

Shareholder's Questions Submitted Via Q&A Channel
But Unanswered in the Meeting Due to the Time Limit
2021 Annual General Meeting of Shareholders
Airports of Thailand Public Company Limited (E-Meeting)
on Friday, 21 January 2022 at 14.00 hrs.

Mr. Piyapong Prasatthong (Shareholder)

1. Does AOT have any plan to utilize the existing Domestic Passenger Terminal of Don Mueang International Airport (DMK) and Cargo Terminal, located opposite the SRT Red Line (Don Mueang Station) which were left unutilized for a long time?

Explanation

AOT is currently conducting a study on the location of the two buildings which will be utilized for commercial purposes, consisting of the development under the DMK Development Project Phase 3 (A.D. 2021 to 2029) and the private sector participation for investment as follows:

(1) The old Domestic Passenger Terminal, Pier 6, and 3-storey car park building will be developed into the International Passenger Terminal 3, together with Pier 6. There will be the Skywalk connecting to the SRT Red Line (Don Mueang Station) together with the passenger facilities.

(2) There are 4 Cargo Terminals. At present, DMK Cargo Terminal 1 is utilized for handling both domestic and international goods. DMK Cargo Terminal 2 will be improved to handle domestic goods. DMK Cargo Terminal 1 will be improved to handle international goods. The area around DMK Cargo Terminal 3 is under consideration for private sector participation in Maintenance, Repair and Overhaul (MRO) activities. In addition, AOT has planned to allow private companies to jointly invest in the development of DMK Cargo Terminal 4 into multi-purpose building for commercial activities together with car parking areas connecting to the SRT Red Line (Karnkeha Station).

2. Does AOT have any plan to accept the transfer of provincial airports under supervision of the Department of Airports (DOA), and U-Tapao International Airport under supervision of the Royal Thai Navy (RTN) to be under management of AOT or not?

Explanation

(1) In case of the provincial airports under DOA's supervision

It is the implementation according to the state policy to solve the problem on passenger density at Suvarnabhumi Airport (BKK) and DMK. It is also the preparation for supporting the future growth of tourism industry according to the government's policy of tourism promotion. Therefore, the Ministry of Transport and relevant agencies has expedited their consideration to transfer the three airports (i.e. Krabi International Airport, Udon Thani International Airport and Buriram Airport) under DOA's responsibility to be under AOT's management.

At present, DAO and AOT are preparing information as in compliance with the process of laws, regulations and relevant criteria to support the proposal. The proposal will be submitted to the Committee (chaired by the Permanent Secretary of Ministry of Transport) to consider and determine procedures and methods for enabling AOT to manage the airports under DOA's responsibility. Next, the Committee will consider the proposal before further submitting it to the Cabinet.

(2) In case of U-Tapao International Airport under RTN's supervision

AOT has no plan to accept the transfer of U-Tapao International Airport to be managed by AOT.

3. Regarding the airport security standards of AOT Aviation Security Company Limited (AOT AVSEC) and the outsourced security company, what is the similarity and difference of their quality?, and do their standards meet international standards of the International Civil Aviation Organization (ICAO) and the Civil Aviation Authority of Thailand (CAAT) or not?

Explanation

AOT has set same standards for security measures for all airports, as in accordance with the regulations of CAAT and standards of ICAO contained in Annex 17 on Security to the Convention on International Civil Aviation. Such security measures are implemented by AOT's staff and employees as well as AOT AVSEC's staff.

AOT has prepared various plans relating to security measures and trainings which are certified by the regulatory agencies; therefore, this can ensure that the security of all airports under AOT's responsibility is in compliance with rules, regulations and requirements of CAAT and they are also in line with standards of ICAO.

Mr. Noppadol Sombatjiraporn (Shareholder)

4. At present, does AOT still implement the existing Development Master Plans of the 6 airports before the occurrence of Coronavirus Disease (COVID-19) pandemic?, or is there any change?

Explanation

AOT has already reviewed the development master plans of all AOT's 6 airports to be in alignment with the changes in air traffic volumes and aviation business context, as follows:

(1) Development of Suvarnabhumi Airport (BKK)

The BKK Development Project Phase 2 is underway, expected to be completed in April 2023, and the construction project of the 3rd Runway, expected to be completed in August 2023. If the period of testing process is included, it is expected to be completed in 2024, which corresponds to air traffic forecasts and aviation business context impacted by the COVID-19 pandemic;

(2) Development of Don Mueang International Airport (DMK)

The DMK Development Project is underway according to the existing Development Master Plan. The AOT Board of Directors already approved the DMK Development Project Phase 3. The Expert Committee on Environment also approved the report on environmental changes. At present, AOT is procuring the project designer of the DMK Development Project Phase 3 and seeking project approval of the Cabinet. The project will be carried out during 2021 - 2029. Upon completion, DMK's passenger handling capacity will increase to 40 million passengers per year.

(3) Development of Phuket International Airport (HKT)

The HKT Development Project is underway according to the existing Development Master Plan. Currently, AOT is taking actions on the environment and preparing details for the analysis of the HKT Development Project Phase 2. The project is to increase passenger handling capacity to 18 million passengers per year, expected to be completed in 2022 - 2027.

(4) Development of Chiang Mai International Airport (CNX)

AOT already reviewed and adjusted the period to carry out the Development Master Plan and is seeking approval of the CNX Development Project Phase 1 and is recruiting the project designer of the CNX Development Project Phase 1. The project will be carried out during 2022 - 2026. The passenger handling capacity will increase to 16.5 million passengers per year, supporting 31 flights per hour.

(5) Development of Mae Fah Luang-Chiang Rai International Airport (CEI)

AOT revised the CEI Development Master Plan to be in line with the changes in air traffic volumes and aviation business context, which was already approved by the Board of Directors. In the next 20 years, its passenger handling capacity will increase to 8 million passengers per year.

(6) Development of Hat Yai International Airport (HDY)

AOT is now considering on HDY Development Master Plan revision due to the changes in air traffic volumes and aviation business context. The revision is expected to be completed by 2022.