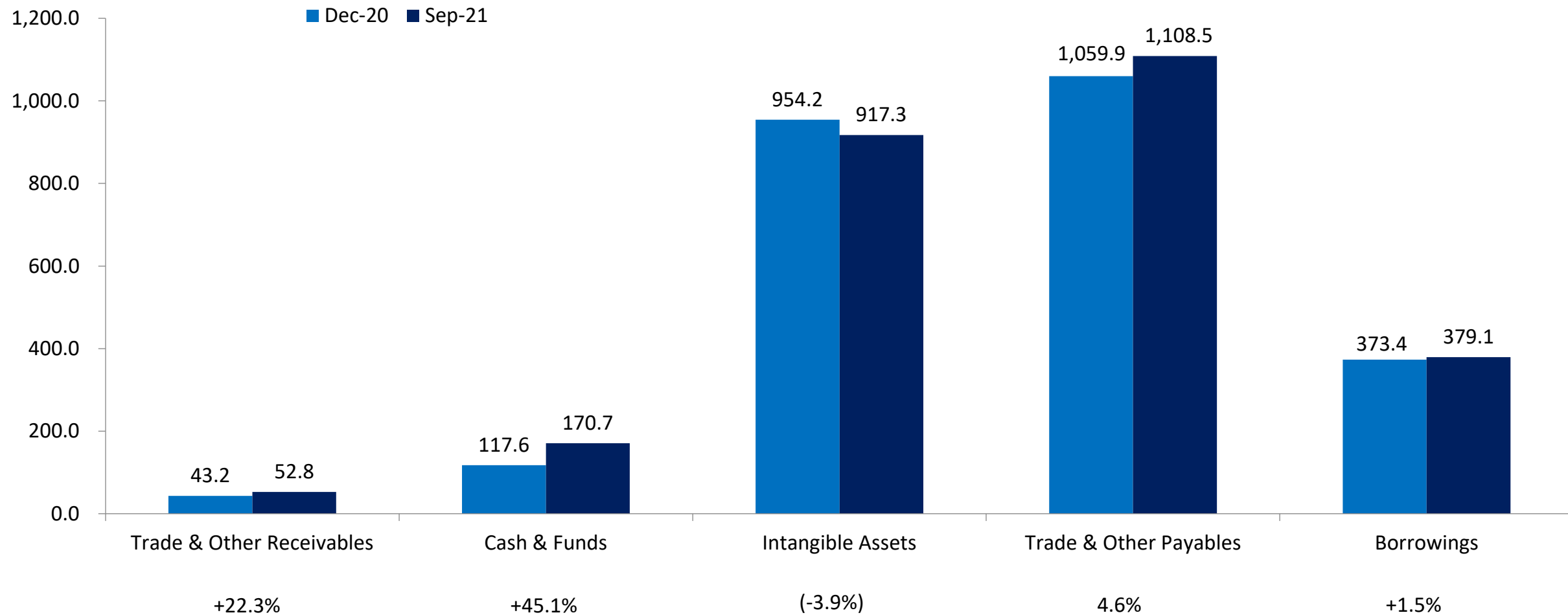
Traffic Outlook

Group Financial
Performance

TY Financial
Performance

Operating
Statistics

(EUR mil)



