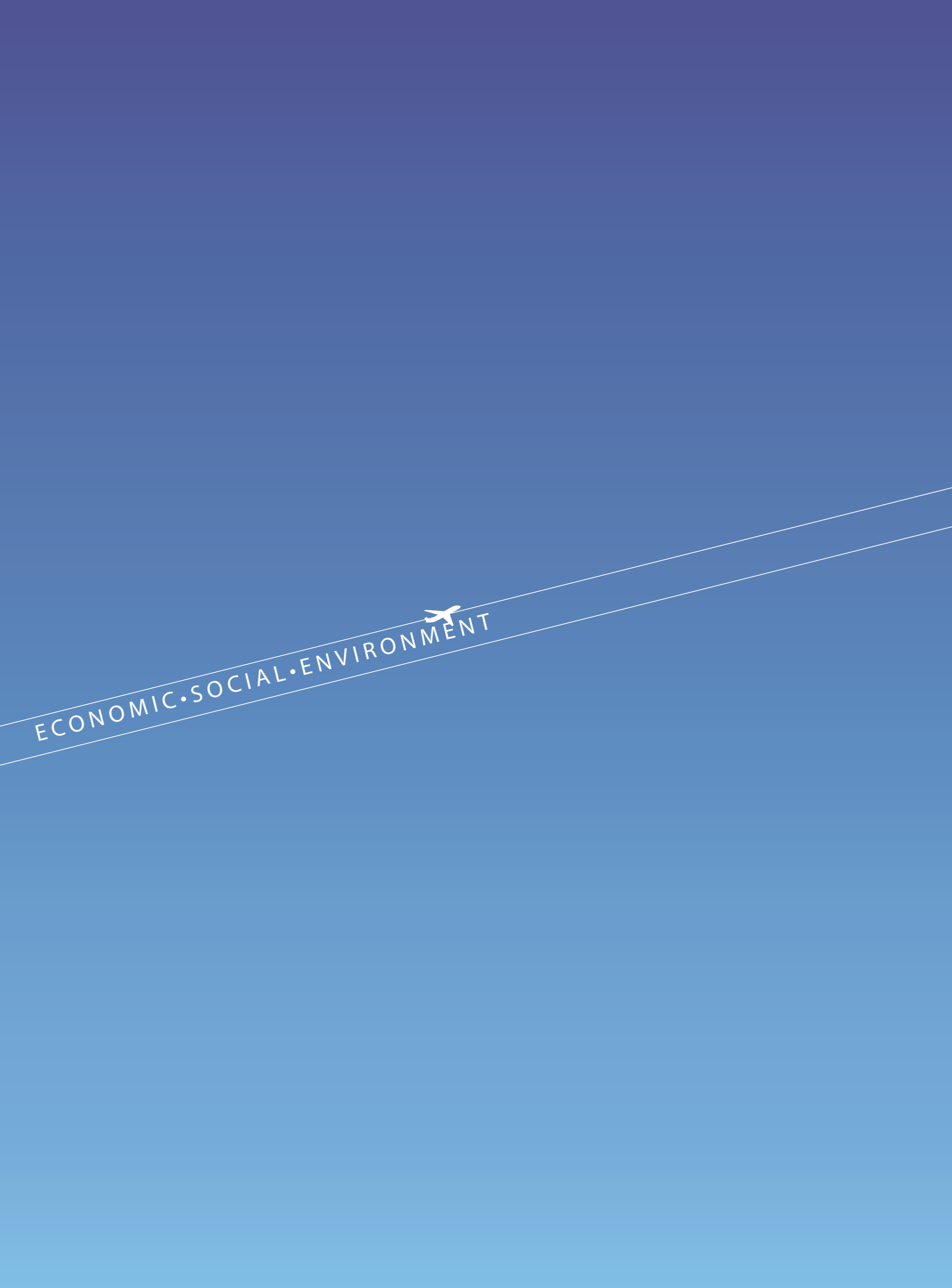
TAKE-OFF FOR SUSTAINABILITY

MEMBER OF
Dow Jones
Sustainability Indices
In Collaboration with RobecoSAM

AOT AIRPORTS OF THAILAND PLC.
บริษัท ท่าอากาศยานไทย จำกัด (มหาชน)

AOT OPERATES THE WORLD'S SMARTEST AIRPORTS

SUSTAINABLE DEVELOPMENT REPORT 2015


ECONOMIC•SOCIAL•ENVIRONMENT

TAKE-OFF FOR SUSTAINABILITY

Take Off for Sustainability in all Aspects

Throughout these years, the Airports of Thailand Public Company Limited (AOT) has been operating our business with international standards. The 6 AOT's airports serve as the gateway to welcome visitors to Thailand. Today, the air transport industry, as the key driver of economic growth and social development, is growing rapidly and AOT is committed to enhance our capability in all aspects to enhance our airports' competitive advantages and make ourselves ready to take off to become Asia's leading airport business manager.

AOT

CONTENTS

Message from the Chairman

Sustainability development has become a key performance indicator for business both in the national and international levels. Dow Jones Sustainability Indices (DJSI) is an example of index of listed companies' sustainable development performance, covering three areas of business operations - economic, social and environment performance. The Indices were designed to meet with increasing pressure and demand for social responsibility of investors with significantly increasing investment growth.

With our commitment to promoting constant growth and responsibility towards the society and environment, we have established a new vision under the 2015 - 2019 business strategy that AOT "operates the world's smartest airports). Respecting this vision and based on our efforts to achieve this vision, AOT was selected to be a member of the DJSI-2015's Transportation and Transportation Infrastructure (TRA) segment. This is a great pride as AOT becomes the first in Thailand's aviation industry to have this honor. What's more important is that we are the first airport manager in Southeast Asia selected to join DJSI.

Airports of Thailand Public Company Limited's core business is involved in supporting and connecting the entire aviation transport industry, which is a key foundation for national economic and social development for Thailand. With our commitment to promoting constant growth and responsibility towards the society and environment, we have established a new vision under the 2015 - 2019 business strategy that AOT "operates the world's smartest airports). Respecting this vision and based on our efforts to achieve this vision, AOT was selected to be a member of the DJSI-2015's Transportation and Transportation Infrastructure (TRA) segment. This is a great pride as AOT becomes the first in Thailand's aviation industry to have this honor. What's more important is that we are the first airport manager in Southeast Asia selected to join DJSI.

On behalf of AOT, I wish to extend my deepest gratitude for all stakeholders for your kind support to AOT throughout these years. I strongly believe that cooperation from all parties, coupled with our strong commitment to our investment in airport development and operations, we will be able to bring the best benefits to the transport industry and national economic security and prosperity. This has significant impact on stakeholders' confidence in our responsible operations with social and environmental responsibility in parallel to creating strong business performance. These are the key factors encouraging continuous growth for our business and promoting sustainable development and happiness in the society.

(Prasong Poontaneat)
Chairman
Airports of Thailand Public Company Limited

Message from the President

It has been 36 years that Airports of Thailand Public Company Limited (AOT) serves as the gateway for the country in welcoming visitors from all around the world. We have the intention to be a state organization which is an airport manager dedicating to creating and increasing economic security and value. We have to keep a good balance between our role as a state enterprise with responsibility towards creating benefits for the country and its people and at the same time being a profitable commercial organization, considering that AOT is the state enterprise listed on the Stock Exchange of Thailand.

We have the intention to be a state organization which is an airport manager dedicating to creating and increasing economic security and value. We have to keep a good balance between our role as a state enterprise with responsibility towards creating benefits for the country and its people and at the same time being a profitable commercial organization, considering that AOT is the state enterprise listed on the Stock Exchange of Thailand.

Looking at our role as a state enterprise which operates airports, AOT has to adopt the international safety and security standard while providing high quality services with care for the passengers, business operators, community and the environment. As a commercial organization, AOT has a duty to strengthen our revenue structure that constantly generates revenue and does not fluctuate depending on changing global situation and fall below our fixed costs. This is to achieve financial security and sustainability. In terms of expenses, AOT has to ensure good returns on investment as well as to think in a bigger perspective with consideration to the country's overall investment and employment situation, which is also a commercial responsibility of a government organization. We have to consider both commercial and social aspects of business in parallel in order to equally create the best possible return to our shareholders and best benefits to our stakeholders.

For sustainable operations, AOT focused our activities on enhancing knowledge on sustainable development of our people at all level and the six AOT's airports, enabling them to perform their duty with utmost responsibility, respect and care for the society and environment. Within the framework of AOT's sustainability operation direction, our people can join force together to create and deliver the best benefits to the society and the country.

Throughout our journey of growth, we are committed to moving ahead with the responsibility in every operational procedure to create sustainability from inside out. We are committed to creating a balance in three areas - economy, society and the environment. Only with this balance, AOT will be able achieve business success and solid growth while nurturing the development of a happy society.

Nitinai Sirisamathakarn
President
Airports of Thailand Public Company Limited

Vision, Mission and Core Values

Airports of Thailand Public Company Limited has been operating business with commitment to social responsibility within the sustainable development purpose and in respect of our philosophy of "Safety is Standard, Service in Mind".

Vision:

AOT operates
the world's smartest airports

Mission:

Deliver services of higher standard with corporate social responsibility (CSR) toward the environment and community

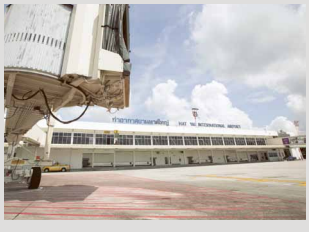
About this report

Scope of the Report

The Airports of Thailand Public Company Limited (AOT) has been publishing this Sustainability Report for five years in a row. Formerly known as Corporate Social Responsibility Report, it has been prepared with an intention to disclose significant information on sustainable development operations, covering three key dimensions namely economic, social and environmental. From 1 October 2014 - 30 September 2015, the report is further developed and renamed. The content is more concise with focus on key essence of sustainable development in accordance with the Global Reporting Initiatives Version 4 (GRI-G4) and the Airport Operators Sector Supplement (AOSS). Information and GRI table are collected and published at the back of this report for easy reference.

In this report, more information and content related to significant social value issues in each airport's operation is presented through the Social Value Assessment (SVA) concept. In the following years, we will further improve this report to demonstrate the higher values AOT has been contributing to the society.



For the best benefits of all stakeholders and in respect of their right to receive the information about AOT, we prepare this report in Thai and English and publish in print, CD and online where interested persons can download the electronic version from www.airportthai.co.th.

Corporate Social Responsibility and Corporate Governance Department

Airports of Thailand Public Company Limited
333 Cherdwutagard Road, Srikan,
Don Mueang, Bangkok 10210, Thailand
Tel. 0 2535 6230
www.airportthai.co.th
Email : aotcsr@airportthai.co.th

Sustainability Overview

AOT is a state enterprise under the Ministry of Transport and with Ministry of Finance as a major shareholder. It is a public limited company listed on the Stock Exchange of Thailand with stock trading symbol "AOT".

1 **Suvarnabhumi Airport**
International Gateway

2 **Don Mueang International Airport**
Fast and Hassle-free Airport

3 **Chiang Mai International Airport**
Gateway to Lanna Heritage

4 **Hat Yai International Airport**
Gateway to Southern-most Thailand

5 **Phuket International Airport**
Gateway to the Andaman

6 **Mae Fah Luang - Chiang Rai International Airport**
Regional Center for Aviation-related Business

6 international airports under AOT's supervision

AOT operates Thai airport business and related businesses. Its core business is airport management and development.

Headquarters, Bangkok, Thailand

Source of operating Revenues

Aeronautical revenues are the income generated from directly related air traffic activities, such as landing and parking charges, passenger service charges and facilites usage charges.

Non-aeronautical revenues are the income generated from indirectly related to air traffic activities, such as office space and property rental, services and profit sharing.

MEMBER OF

Dow Jones Sustainability Indices

In Collaboration with RobecoSAM

AOT has been selected to be a member of the 2015 Dow Jones Sustainability Indices or DJSI in the section of Transportation Infrastructure (TRA). It is the first company in Thailand in TRA section and the first airport operator in Southeast Asia to have this honor.

