On the domestic front, the Group achieved a significant milestone when the new terminal of Sultan Ismail Petra Airport in Kota Bharu started commercial operations in September 2002. The project costing approximately RM55 million was a new addition to the Group's airport infrastructure paving the way for passengers to enjoy seamless journey experience to and from Kota Bharu, the country's fifth busiest domestic airport. This new terminal adapting the Moorish architecture is capable of handling up to 1.45 million passengers per annum.

Financial Results

The Group's total turnover increased by 4.4% for the year under review to RM935.3 million. The Group's total turnover was driven by its Airport Services segment, which accounted for 72.2% of the total turnover. The Airport Services segment's turnover increased by 2.5% to RM675.2 million. The main components of Airport Services segment's turnover were passenger service charges ("PSC") and landing charges accounting for 37.1% and 21.6% of the segment's turnover respectively.

PSC increased by 8.2% to RM250.5 million for the period under review. This was achieved on the back of the 4.2% increase in the overall passenger movements as well as the increase in the PSC rates as approved by the Minister of Transport. The PSC rates were revised as follows: -

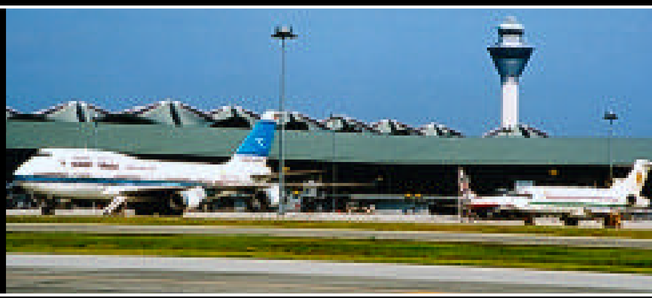
sebuah lapangan terbang domestik kelima paling sibuk. Terminal baru yang disesuaikan mengikut rekabentuk seni bina Moorish ini berupaya mengendalikan sehingga 1.45 juta penumpang setahun.

Keputusan Kewangan

Perolehan Kumpulan meningkat sebanyak 4.4% kepada RM935.3 juta pada tahun yang ditinjau. Sebahagian besar perolehan Kumpulan telah didorong oleh segmen Perkhidmatan Lapangan Terbang yang menyumbang sebanyak 72.2% kepada perolehan. Perolehan segmen Lapangan Terbang meningkat sebanyak 2.5% kepada RM675.2 juta. Komponen utama sumbangan perolehan Perkhidmatan Lapangan Terbang adalah daripada caj perkhidmatan penumpang ("PSC") yang menyumbang sebanyak 37.1% dan caj pendaratan sebanyak 21.6%.

PSC meningkat sebanyak 8.2% kepada RM250.5 juta pada tempoh yang ditinjau. Ia mampu dicapai melalui peningkatan pergerakan keseluruhan penumpang sebanyak 4.2% serta pertambahan kadar PSC seperti yang diluluskan oleh Menteri Pengangkutan. Kadar PSC telah dipinda seperti berikut:-

- *PSC bagi setiap penumpang domestik dinaikkan sebanyak RM1, iaitu daripada RM5 kepada RM6;*
- *PSC bagi setiap penumpang antarabangsa dinaikkan sebanyak RM5, iaitu daripada RM40 kepada RM45.*

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- PSC for each passenger proceeding to any place within Malaysia was increased by RM1 from RM5 to RM6;

- PSC for each passenger proceeding to a destination outside Malaysia was increased by RM5 from RM40 to RM45;

The above increase was applicable to all airports in the Group's network with the exception of KLIA as the Group was directed to disburse the collection from the increased PSC at KLIA to ERL Sdn Bhd, the operator of the rail link services from KLIA to Kuala Lumpur city centre. The said increase came into effect from 1 June 2002.

Although aircraft movements increased by 4.3%, landing charges inched up by only 1.4% to RM145.7 million. This was primarily due to the incentives offered by KLIA namely waiver of landing charges for new airlines and airlines increasing their frequencies, in an effort to attract new airlines and at the same time promote KLIA as the airlines' regional operations base. KLIA contributed 32.8% of the entire network's aircraft movements.

The Airport Services segment's earnings before interest, depreciation, amortisation and taxation ("EBITDA") declined by 22.6% to RM318.9 million. The increase in operational costs was due to the additional security services provided at the airports under the management

Kenaikan di atas dilaksanakan di semua lapangan terbang dalam rangkaian Kumpulan kecuali KLIA kerana Kumpulan telah diarah supaya kutipan daripada kenaikan PSC di KLIA dibayar kepada ERL Sdn Bhd, pengendali perkhidmatan hubungan rel dari KLIA ke pusat bandaraya Kuala Lumpur. Kenaikan ini mula berkuatkuasa pada 1 Jun 2002.

Walaupun pergerakan pesawat meningkat sebanyak 4.3%, namun caj pendaratan hanya meningkat sedikit sahaja iaitu 1.4% kepada RM145.7 juta. Ini terutamanya disebabkan oleh insentif yang ditawarkan oleh KLIA yang meliputi pengecualian caj pendaratan bagi syarikat penerbangan baru dan syarikat penerbangan yang menambah kekerapan penerbangan mereka. Usaha ini dijalankan untuk menarik syarikat penerbangan baru dan pada masa yang sama mempromosi KLIA sebagai pangkalan operasi serantau syarikat-syarikat penerbangan. KLIA menyumbang sebanyak 32.8% daripada jumlah pergerakan pesawat keseluruhan rangkaian.

Pendapatan sebelum faedah, susutnilai, pelunasan dan cukai ("EBITDA") segmen Perkhidmatan Lapangan Terbang susut sebanyak 22.6% kepada RM318.9 juta. Kenaikan kos operasi akibat kenaikan caj bagi pertambahan perkhidmatan keselamatan yang disediakan di lapangan terbang di bawah pengurusan Kumpulan serta peningkatan infrastruktur dan perkhidmatan telah mewujudkan suatu persekitaran yang tidak sepadan antara kadar pertumbuhan kos dan kadar