SGC* Income Statement

Key Highlights

Key Business Updates

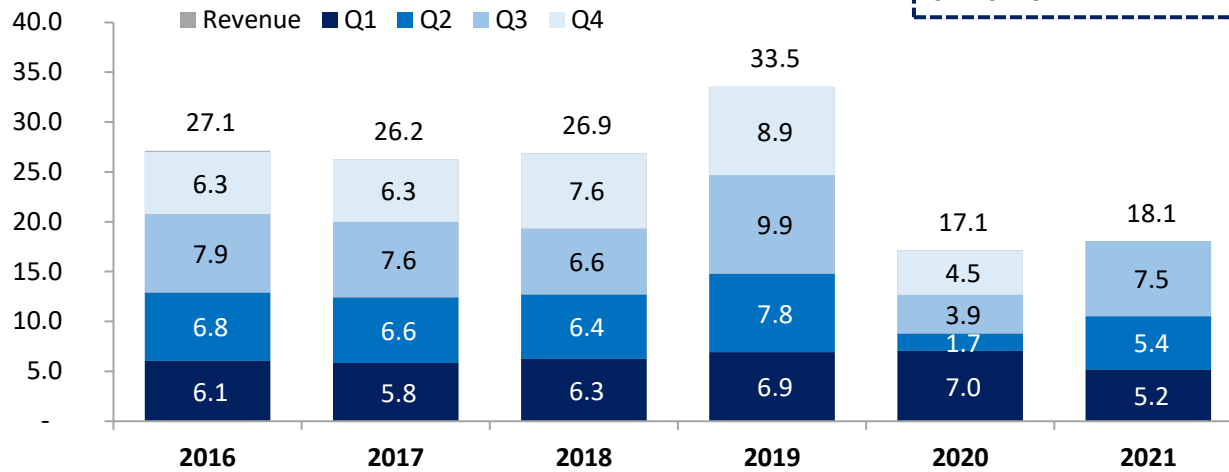
Traffic Outlook

Group Financial Performance

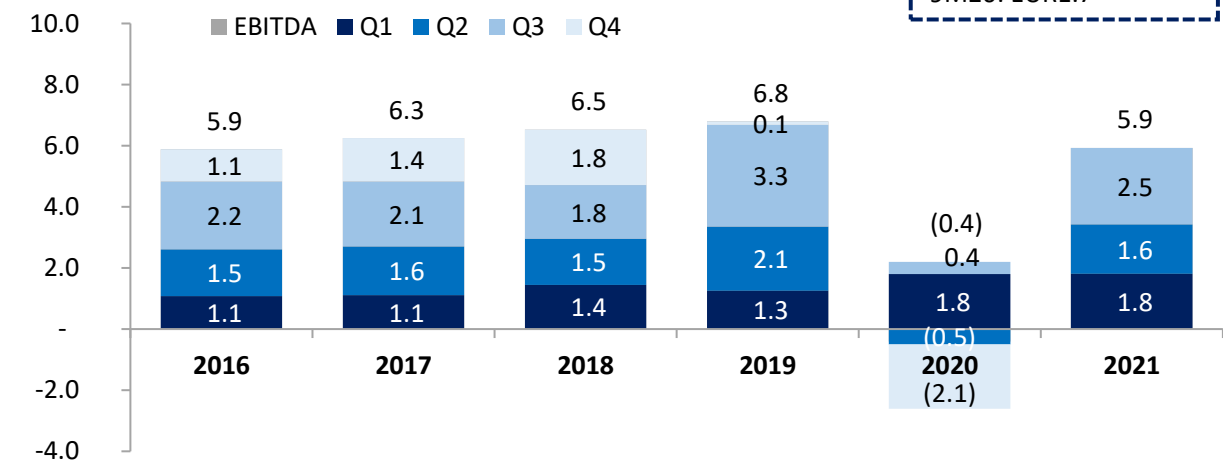
TY Financial Performance