Milestones along the Journey of Sustainability

1979

Beginning to operate Bangkok International Airport (now Don Mueang International Airport).

1981

Promoting career development for the society through various commercial activities in the airport.

1988

Supporting regional economic and social development through the management of three regional airports - Chiang Mai, Hat Yai and Phuket.

2009

- Singing MOU with sister airports to improve service quality.
- Suvarnabhumi Airport was announced the world's 6th Best Airport, 25 - 40 million passenger airport category by Airport Service Quality (ASQ).

2010

Suvarnabhumi Airport receiving the 2010 Best Airport Award from CAPA

2011

- Don Mueang International Airport allocation zones to a flood rescue center.
- Chiang Mai International Airport ranked 4th in the passenger satisfaction ratings in the ASQ Survey in the 2 - 5 million passenger airport category.
- Preparing the 1st Corporate social responsibility master plan 2011 - 2014.
- Publishing the 1st Corporate Social Responsibility Report.

2012

- Don Mueang International Airport resuming its full operations.
- Establishing a Corporate Governance committee responsible for AOT's Corporate social responsibility activities.
- Suvarnabhumi Airport receiving the top award as the best Muslim traveler-friendly airport by Crescentrating.

2013

- Developing facilities for disabled passengers at the 6 regional airports.
- Participating in ACI's Airport Carbon Accreditation Programme with an aim to be the green airport by 2017.
- Establishing the Corporate Social Responsibility and Good Governance Department to be directly responsible for sustainability initiative especially CSR in Process in AOT operations.

Beginning to Operate Mae Fah Luang - Chiang Rai International Airport.

1997

Opening multi-purpose building at Hat Yai International Airport as a service center to facilitate passengers travelling to the Hajj pilgrimage.

- Registering the establishment of "Airports of Thailand Public Company Limited".
- Opening Suvarnabhumi Airport, the gateway to sustainable Thai economic growth.

1998

1999

- Beginning the state enterprise privatization process.
- Supporting AOT Patrol Police School to celebrate HM the king's 6th cycle birthday 5 December 1999 (AOT currently supports seven patrol police schools nationwide).

2000

His majesty King Bhumibol Adulyadej named the new airport "Suvarnabhumi Airport" meaning the "Golden Peninsula" or "Golden Land".

2002

- Opening the X-Terminal at Phuket International Airport.
- Announcing AOT's 5 Core Value to instill the same behaviour among all employees across the organization.
- Preparing the Sustainability Guideline and 2nd Corporate Social Responsibility Master Plan 2015 - 2019.
- Opening the bike lane at Suvarnabhumi Airport, providing high quality standards and safe public area to promote public health.
- Receiving Outstanding Sustainability Report Award 2014.

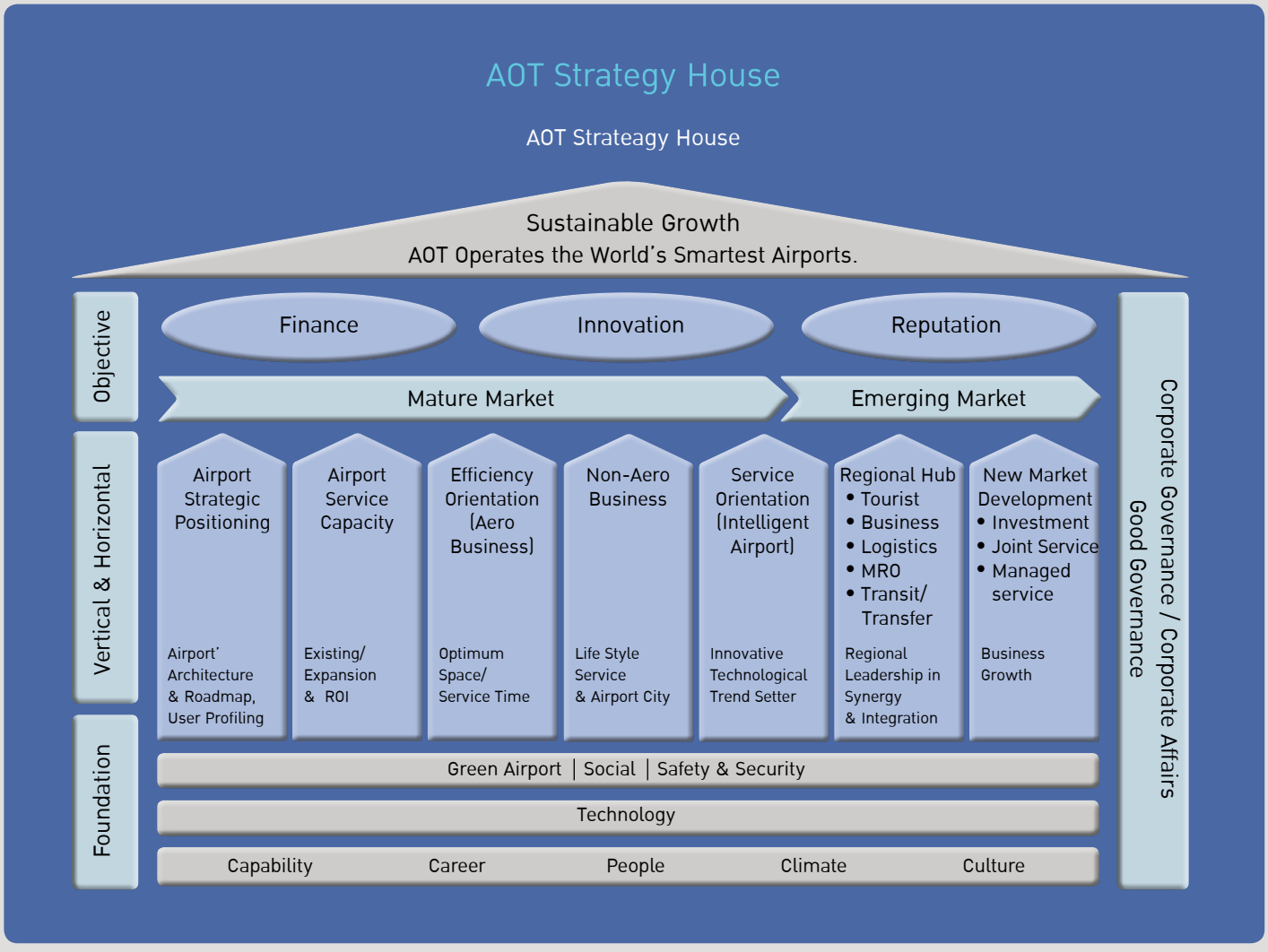
2014

2015

- Celebrating 36th anniversary.
- AOT has been selected the member of Dow Jones Sustainability Indices (DJSI).
- AOT being listed Thailand Sustainability Investment (THSI).
- Participating the Construction Sector Transparency Initiative (COST).

Sustainability Strategy

AOT has prepared a strategic plan that sets directions for overall business operations and guidelines for the next five years. Developed further from the previous plan, the content and direction were made to better respond to the rapidly changing environment. Industry trend, corporate sustainability factors, competitive advantages and strategic challenges were taken into consideration in preparation of the strategy. This has enabled AOT to clearly define the best possible airport strategic positioning and be able to support both mature and emerging markets. Innovations have been integrated into AOT's operation, supporting the improvement in convenience, speed and efficient services at all airports under its responsibility. The current strategic plan has included seven strategies under the AOT Strategy House designed to support the organizations' sustainable growth as well as its vision, mission and goals.



7 Strategies under AOT Strategy House

1. **Airport Strategic Positioning:** Set role and strategic positioning of AOT's airports for further capability improvement

2. **Airport Service Capacity:** Focus on managing and improving traffic handling capacity to support future expansion

3. **Aero Business (Efficiency Orientation):** Improve airport management and operations to offer faster, more convenient and greater efficient services

4. **Non-Aero Business:** Develop new business and markets to increase revenue from non-aero business based on customers' lifestyle and demand, and develop its business under the Airport City concept

5. **Service Orientation (Intelligent Airport):** Adopt innovation and advanced information and communication technology (ICT) for continuous service quality enhancement

6. **Regional Hub:** Develop airport operations to make it the aviation hub for various services, such as travel and tourism, logistics, transit/tranfer hub connecting to other destination and aircraft maintenance

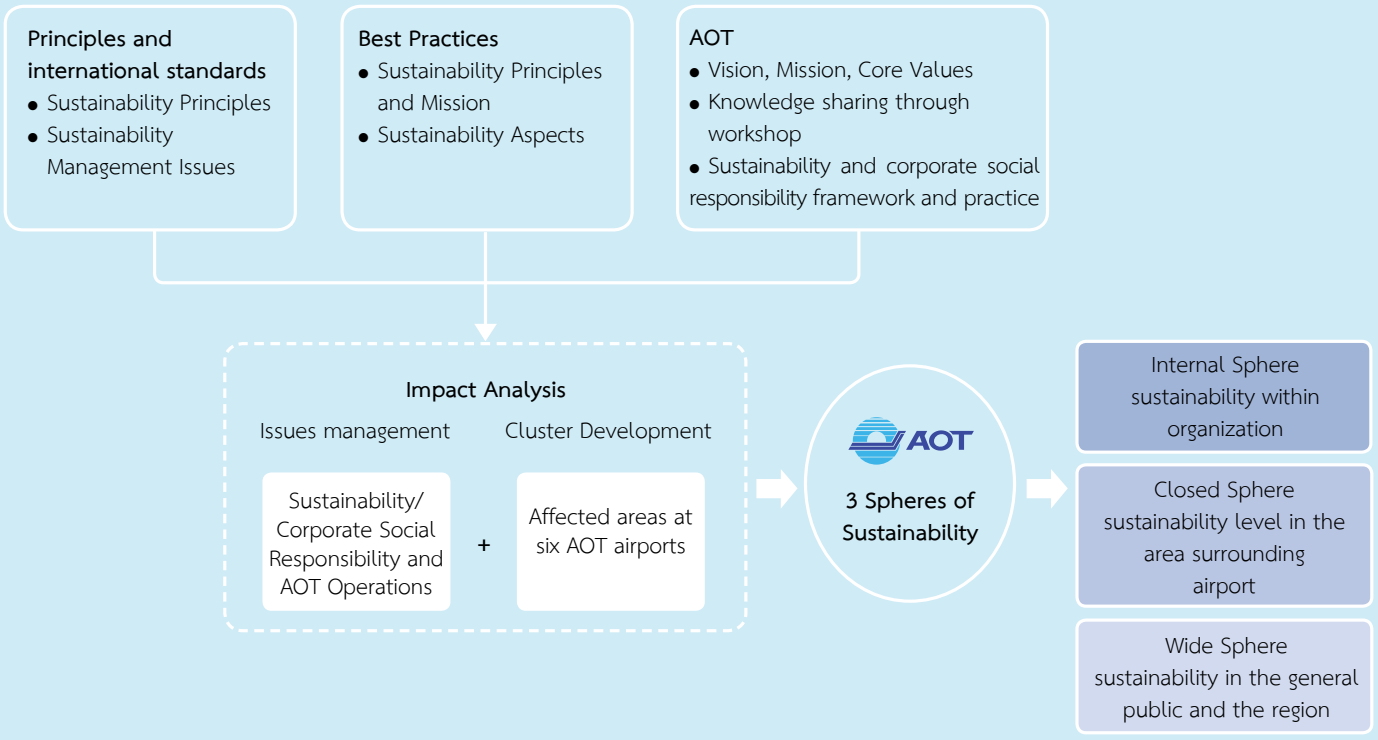
7. **Business Development:** Developing business through joint ventures with business partners in various sectors to operate businesses in Thailand and overseas

Management for Sustainability

Sustainability Development Framework

AOT has established the sustainability development framework which supports corporate strategies. The framework was prepared with reference to the concept of other leading airports worldwide and international standards. AOT takes into consideration specific impact from its operations in local area and related sustainability issues in three levels - internal, airport surrounding area and the general public and the region.

Sustainability Development Framework



Social:

AOT focuses on human resource development to ensure our people have the qualifications and competency to support airport business growth as well as social development and quality of life enhancement

Environment:

AOT is committed to protecting and preserving the environment surrounding the airports and therefore is committed to the “Green Airport” concept in all its endeavors.

Economic:

AOT realizes its responsibility to support the country's economic and industrial expansion through efficient air transport services, and therefore, continues to develop and enhance airport capacity which is a key factor for national economic development.

AOT's Sustainable Development Framework

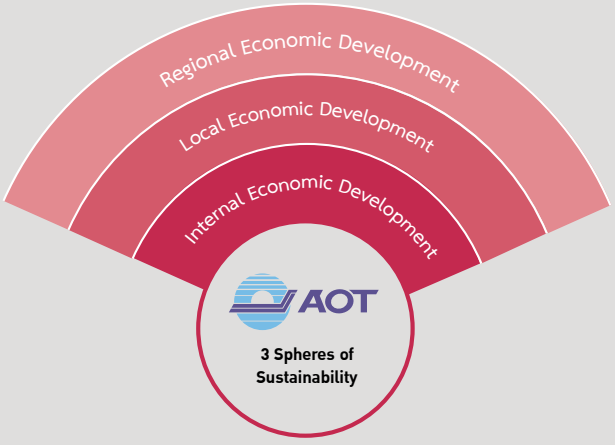
Economic

AOT realizes its responsibility to support the country's economic and industrial expansion through efficient air transport services, and, therefore, continues to develop and enhance airport capacity which is a key factor for national economic development.

Internal Economic Development
To support our business growth

Local Economic Development
To support community's economic and social growth at all AOT's airports

Regional Economic Development
To support national and regional economic growth



Social

AOT focuses on human resource development to ensure our people have the qualifications and competency to support airport business growth as well as social development and quality of life enhancement

Socio-organizational Development
AOT keeps socio-organizational development balance through Soft Side Management in parallel to Hard Side Management. In this respect, human capital development is put in focus in order to create a strong foundation for sustainable development.

Business Ecosystem Promotion
AOT supports communities surrounding its airports through creating the right business eco-system that supports economic development

Community and Society as a whole
Through Corporate citizenship commitment, AOT seriously promotes social development and quality of life enhancement for the public at large.

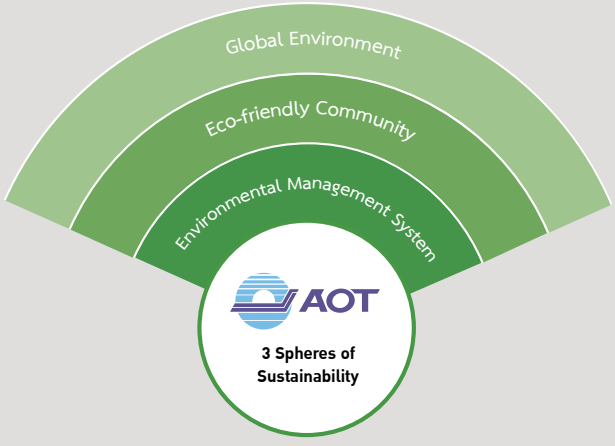
Environmental

AOT highly values protection of the environment surrounding AOT's airports and is committed to developing Green Airport.

Environmental Management System
AOT sees environmental development system within the organization as a very important factor in maintaining and improving the environmental management to meet international airport standards.

Eco-friendly Community
Environmental impact on the community is one of AOT's key areas of focus because the company is committed to maintaining diversity in community's eco-system.

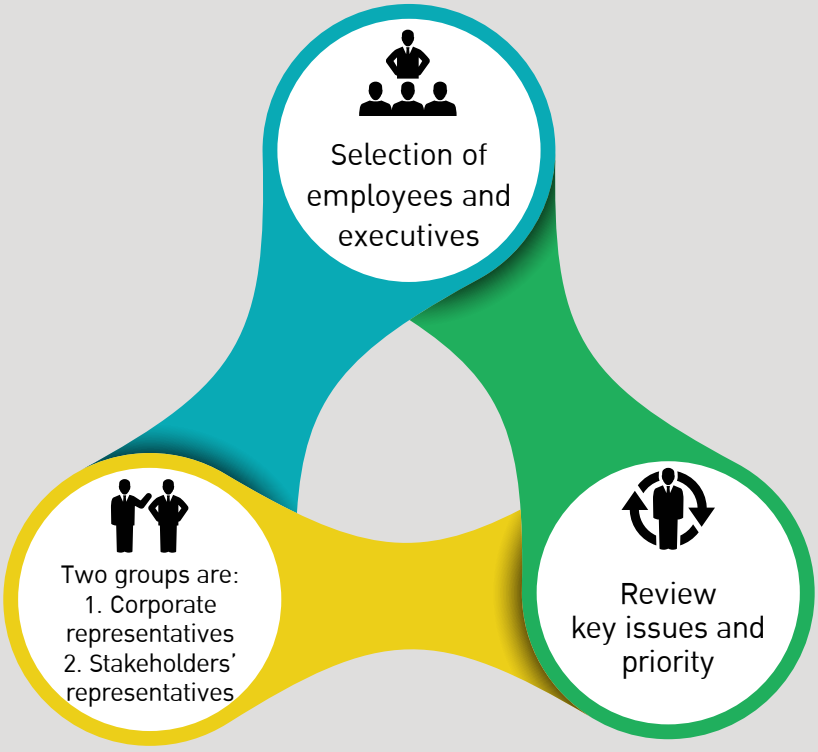
Global Environment
AOT highly emphasizes the environmental issue, also a global issue.



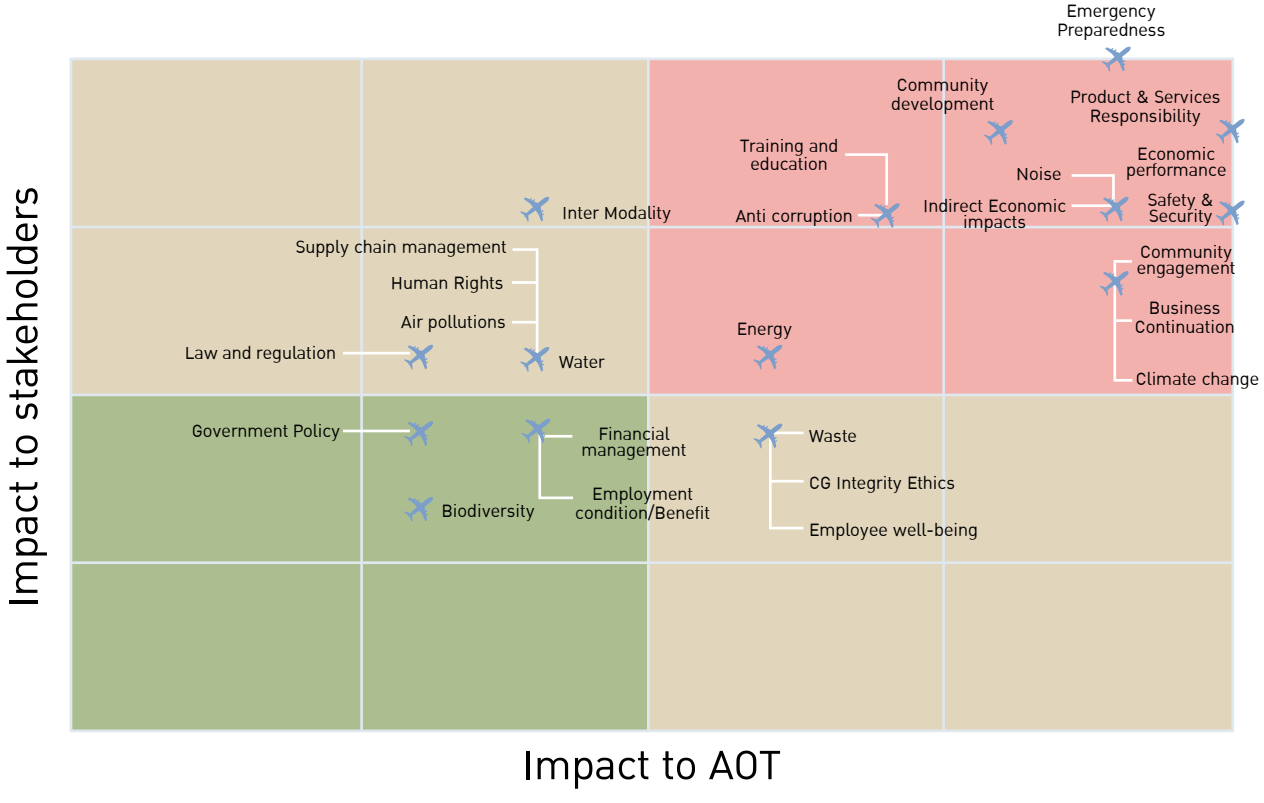
AOT Materiality

AOT has carefully selected significant sustainability issues through a participatory system. Two groups of representatives are involved in this process. The first group is the corporate representatives who represent the units responsible for corporate direction, policy and risks and are responsible for assessment of key issues that have impact on the organization. The second is stakeholders' representatives who represent the units cooperating directly and indirectly with internal and external stakeholders. This group will assess the significance of issues with impact on and affect expectation of stakeholders. In the following years, AOT will expand the scope of responsibility and increase participation from external stakeholders while reviewing significant changes.

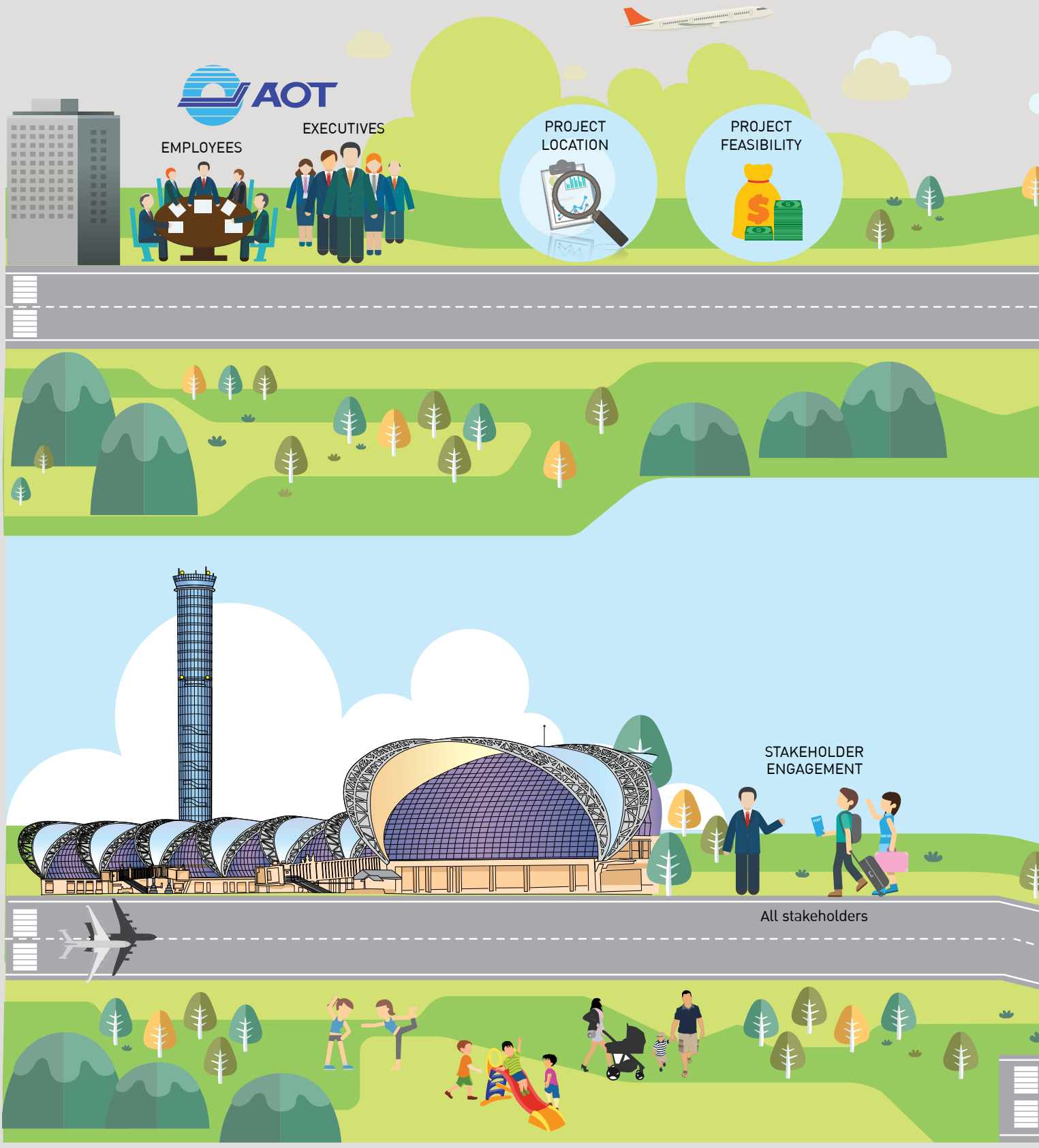
Source of Significant Corporate Sustainability Issues