Operating Statistics

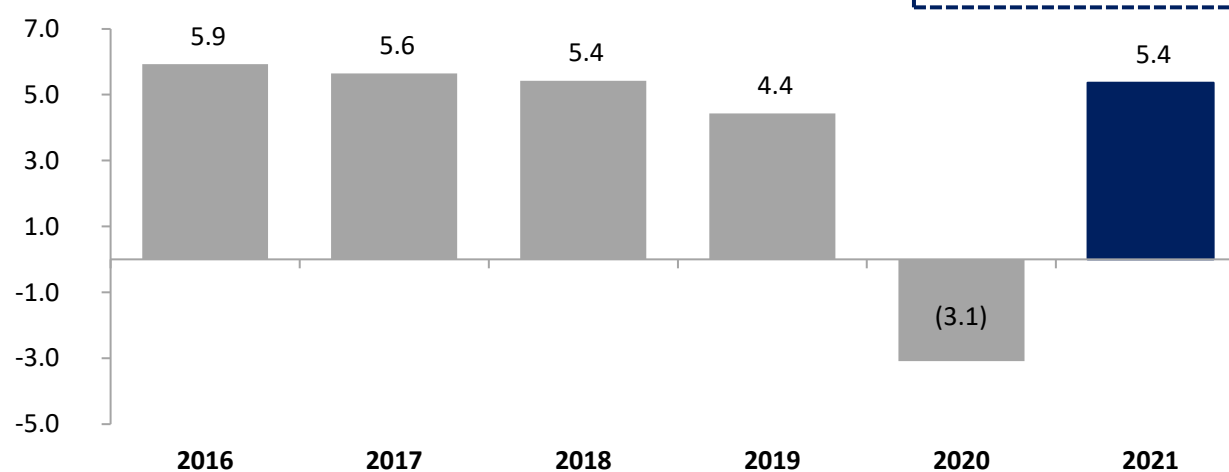
Revenue (EUR mil)



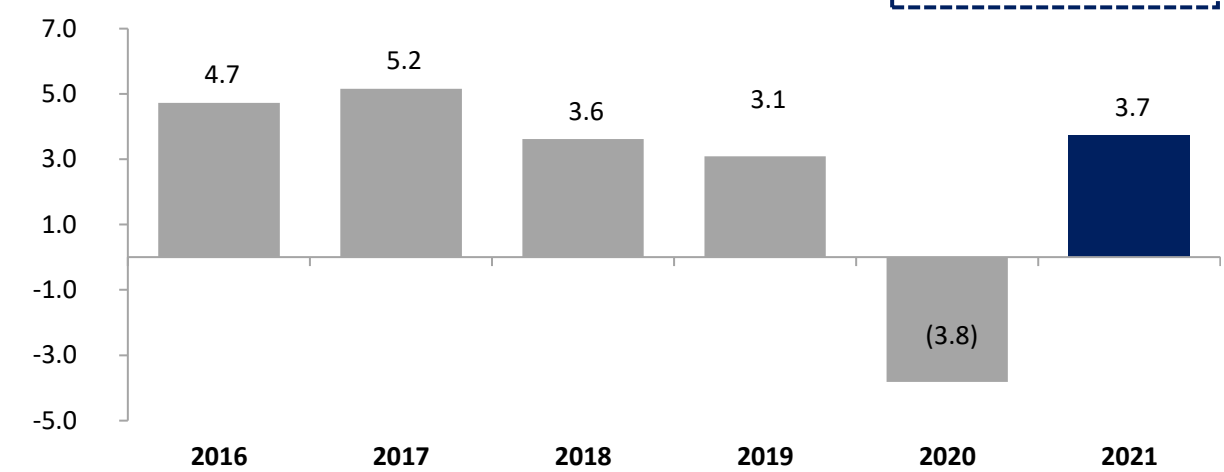
EBITDA (EUR mil)



Profit Before Tax (EUR mil)



Profit After Tax (EUR mil)