Materiality Matrix AOT



Delivering Values to stakeholders

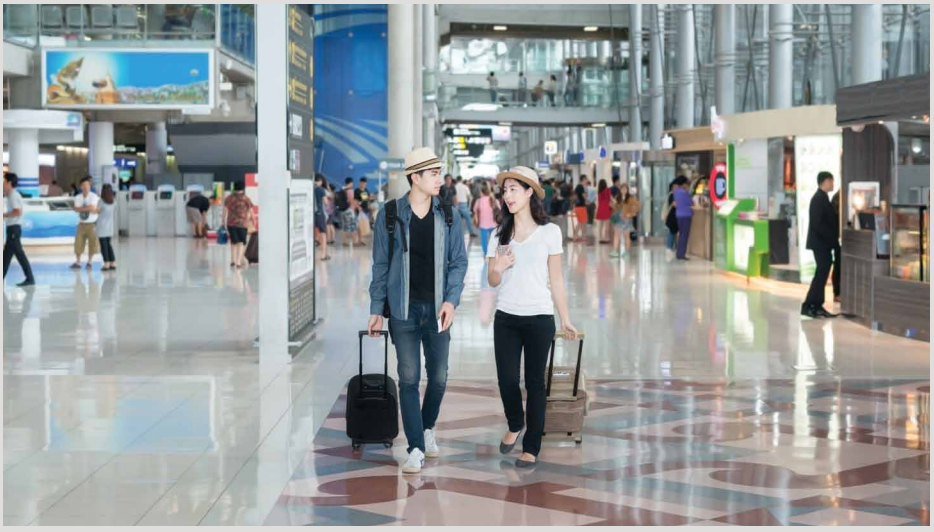



Sustainable
DESIGN CONCEPT
Sustainable
FINANCIAL
STATENENT
Stakeholder
ENGAGEMENT
Government
agencies Regulators
Designers
Shareholders
Customers, business partners, community and society
Stakeholder
Onsite visits
All stakeholders
Sustainable
CONSTRUCTION
MANAGEMENT
Audited by
THIRD PARTY
Regulators
Contractors
Government
agencies
Communities
Construction
workers

AOT Stakeholders

For the Happiness and Benefits to all

AOT has assigned key stakeholders involved with AOT's operation or having influence or importance on AOT's ability to achieve its goals and success. This includes persons or organizations directly and indirectly affected by AOT's business activities in positive and negative ways. Such persons are as follows:



Stakeholders		Method	Expectation	Company's response	Result
1. Customers	- Airlines - Passengers	- Customer satisfaction survey - Joint meeting with airlines - Customer relation management - Call center and other channels for complaint and opinion - Information counters at the airports - Organizational electronic media channels.	- Provide security and occupational safety of life and assets and ensure they are ready for any situation as required by international standards - Support and provide information, data, infrastructure, facilities and equipment to be "always ready" - Provide facilities sufficient to support airport business operations - Green airport green community	- Organize emergency drills to be prepared for various situations for safety of stakeholders - Being certified for international standard, aviation standard, safety and security and occupational health and safety - Small group meeting with airlines - Regular monitor maintenance and develop airport service and equipment - Continually improve comprehensive communication channels with stakeholders - Study service and innovation direction and regularly improve services provided to stakeholders - Stakeholder Engagement Programe	- Prepare and organize activities to strengthen relationship with stakeholders – ASQ satisfaction survey and CRM - Being certified of OHsAS18001, ISO22301: 2012 - Increase communication channels through social media and other electronic channels - Install Information Kiosk, advanced passenger check system, sensor at baggage claim areas for faster service - "Khon Ban Diao Kan" Project initiated to strengthen relationship with stakeholders

Stakeholders		Method	Expectation	Company's response	Result
2. Business Alliances	- Business partners - Government and private organizations operating at the airport - Collaborators - Supplier	- Business partner meeting - Customer relationship management programs - Call Center and other channels for complaints and opinions	- Better performance - Support for information, equipment and area to help business partners' operations - Provide appropriate and high standard facilities	- Listen and exchange opinion and improve the process as regularly discussed - Prepare facilities and services that support partners' operations - Enable partners to raise their standards above legal requirement - Respect the agreements, contracts and laws - Develop bidding and procurement system and process to ensure transparency - Arrange activities to strengthen relationship with stakeholders	- Change process as discussed or exchanged with partners - Continually improve facilities - Conduct partners' satisfactory survey - Introduce partners' capability increase, such as Suvarnabhumi Service Excellence (SSE) and Great Food Good Service Program - Rapidly respond to partners' complaints - "Khon Ban Diao Kan" Program to strengthen relationship with stakeholders

Stakeholders		Method	Expectation	Company's response	Result
3. Shareholders and investors	- Shareholders in the government sector - Shareholders and investors	- Analyst meeting - Annual Meeting of Shareholders - Call Center - Electronic media channel - Shareholders' Corporate site visit	- Dividend payment at the satisfactory level and on regular basis - Offer higher capital gain - Continuously strong operating performance with transparency - High competitiveness compared to international airports in foreign countries - Business goal and direction in the future of company	- Manage various communication channels with other organizations - Prepare company's information on nature of business, direction and quarterly performance report for shareholders, investors and interested persons to ensure transparence - Pay regular dividend which is in response to performance - Invite shareholders for corporate site visit and performance monitoring	- Has been selected the member of Dow Jones Sustainability Indices 2015 - Market capital growth - Participate in Construction Sector Transparency Initiative (COST) to ensure transparence and increase others' confidence in the company - Continuous operating performance growth - Be one of the 51 stocks in Thailand Sustainability Investment List

Stakeholders		Method	Expectation	Company's response	Result
4. Goverment/ Regulators	- Office of the National Economic and Social Development Agency - Ministry of Transport - Ministry of Finance - The Office of the Auditor General - The Office of Securities and Exchange Commission - The Stock Exchange of Thailand	- Meeting and joint meeting with regulators - Effective business operations and assessment by regulators	- Good corporate governance as required or higher than legal requirement - Business operations with responsibility towards the society and sustainable environment - Efficient organizational administration and management - Business operations based on good corporate governance principles	- Compliance with laws, rules and regulations related to transparency and good governance - Take better care of negative impact on the environment from business process at the level higher than required by law. At the same time, the company shall create positive impact on surrounding communities - Fully, rapidly and correctly participate in assessment and provide addition information to the regulatory bodies - Cooperate with regulatory body in promoting environmentally friendly programs - Study and improve business process to best address and comply with international aviation practice	- Receive strong confidence from stakeholders for AOT to operate nationwide airports - Has been Selected to be members of Dow Jones Sustainability Indices 2015 - Be one of the 51 companies selected to join Thailand Sustainability Investment List - Receive certification for good environment standards, such as airport carbon accreditation and ISO - Adjust business process in accordance with international standard practice and regulatory bodies in order to enhance long-term corporate competitive advantages

Stakeholders		Method	Expectation	Company's response	Result
5. Community and Society	- Surrounding Community and Society - National Community and Society - Mass media	- Conduct field study to collect information on impact from business operations and on community's needs - Distribute accurate and fast news through various channels	- Safe operations through effective management of impact on community - Take care of environmental impact on community - In case of emergency, fast communications and support for community is priority - Participation in the company's community relations activities initiated to lift quality of life of people in nearby community and society, especially activities on education and youth	- Manage environmental impact on community - Study, investigate and improve management process of impact, especially environmental impact, on community - Conduct CSR programs covering economic, social and environmental aspects as part of sustainable community development	- Receive recognition for corporate operations - Satisfaction over the company's operations and performance - CSR programs achievement - Less complaints on business impact on communities

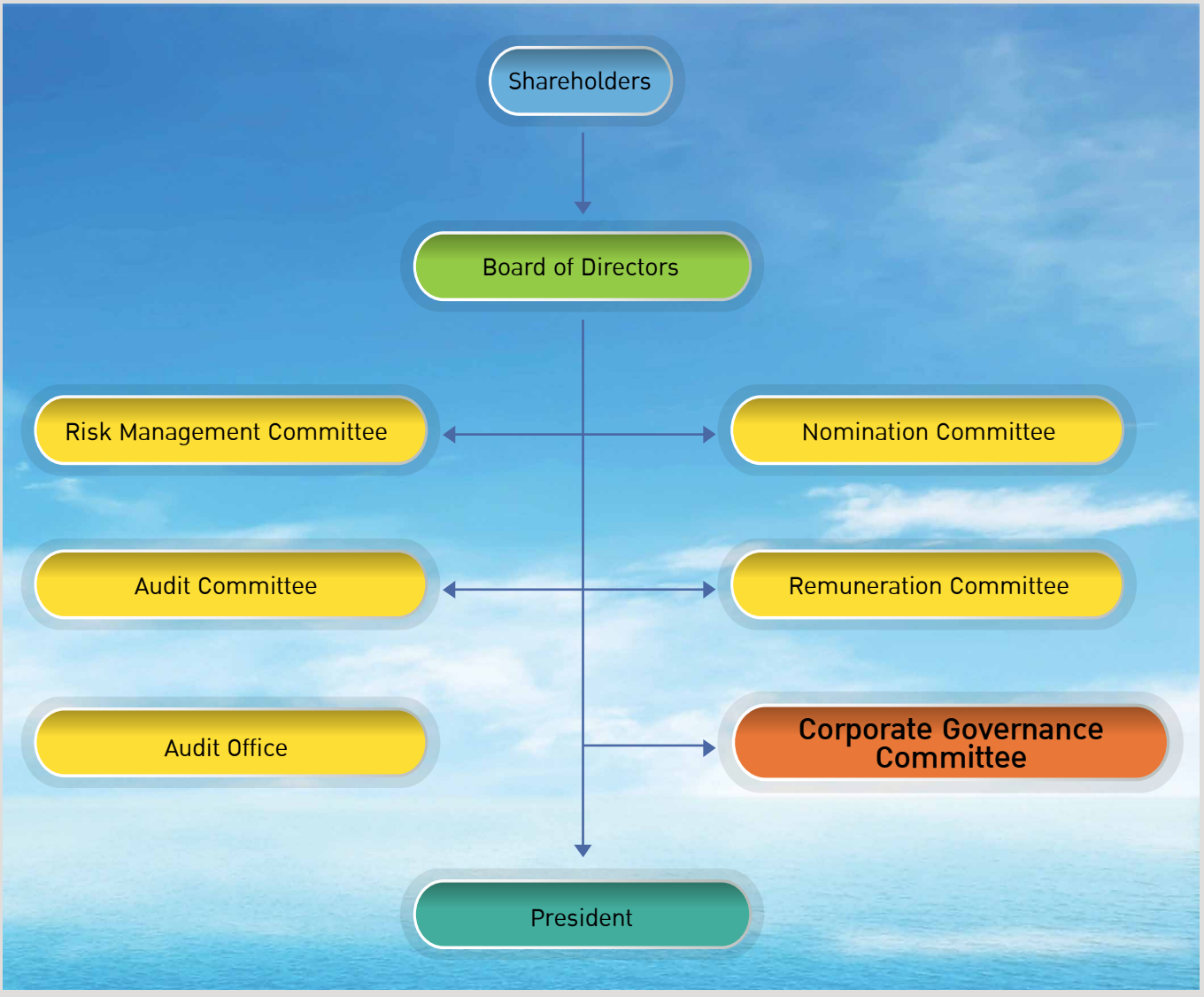
Stakeholders		Method	Expectation	Company's response	Result
6. Executives and Officers	Employees, temporary staff and outsource	- The President meets with officers and employees - Board of Directors - Survey on employees' relationship and satisfaction of the organization - Communications channels through direct and electronics system	- Better security and benefits compared to other companies within the same industry - Reasonable returns considering economic conditions - Workplace safety - Career development	- Establish occupational safety and health system which is OHSAS 18001 certified - Prepare individual career development plan to be used in human resource development and maintaining talents - Review and ensure that employee remuneration is in response to corporate performance, the current economic situation and industry-wide competitiveness - Provide long-term benefits to employees and family - Initiate activities to strengthen relationship and morale of employees	- Employee satisfaction rate is 84.69% and employees' relationship with the company is 95.07% - Employees and contractors injury frequency has constantly declined - Employee turnover is similar to that of the previous year, slightly higher

Good Governance

AOT has integrated the good corporate governance practice into its business operations policy with recognition of the importance and responsibility towards shareholders and other stakeholders. The Board of Directors has also adhered strictly to the good corporate governance practice as a key mechanism to increase confidence among shareholders, investors and other related persons. AOT has therefore prepared the Business Ethics that integrates transparency and strict compliance to the laws and regulations. Under this guideline, AOT strictly follows rules and regulations set by the Stock Exchange of Thailand and maintain its operating standard under good corporate governance framework. AOT code of conduct for executives and employees were prepared and distributed to the directors, executives and all employees for use as reference. Everyone has to sign the document to give a promise to follow this guideline. AOT code of conduct is published on the company's website under Good Corporate Governance topic and is a significant tool to drive AOT to become a good governance company. AOT values confidence creation among investors and shareholders of effective business operations and is committed to creating balance of benefit for all stakeholders, which also reflects AOT's social responsibility and intention to promote harmony living society in the long run.

The Board of Directors appointed Good Corporate Governance Committee comprising at least three directors. One of the committee members must be an independent director in order to effectively formulate policy and directions for good governance practice and corporate social responsibility for AOT's sustainability. The Committee will be responsible for promoting and providing advices, monitoring and reviewing policy as well as good corporate governance and social responsibility practice guideline which will lead to sustainable development in accordance to the international standards.

Governance Structure



Communications for Good Corporate Governance

Considering that promoting and improving management under good corporate governance practice is important, AOT focuses its attention to good corporate governance and social responsibility in order to achieve balanced growth and sustainability. This will in the end lead to confidence and trust among all stakeholders. AOT therefore held a lecture on "Stability, Prosperity and Sustainability through the Sufficiency Economy Way" by Dr. Wiwat Salayakamthorn, President of the Agrinature Foundation and President of the Sufficiency Economy Institute. The event is part of AOT's good corporate governance and ethic promotion programs in 2015. Participants to the event included AOT's directors, high level executives, officers, outside stakeholders, business partners, airlines, community and government agencies.

Good Corporate Governance Assessment

by Thai Institute of Directors (IOD)

AOT participated in the good corporate governance survey in listed companies 2014 held by IOD. It has also strictly followed the good corporate governance practice guideline for listed companies. The overall assessment score for AOT is 87 points out of 100 points or "Very Good" ( ) and was one of 38 among 147 listed companies with outstanding assessment scores and became part of the Top Quartile of the companies with over 10,000 million baht market capital.

Annual General Meeting of Shareholders Quality Assessment

By the Thai Investors Association, Thai Listed Companies Association, the Office of Securities and Exchange Commission

The assessment of annual general meeting is a proof of AOT's good corporate governance practice and AOT's commitment to improving the quality of the Annual General Meeting of Shareholders to protect the right of shareholders and to adequately disclose significant information.

From full score of 100

In 2015, AOT received 98.5 out of the full score of 100, which is rated Excellence and higher than the 92.68 average score of listed companies.

Intellectual Property Practice

AOT has identified information and communication technology as a key factor supporting its business operations and enhancing its efficiency. It is therefore the responsibility of all AOT officers and employees to use information and communication technology effectively and under the legal requirement, AOT's announcement and standards specified by AOT. All officers and employees are obliged to use AOT's IT system and communication equipment with responsibility and without causing adverse impact on AOT and others. Software copyright and others' intellectual property shall be protected. In case an officer or an employee breaching such rule and regulations and the investigation result showed the employee or officer was wrong, the person shall be subjected to disciplinary or legal punishment depending on the degree of seriousness.

Legal Compliance and Human Right Practice

Operating business with respect and compliance to the law is instilled in all AOT's officers and employees. It is included in the AOT Code of Ethics published in the AOT code of conducts under which AOT has to be compliant to laws, regulations, rules and the resolution of the shareholders' meeting with duly care and integrity.

AOT has ensured that its Board of Directors, executives and all employees treat one another and all stakeholders with respect for other persons and dignity. They shall not take any action that may affect others' individual right and freedom that may be against the legal requirement. This practice is part of the organizational ethics standard as stated in the Employees' Ethic Guideline B.E. 2554 that all AOT officers and employees have to strictly follow. Violation of the guideline would lead to punishment depending on the degree of seriousness and is considered disciplinary breach.

Channels for Contact, Complaints and Whistleblower

AOT considers it is important to efficiently and effectively communicate with all stakeholders in order to exchange information, opinions and recommendations for mutual benefits. In case that stakeholders are not treated badly by AOT, they can complain or report on all topics, including corporate governance, any clue related to malpractice of AOT officers and employees or other stakeholders through various channels, including website www.airportthai.co.th, opinion boxes at all the airports under its supervision. AOT will keep the information highly confidential. Only a limited number of persons assigned directly to investigate and directly involved persons so as to ensure the person who complains of confidence. Case receipt and investigation are clearly documented. The channels for communications and complaints are as follows:

1. E-mail: goodgovernance@airportthai.co.th
2. website: www.airportthai.co.th under "Contact and Whistleblower" topic, choose "Corporate Governance (Contact Corporate Governance Committee)"
3. PO Box 3, Don Mueang Post Office 10211
4. Opinion boxes at the headquarters and office of all the six airports under AOT's supervision
5. Corporate Communications Department, Tel. 02-535-3738 Fax. 02-535-4099 E-mail: aotpr@airportthai.co.th
6. AOT Call center 1722
7. AOT Online Chat on the website: www.airportthai.co.th

Integrating Good Governance Principle with Business

AOT nominated its construction investment project as the first pilot project out of 24 projects by state enterprises in the Construction Sector Transparency Initiative (CoST), an organization established with an objective to raise the bar in transparency in construction projects in the public sector. AOT has revealed information in two types - Proactive Disclosure and Reactive Disclosure. For the Proactive Disclosure, AOT information is published on its website, allowing stakeholders convenient access to its information. For the Reactive Disclosure, AOT prepared information and document in transparent manner and have made them ready for investigation and check at any time.

Benefits of joining CoST

Trust and Confidence

Business Continuity Management

AOT understands the importance of enhancing corporate capability and flexibility so as to protect the benefit of passengers, airport users and other stakeholders. Business Continuity Management (BCM) System in accordance with ISO 22301: 2012 and ISI22301-2556 standards are put in place. Business Continuity Management System has been enhanced to be completed and cover the entire supply chain. It is also developed to support airport business operations under International Civil Aviation Organization (ICAO).

Objective of BCM

The main objective of BCM is to maintain service continuity at AOT's airports. With this reason, AOT has improved its BCM to the international standard and has won recognition from the world class standard. It has achieved its mission on social, environmental and community responsibility through the improvement of BCM in accordance with ISO 22301: 2012 and ISI 22301: 2556. AOT has integrated BCM into corporate and unit levels of operations and clearly set BCM policy and management direction. Plans have been formulated to enable AOT to handle various situations that may interrupt AOT's operations as follows:

1. Incident Management Plan (IMP), Contingency Plan and Emergency Plan

1.1 Airport Emergency and Contingency Plan: in compliance to the government's regulations and to enable AOT airports to effectively handle incidents that may affect its safety operations

and aviation security. Scheduled exercises have been organized in accordance with international standards. The exercises include full-scale, partial and tabletop exercises.

1.2 Prevention and Situation Cessation at AOT headquarters: to control and prevent loss that may happen in case of flood, fire and political unrest, AOT has regularly held exercises on regular basis

2. Business Continuity Plan (BCP) and Recovery Plan

Airports and AOT headquarters have prepared both business continuity plan and recovery plan to maintain core business process and activity as well as recovering the operations from loss. Annual scheduled exercise has been held to allow all concerned units to work seamlessly together in abnormal time. Internal and external organizations regularly participate in the exercises. In 2015, AOT airports and head office organized tabletop exercises according to business continuity plan and recovery plan as follows:

2.1 Suvarnabhumi Airport: simulation exercise case involved with interrupted services due to damaged taxiway

2.2 Don Mueang International Airport: simulation exercise case involved with interrupted service due to severe flood

2.3 Phuket International Airport: simulation exercise case on tsunami which halted the entire service at the airport

2.4 Chiang Mai International Airport: simulation exercise case on earthquake which interrupted air traffic and service

2.5 Hat Yai International Airport: simulation exercise case involved with interrupted service due to aircraft accident

2.6 Mae Fah Luang - Chiang Rai International Airport: simulation exercise case involved with earthquake which interrupted air traffic and services at the airport

2.7 Headquarters: simulation exercise case on fire on Engineering and Information Technology Building that continued to the head office that prevented officers and employees to enter into the buildings

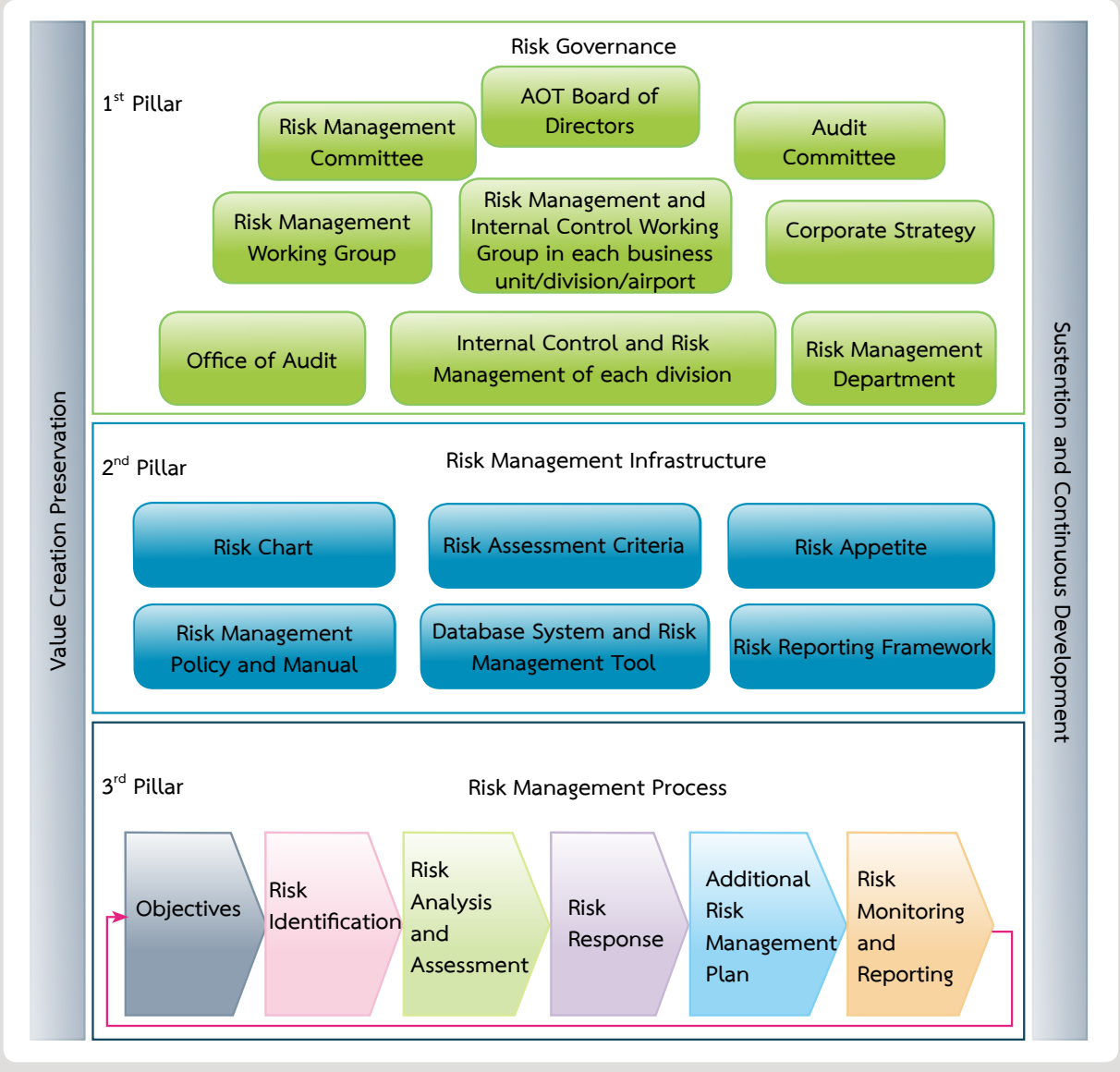
With AOT's commitment and dedication, Suvarnabhumi Airport and Don Mueang International Airport have passed the assessment and been certified for ISO 22301: 2012/ ISI 22301:2556 by the certify body on 28 September 2015. In the fiscal year 2016, AOT aims to have Phuket, Chiang Mai, Hat Yai and Mae Fah Luang-Chiang Rai airports and the AOT headquarters to be certified for their business continuity system under ISO 22301: 2012/ ISI 22301: 2556 from certify body.