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



Operating Statistics

Passenger Movements

Key Highlights

Key Business Updates

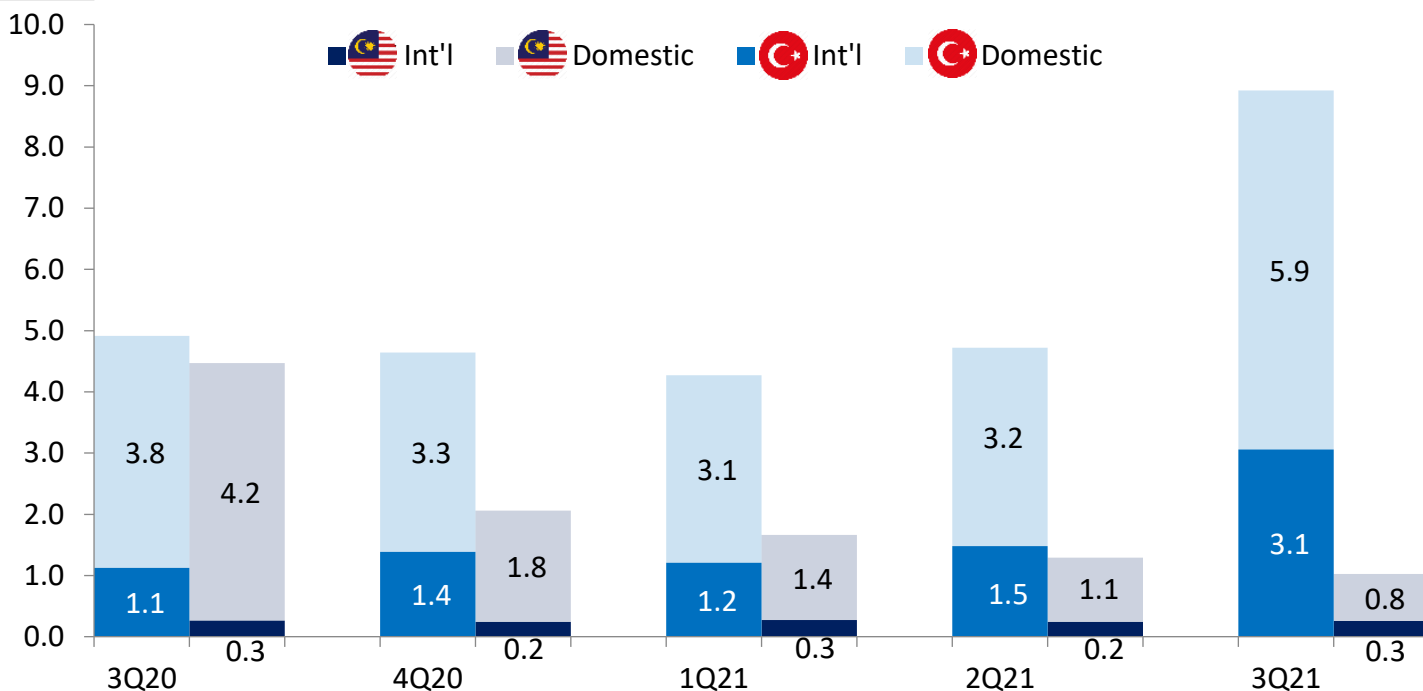
Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics

Pax mil



- ✦ MAHB's network of airports recorded 9.9million passengers in 3Q21, a growth of 5.9% over 3Q20
- ✦ Istanbul SGIA continues to spearhead traffic recovery and sustaining growth momentum with September 2021 passenger movements reaching 86% of September 2019
- ✦ Langkawi became Malaysia's first travel bubble for local tourists from 16th September, achieving an average load factor of 62.8% for the month, almost reaching September 2019 average load factor of 68.3%
- ✦ Reopening of interstate borders and the relaxed rules for fully vaccinated Malaysian residents to travel abroad from 11 October 2021 onwards was positive news for overall aviation sector recovery

Pax mil	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %
International	0.6	4.3	(85.4)	0.1	3.6	(96.9)	0.7	8.0	(90.7)	0.0	1.3	(98.2)	0.8	9.3	(91.7)	5.7	3.9	45.5	6.5	13.2	(50.6)
ASEAN	0.2	1.5	(88.8)	0.1	2.2	(95.3)	0.3	3.7	(92.7)	0.0	0.8	(97.4)	0.3	4.5	(93.5)						
Non-ASEAN	0.5	2.8	(83.6)	0.0	1.5	(99.3)	0.5	4.3	(88.9)	0.0	0.4	(99.6)	0.5	4.7	(89.9)						
Domestic	0.3	1.4	(76.7)	0.4	3.1	(86.7)	0.7	4.5	(83.6)	2.5	9.9	(75.1)	3.2	14.4	(77.8)	12.2	8.6	41.3	15.4	23.1	(33.3)
Total	1.0	5.7	(83.3)	0.5	6.8	(92.2)	1.5	12.5	(88.1)	2.5	11.2	(77.7)	4.0	23.7	(83.2)	17.9	12.6	42.6	21.9	36.3	(39.6)