Risk Management

Airports of Thailand Public Company Limited is committed to achieving its vision of "AOT Operates the World's Smartest Airports" stated in the Strategic Plan Revision (fiscal year 2015-2019). The current global economic downturn and rapid political changes, which are faster than in the past, have presented AOT with more challenges, such as risk from stringent control of regulatory bodies, risk from global economic downturn that affect AOT's growth, risks from disasters and risks of corporate reputation.

AOT has therefore prepared risk framework ensure its capability to achieve goals and be ready for changes. The framework covers three key pillars - risk governance, risk management infrastructure and risk management process.

Risk Framework



AOT places great importance on risk management, internal control and business continuity management. Risk management according to the COSO-Enterprise Risk Management (ERM) has been introduced as a risk management tool. The types of risks are divided into four areas -- strategic risk, financial risk, operation risk and compliance risk. The risk management process is in place to ensure confidence in business operations within the risk appetite level. Together with the risk management process, AOT has adopted the State Enterprise Performance Appraisal (SEPA) to align the operations within the entire organization. Risk Management process has been connected to the strategic plan through annual risk management plan preparation with consideration to risk appetite and risk tolerance. Quarterly report is prepared and submitted to the AOT Board of Directors, Risk Management Committee and Risk Management Working Group, resulting in good corporate governance system. In addition, this provides AOT with greater opportunity to increase business returns and reduce possible loss or damage from risks or disasters while increasing its ability to secure balance between its ability to address the government's policy, stakeholders' expectation and those affected by AOT business operations.

Significant Issues in 2015

In the fiscal year 2015, AOT identified corporate risks that may affect its business operations and risks related to shareholders' investment and prepared risk management plan to maintain degree of seriousness within the risk appetite or risk tolerance scope. Key risks are as follows:

Strategic Risk

AOT is committed to achieving Strategic Objective 1 - World-class Airport and Facility Development and to supporting the increasing air traffic volume due to growing tourism industry. It is forecast that in 2016, the total tourist arrival to Thailand will reach 19 million persons, 85% of them by air transport. In addition, the ASEAN Economic Community integration at the end of 2015 will also encourage ASEAN member countries to pay more attention to developing domestic airports to cope with the increasing inter-ASEAN travelers. In the fiscal year 2015, AOT has managed risks for its key construction projects held to support the growing air traffic as follows:

1. Passenger Terminal 2 at Don Mueang International Airport in the fiscal 2015 might fail to meet with schedule: risk factors are

    1) AOT could not deliver the developed areas to operators on time

    2) Construction contractor failed to follow the plan stated in the agreement

    3) Delayed system tests

AOT has provided a plan to increase efficiency in auditing and supervising the Passenger Terminal Renovation Project. In 2015, AOT has successfully operated the project within the risk tolerance scope, enabling Passenger Terminal 2 Improvement Plan at Don Mueang International Airport to be completed within 2015.

2. Phuket International Airport might not be able to operate as scheduled in 2015 The project includes taxiway and aircraft parking area construction, fuel hydrant system expansion and road system construction. Risks factors are

    1) Complicated construction works that may delay the project

    2) Delayed material supply by contractors

    3) No skilled labor

    4) Project consultant has insufficient experience

    5) Contractor fails to follow the plan

    6) Contractor does not understand fuel hydrant system

    7) Delayed problem solving by project consultant

AOT assigned Phuket International Airport's Operations and Maintenance to direct and supervise the airport development project and prepared a plan to follow up and inform the contractors of the fine fees for delayed work. AOT has successfully managed the project to achieve risk appetite, enabling the airport to open for service as scheduled.

Compliance Risk

To enable AOT to achieve the 3rd Strategic Objective - Airport Service Quality, Convenience and Safety Development, AOT has a significant mission to operate airport businesses as well as related businesses in accordance with rules, regulations, government policy and international standards. In this respect, AOT as the airport operator has set a strategic objective under it Strategic Plan 2015 - 2019 requiring the six airports under its supervision to be certified within 2015.

In the fiscal year 2015, AOT has successfully managed risk that "AOT might not receive certification for the airports under its supervision by 2015" and controlled this risk within the risk appetite scope. As a result, AOT received certification for the six public airports on 14 January 2015. The certified airports have the qualifications as stated in the Air Navigation Act B.E.2497 (No. 11) Amendment B.E.2551 as follows: (1) Physical appearance and facility standard at the airport are in line with the law requirement and can support safe flight operations; (2) Aerodrome Manual is in line with the standard and approved by the Civil Aviation Department which will be used as airport operation standard to ensure the same standard and maximum safety; (3) Safety Management System (SMS) is in place and in line with the regulations and is approved by the Department of Civil Aviation (DCA) in order that airports can work closely together for continuous development; (4) Airport safety and security standard complies with legal requirement and the Civil Aviation Department's safety maintenance plan which enables the airport to handle issues that may affect airport safety and flight operations; and (5) Airport manager shall have extensive knowledge on airport operation standards and other areas related to flight operations and shall have certification from the Department of Civil Aviation so as to perform duty in directing the operations of different airports and ensuring they can provide the services to aircrafts and passengers.

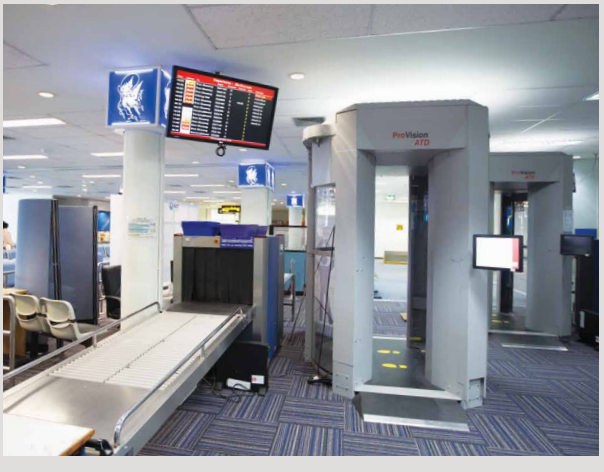
Operational Risk

AOT is committed to achieving the 3rd Strategic Objective - Airport Service Quality, Convenience and Safety Development. Suvarnabhumi Airport is a significant strategic factor to enhance national competitiveness. Opening for commercial service on 28 September 2006, the airport has full facilities and highly efficient advanced technology. The two runways are 60 metres wide and 3,700 metres and 4,000 metres long, 2,200 metres distance in between and with taxiways running in parallel. The two runways have the minimum capacity to support 40 flights per hour and up to 59 flights per hour during rush hours.

Considering the increasing air traffic and trend, the runways and taxiways have to support a large number of aircrafts, causing AOT to be concerned over safety in service provision based on international airport management standard. In addition, AOT has to permanently fix damaged surface of the runways and taxiways. In this respect, AOT initiated a project to repair the tarmac using Portland cement which has higher strength and durability than asphalt currently used to fix runway and taxiway surface. The project will last from 2015 - 2018.

In the fiscal year 2015, AOT forecasted that there was a risk related to damaged surface on the runways and taxiways which would affect Suvarnabhumi Airport's service efficiency while the project was underway. The company therefore prepared an additional risk management plan to fix the problems related to runway and taxiway surface restoration. The plan included quality improvement of asphalt used in temporary restoration of the runways and taxiways, hiring a contractor to fix the taxiway and hiring a contractor to install underground water drainage system.

In the fiscal year 2015, AOT could successfully managed and controlled the risks within the risk appetite scope, resulting in reduction of emergency restoration of runway and taxiway surface compared to the same period in 2014.



External Risk

Suvarnabhumi Airport has been working closely with the International Quarantine to monitor the coronavirus 2012 (MERS-OV) outbreak. Four thermoscans were calibrated to enable the machines to detect lower human body temperature, from previously 37 degree to 36.5 degree Celsius. Specific parking bays, at contact gates near Building E and F, were assigned for flights from the seven risk countries (in the Middle East, including Oman, Qatar, Saudi Arabia, United Arab Emirates, Jordan and South Korea in Asia). Hygiene has also been stepped up by increasing cleaning frequency in all areas that directly contact passengers, such as toilets, check-in counters, immigration counters and taxi stops, etc, installing more than additional 200 hand-washing gel stations, and providing masks at the information booth for distribution to passengers and others working in the airport.