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

Comparison of Airport Peers

Key Highlights

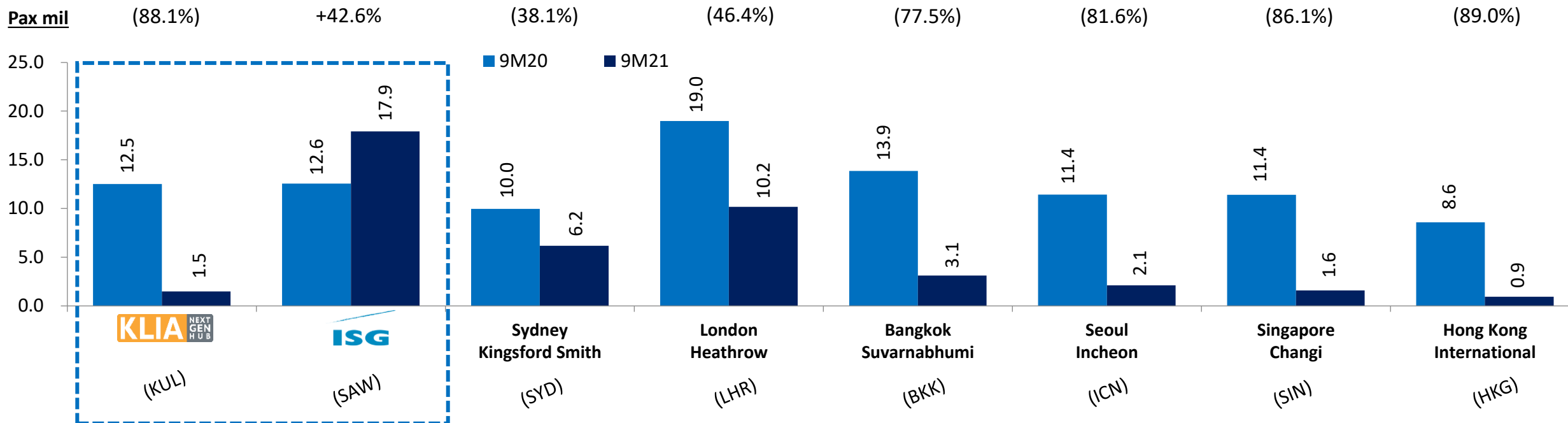
Key Business Updates

Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics



Global Drivers

- Global air travel picked up in September, but remained well below pre-crisis levels. Industry-wide revenue passenger-kilometres (RPKs) fell by 53% compared with pre-crisis September 2019.
- Global flight schedules show that airlines are optimistic about adding more capacity back to the market by year-end.
- The long-time closed Asia Pacific region has started to show some signs of easing of restrictions, for instance in India and Singapore. That said, China has not lifted its zero COVID policy yet and keeps its borders largely closed.
- International passenger demand in September was 69.2% below September 2019, an improvement from June (80.9% below June 2019). Asia-Pacific international traffic RPKs (down 93.2% vs September 2019) remained subdued, recording 36.2% load factor, the lowest level among regions.
- Should the trend in rising inflation continue, economic activity may slow down and negatively impact plans for future travel.

Source: IATA: Air Passenger Market Analysis September 2021, Moderate Rebound in September Passenger Demand (3 November 2021)

Aircraft Movements (ATM)