Financial Risk

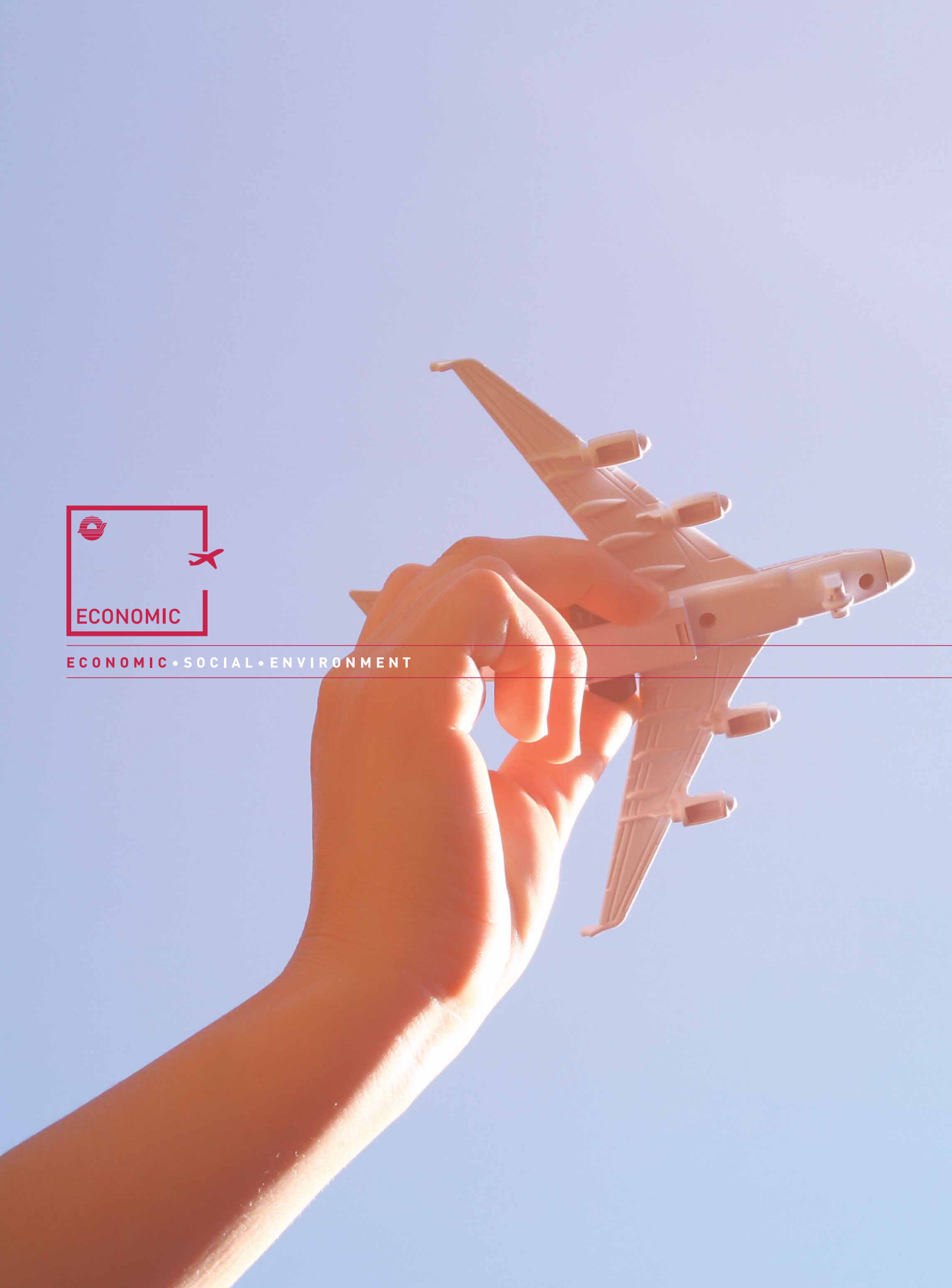
Foreign exchange risk has been managed as part of AOT's intention to achieve the 4th corporate strategies - Creating business growth and reasonable profit. The risk is caused by fluctuating foreign exchange rate on loans AOT secured from Japan International Cooperation Agency (JICA) for the Suvarnabhumi Airport Development Project Phase 1. AOT has prevented such risk by making a foreign exchange contract for 93.24% of its total loan. At present, total unprotected debt is 6,378.64 million yen. AOT has assigned the Sub-committee on foreign debt risk management, chaired by AOT's director and with external specialist as members, to supervise and formulate policy related to foreign debt risk management and to closely monitor foreign exchange rate. This would enable AOT to appropriately manage the remaining foreign debt risk in accordance with AOT's financial positioning. In the fiscal year 2015, AOT successfully managed the risks related to foreign exchange within the risk appetite level.

In terms of creating reasonable profit, AOT appointed a working committee to study AOT's operational profit. Senior Executive Vice President (Accounting and Finance) was appointed as the working committee. The committee is responsible for monitoring and supervising staff members working on managing the risk that AOT's operational profit might fall below the target. In 2015, AOT successfully managed the risk related to AOT's operational profit and maintained it within the risk appetite level.

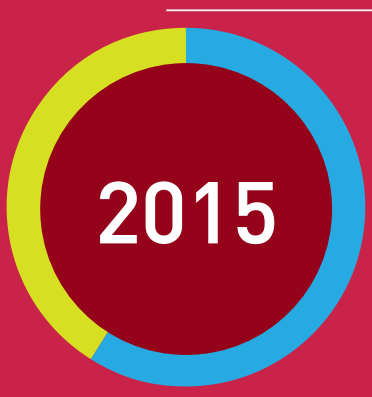
Internal Control

To emphasize the importance of internal control, AOT has appointed three working groups namely (1) Internal Assessment Working Group; (2) Risk Management and Internal Control Working Group in each business unit/division/airport; and (3) Internal Control System Management and risk Management at division level (including the four regional airports under AOT's supervision). The three working groups were established to support

and strengthen the organization's internal control, direct and correctly and timely report performance to the management to ensure that the objectives of internal control are effectively and efficiently met. The internal control standard covers the five pillars and 17 assessment criteria. AOT prepared internal control reporting at division level in accordance with the guidelines set by Office of Comptroller General and the Securities and Exchange Commission for the Internal Control Management Working Group and employees to use as guideline in assessing and improving internal control activities in the work process. Internal control report for division level is prepared to enable AOT to achieve its internal control objectives. In addition, Control Self Assessment (CSA) according to the Office of Comptroller General's regulation on Internal Control Standard B.E.2544 has been put in place. AOT also assigned the Audit Office to review the sufficiency and appropriateness of the internal control system in order to prevent possible damages on AOT's operations and property and to provide recommendations on mitigating risks.



ECONOMIC



Operating income growth

59% from aeronautical revenues

41% from non-aeronautical revenues

Our continuous success

does not rely only on corporate stability, but also our commitment and dedication of our employees, executives, customers and investors who, with their trust in AOT, have joined force to drive forward our success. Central to our progress and trust endowed to us are corporate responsibility, good governance, transparent and fair business operations, efficiency and strong revenue generation. Today, we continue to comprehensively enhance our services to grow our business and achieve sustainability.

Sustainability Driven by Strong Economy

Airports - the Gateway to Thai Economy

AOT has played a vital role in enhancing national social stability and economy prosperity through value creation. Airports are the important gateway to the country, welcoming tourists from all over the world to Thailand, and asignificant infrastructure that support national economic, transportation and logistics system development.

Traffic (Flights)

International	365,321	51.65 %
Domestics	342,041	48.35 %

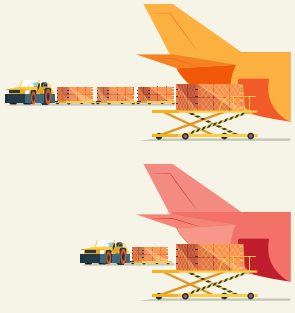
Passenger (Persons)

International	61,337,060	19.81 %
Domestic	45,452,854	24.95 %

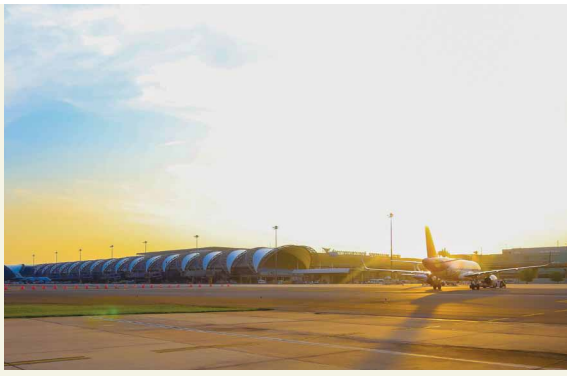
Air Transport Statistics

AOT provides high quality services to 129 scheduled airlines in 2015, including 120 mixed passenger and cargo airlines and 9 pure cargo airlines. Combined traffic at the 6 AOT airports are 707,362 flights while total passengers reach 106,789,914. Total cargo, postal and parcels are 1,354,210 tons.

Cargo and Parcel Volumes (Flights)



International	1,243,949	1.78 %
Domestic	110,261	3.22 %



Airport Development Plan

Without a doubt that an airport brings economic development, employment, income for community and better life of people in the nearby area. AOT has therefore set clear development plan for airports that almost reach full capacity, which is part of its corporate strategy to increase capability to support increasing traffic and passengers and to enhance travel industry which will not only add value to the country economy but also increase convenience and efficiency in handling airline and passenger traffic. AOT has improved facilities at airports to be able to provide faster and more convenient service that meet higher demand and stringent international safety standards. At present, three airports are under renovation, namely Suvarnabhumi Airport, Don Mueang International Airport and Phuket International Airport.

BKK

Suvarnabhumi Airport

Suvarnabhumi Airport Development Plan (2011 - 2017)

- Increasing passenger handling capacity from 45 million to 60 million per year (50 million international passengers per year + 10 million domestic passengers per year)
- **Progress:** Price estimate is underway and the project is scheduled for completion in 2019.

3rd Runway Construction Project, Suvarnabhumi Airport

- Increasing capability to support flights during rush hour from 68 flights per hours to 94 flights per hour while enhancing the airport's efficiency in runway and taxiway maintenance. It is expected that the project will be completed in 2020
- **Scope of the project**
  - Design and build a runway spanning 4,000 metres in length and 60 metres in width, taxiway, water drainage system and visual aids
  - Design and build the 3rd Air Rescue Building
  - Design and build Perimeter Taxiway

DMK

Don Mueang International Airport

Don Mueang International Airport Development Phase 2 (2013 - 2014)

- Increasing airport capacity from handling 18.5 million passengers per year to 30 million passengers per year (8 million international passengers per year and 22 million domestic passengers per year)
- Project scheduled for completion in 2015

Don Mueang International Airport Development Phase 3 (Continue from Phase 2)

The AOT is conducting a feasibility study and master plan of Don Mueang International Airport and Suvarnabhumi Airport to better Increasing passenger handling capacity to support the expanding traffic in the future.

HKT

Phuket International Airport

Phuket International Airport Development Plan (2010 - 2014)

- Increasing airport capacity to 12.5 million passengers per year (5 million international passengers per year and 7.5 million domestic passengers per year). The expansion will enable the airport to sufficiently support traffic until 2018
- Project scheduled for completion 2017

Phuket International Airport Development Plan Phase 2 (The development is limited to the area within Phuket International Airport premises)

- Increasing airport capacity from 12.5 million passengers per year to 18 million per year (10.5 million international passengers per year and 7.5 million domestic passengers per year).
- **Scope of the project**
  - Expanding International Passenger Terminal capacity from 5 million to 10.5 million passengers per year
  - Expand the 3-aprons airport aprons area, making a total number of aircraft parking bays to increase from 25 - 30 aprons to 28 - 33 aprons
  - Parking building and airline office building construction, improvement of entrance and exit gates
  - Enhance utilities system development
- Scheduled for completion in 2021

For 2015, AOT plans to develop Hat Yai and Chiang Mai International Airports to increase their capacity to handle more passengers.

HDY

Hat Yai International Airport

Short-term Hat Yai International Airport Development Project (2015 - 2018) (Handling 2.5 million passengers per year and 18 flights per hour)

- Developing the Hat Yai International Airport to increase to support the expected passenger and traffic increase and to enhance service efficiency in the Passenger Terminal

- **Scope of the project**
  - Swing Gate construction
  - Survey, design and construct office building, to be completed in February 2017
  - Survey, design and improve Passenger Terminal, road system, entrance and exit at the airport, to be completed in January 2019

CNX

Chiang Mai International Airport

Short-term Chiang Mai International Airport Development Project (2015 - 2018)

- **Scope of the project**
  - Improve the Domestic Departure Hall, to be completed in March 2016
  - Improve the International Arrival Hall, to be completed in March 2016
  - Design and construct the new Fire Station and Aircraft Rescue Center, to be completed in 2019
  - Design and construct a Cargo Terminal, to be completed in 2019
  - Designing and constructing the ground handling facilities, to be completed in 2019
  - Survey, design and construct the parking building and office building, to be completed in March 2018
  - Build water supply system and waste water treatment facility, to be completed in 2018
  - Build housing for officers and conduct environment impact study, to be completed in 2020

Chiang Mai International Airport Development Project (2017 - 2022)

- Increase passenger handling capacity from 8 million to 15 million passengers per year, to be completed in 2022. When completed, the airport will have sufficient capacity to handle increasing number of passengers and air traffic until 2030
- **Scope of projects**
  - Design and build Maintenance Building
  - Design and build car parking building and airline office building
  - Design and improve road system and Entrance and exit at the airport
  - Design and build aircraft parking area and improve existing parking area to increase its capacity to accommodate 25 aircraft
  - Design and build new International Passenger Terminal
  - Design and build the extension of the existing passenger terminal
  - Design and improve existing passenger terminal and turn it to serve as domestic passenger terminal with no less than 10 million passenger handling each year
  - Improve landscape around the Passenger Terminal
- Scheduled for completion in 2022

Total capacity: 8 million passengers per year, 34 flights per hour

Sister Airport and Cooperation

From 2010 - 2015, AOT Signed Memorandom of Understanding to Sister Airport Agreement (SAA) and Strategic Cooperation Agreement) with 9 airport management organizations for cooperation with 14 airports.