Key Highlights

Key Business Updates

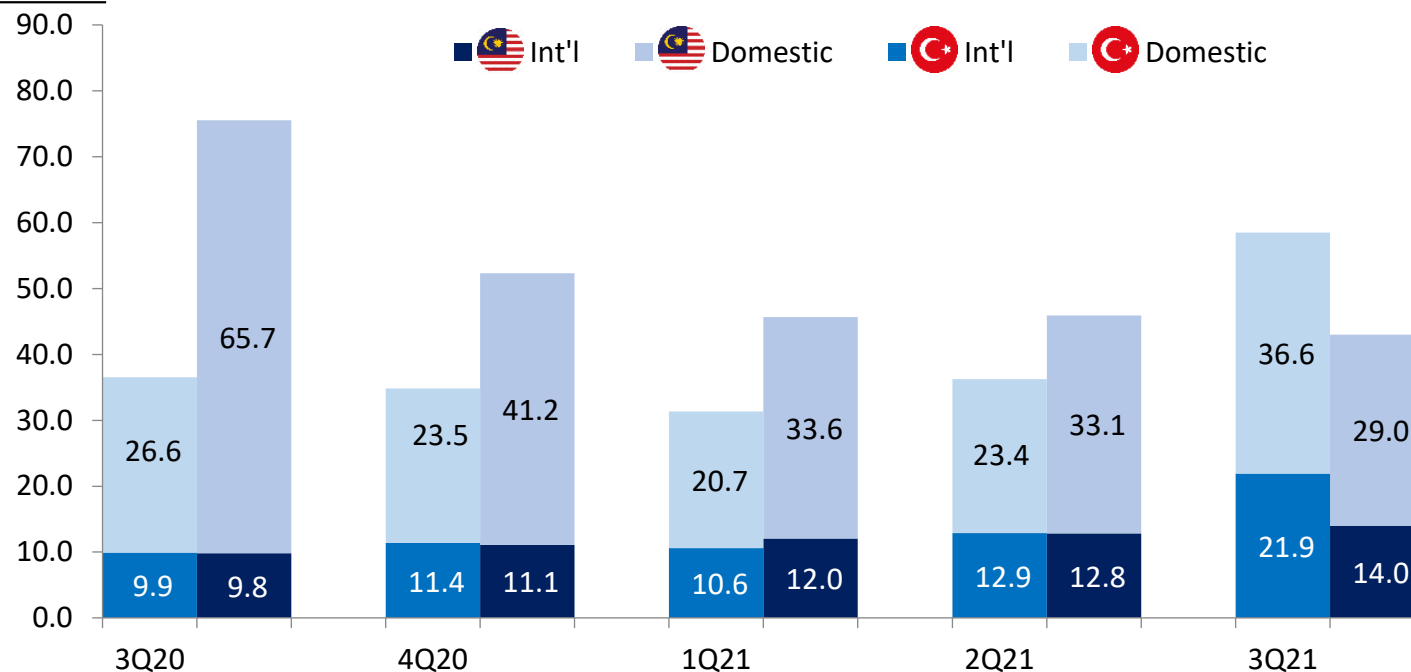
Traffic Outlook

Group Financial Performance

TY Financial Performance

Operating Statistics

ATM '000



- ✦ Total MAHB network of airports registered a decline of 32.2% for 9M21 over 9M20 with 260.7k flights as traffic performance was affected by the different operating conditions in Malaysia and Turkey
- ✦ Monthly international aircraft movements in MAHB network of airports also rose by 68.5% in September 2021 over the same period in 2020
- ✦ Istanbul SGIA benefited from less rigorous travelling measures and robust domestic market with aircraft movements growing by 43.3% in 9M21 over 9M20
- ✦ Airlines are gradually increasing their weekly frequencies. 36 airlines have resumed their services in Malaysia by September with better prospects for a travel reopening

ATM '000	KLIA Main			klia2			KLIA (KUL)			MASB Airports*			MY Airports			ISG (SAW)			MAHB Group		
	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %	9M21	9M20	Var %
International	27.0	41.3	(34.5)	3.1	27.0	(88.5)	30.1	68.3	(55.9)	8.8	20.0	(56.0)	38.9	88.3	(55.9)	45.4	29.8	52.3	84.3	118.1	(28.6)
Domestic	8.8	16.7	(47.5)	3.6	25.2	(85.8)	12.4	41.9	(70.5)	83.3	166.3	(49.9)	95.7	208.2	(54.1)	80.7	58.2	38.8	176.4	266.4	(33.8)
Total	35.8	58.0	(38.3)	6.7	52.2	(87.2)	42.5	110.2	(61.4)	92.1	186.3	(50.6)	134.6	296.5	(54.6)	126.1	87.9	43.3	260.7	384.4	(32.2)

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

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