Criteria for cooperation agreement consideration are as follows:

- In response to the government's policy as ASEAN Economic Community (AEC) integration will take place shortly, AOT has strengthened its relationship with airport operators in AEC.
- AOT analyzed strengths, weakness, capability and expertise of interesting airport operators. Awards they have received are taken into consideration because they reflect the organizations' strengths and uniqueness. These factors are considered to ensure that the cooperation will exchange and promote the best practice between the two parties. In addition, AOT considered trend and opportunity for future business cooperation.

Objectives and key essence

- Information Exchange/Best Practice sharing: This is to promote executives and employees' learning through various activities, such as electronic mail, meeting/discussion, forum/ workshop, study visit, on-the-job-training and training courses, etc.
- Relationship promotion and policy making, such as courtesy visit and executive/annual meeting
- Business cooperation opportunity promotion, such as public relations, advertisement, trade show, presentation to airlines and supporters, facilitation and promotion of the business sector and related organizations in order to promote travel and tourism, trade and other economic activities, including joint project for shared benefits

Chronology of Inter-airport Cooperation Agreement

2009	Type of cooperation	Airport Manager	Airport manager organization under cooperation
	Sister Airport Agreement	Flughafen Munchen GmbH (FMG)	Munich International Airport

Type of cooperation	Airport Manager	Airport manager organization under cooperation	2010
Sister Airport Agreement	Incheon International Airport Corporation (IIAC) Narita International Airport Corporation (NAA)	Inchon International Airport Narita International Airport	

2011	Type of cooperation	Airport Manager	Airport manager organization under cooperation
	Sister Airport Agreement	Beijing Capital International Airport Company Limited (BCIA) Austin - Bergstrom International Airport (ABIA)	Beijing International Airport Austin Bergstrom International Airport

Type of cooperation	Airport Manager	Airport manager organization under cooperation	2012
Sister Airport Agreement	Lao Airport Authority (LAA)	Luang Phra Bang International Airport	

2014	Type of cooperation	Airport Manager	Airport manager organization under cooperation
	Sister Airport Agreement Strategic Cooperation Agreement[1]	Pioneer Aerodrome Service Company Limited (PAS) New Kansai International Airport Company Limited (NKIAC)	Yangon International Airport Naypyidaw International Airport Kansai International Airport Osaka International Airport

Type of cooperation	Airport Manager	Airport manager organization under cooperation	2015
Sister Airport Agreement	Airport Corporation of Vietnam (ACV)	Tan Son Nhut International Airport Noi Bai International Airport Danang International Airport Phu Quoc International Airport	

[1] New Kansai International Airport Company Limited (NKIAC) entered into a Strategic Cooperation Agreement with AOT. The agreement contains the name of NKIAC which is the same pattern as agreement with other airports.

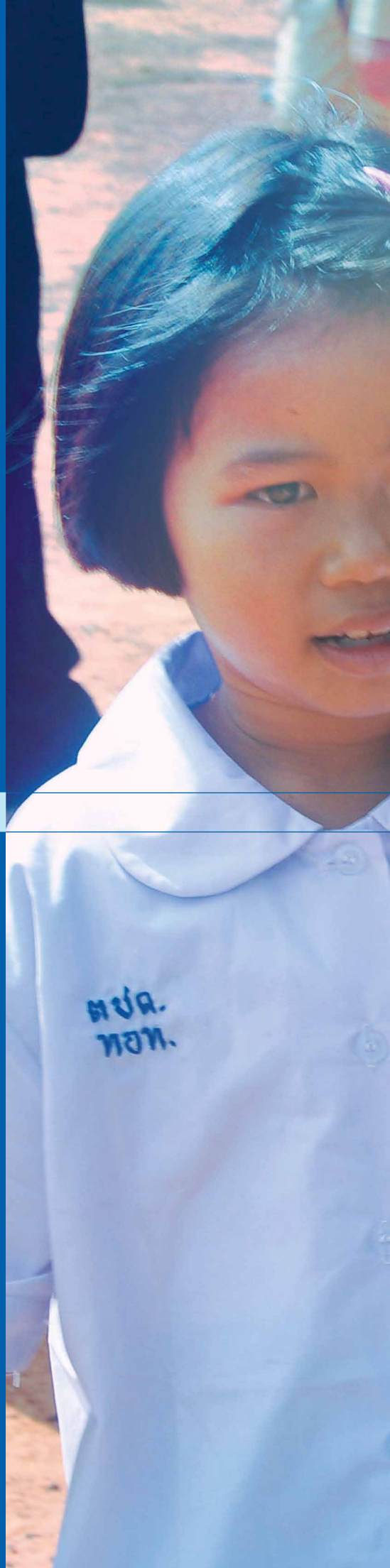
In the fiscal year 2014, AOT prepared a Strategic Cooperation Agreement with New Kansai International Airport Company Limited (NKIAC) which operates two airports in Japan. The two Japanese airport under this agreement are Kansai International Airport and Osaka International Airport. NKIAC was selected as a partner because it is a leading airport operators who operates the leading airports in Japan and Asia and have outstanding technology and environmental advancement as well as great achievement in terms of operating result, quality service and highly - skilled personnel. Cooperation with NKIAC will bring about greater benefits in airport management, opportunity to handle increasing passengers, flights and air cargo between the airports under this agreement.

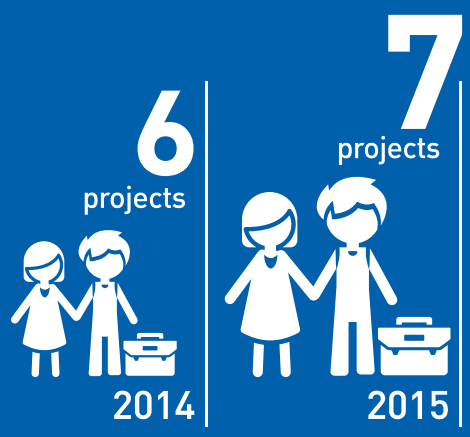
In the fiscal year 2015, AOT signed a cooperation agreement with Airports Corporation of Vietnam (ACV) which operates four international airports under this agreement, namely (1) Tan Son Nhut International Airport; (2) Noi Bai International Airport; (3) Danang International Airport and (4) Phu Quoc International Airport. ACV was selected because it is an airport management organization within AEC and the government has a policy to strengthen relationship with Cambodia, Laos, Myanmar and Vietnam (CLMV) to make stronger ASEAN. ACV manages a total of 22 airports in Vietnam. In addition, Vietnam economy is growing fast, especially the aviation industry. In 2014, ACV airports have a combined capacity to handle up to 48 million passenger and 346,000 flights per year and with continuous plans to develop it airports. In addition, it is an internationally recognized organization. Considering all these factors, AOT views it important to nurture the cooperation and promote opportunity for both companies to exchange information, knowledge and best practice and work together on joint marketing activities.

AOT executives attended the exhibition to promote Thailand at the 136th IATA Slot Conference in Vancouver, Canada.

AOT executives participated in the 4th Beijing Global Friend Airports CEO Forum on Airport Commerce Green Airport and Airport Technologies in Beijing, China, held by Beijing Capital International Airport Company Limited (BCIA)

AOT executives participated in the 20th ACI Asia-Pacific Regional Board Meeting, which is regularly organized twice a year to report the past performance and future trend in the aviation industry, members' cooperation and future operation plan in Hong Kong Special Administrative Zone.





AOT's Education Development
in Border Patrol Police School Project

Smile and laughter are the inspiration that fuels our progress. To grow happy and strong organization, society and community, it needs deep understanding and cooperation from all parties. We are supporting the establishment of a learning society to aspire young people to adopt life-long learning and responsibility. We are supporting community development, enabling them to become self-dependent. We bring smiles on the people faces and food for thought because we want to see everyone living in harmony together in a happy society and sustainable world.

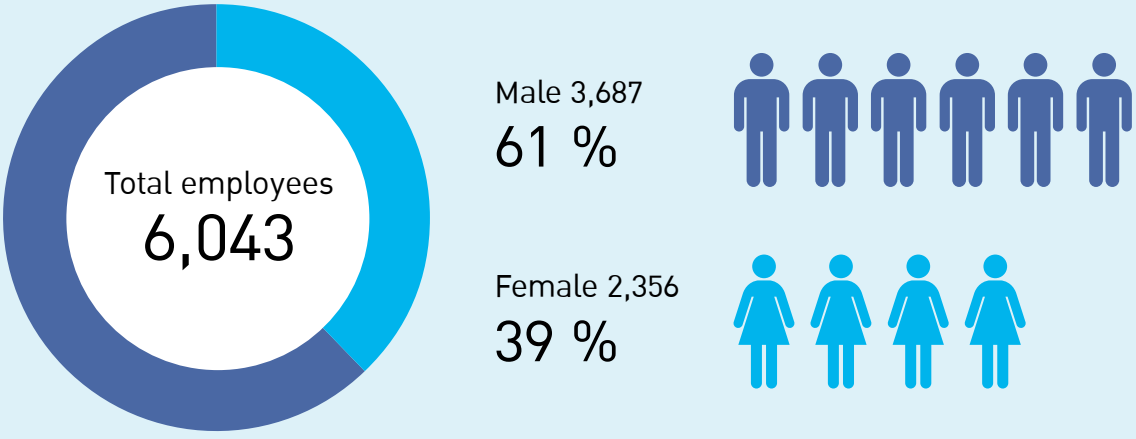
SOCIAL

Sustainability Driven by People

Commitment to human resource development

AOT has 6,043 employees, including 3,687 male and 2,356 female.

A total of 4,969 persons are full time officers and employees, while 919 persons are temporary staff members (with 5 year employment contract) and 155 with one-year employment contract. Details are as follows:



Employees classified by levels

Management Level (Level 9 up)

Male	99	persons
Female	55	persons
Total	154	persons

Operational Level (Below Level 8)

Male	2,983	persons
Female	1,832	persons
Total	4,815	persons

5-year contract temporary staff members

Male	550	persons
Female	369	persons
Total	919	persons

1-year contract temporary staff members

Male	55	persons
Female	100	persons
Total	155	persons

Number of employees by sites (exclude temporary staff)

Head office	1,235
Suvarnabhumi Airport	2,222
Don Mueang International Airport	654
Chiang Mai International Airport	204
Hat Yai International Airport	175
Phuket International Airport	343
Mae Fah Luang - Chiang Rai International Airport	136
Total	4,969

Number of employees (temporary staff) by sites

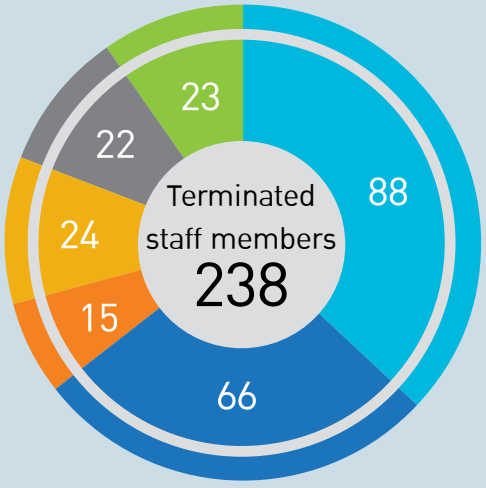
Head office	0
Suvarnabhumi Airport	469
Don Mueang International Airport	308
Chiang Mai International Airport	53
Hat Yai International Airport	52
Phuket International Airport	153
Mae Fah Luang - Chiang Rai International Airport	39
Total	1,074

Ratio of internal transferred employees:

84 persons,

representing

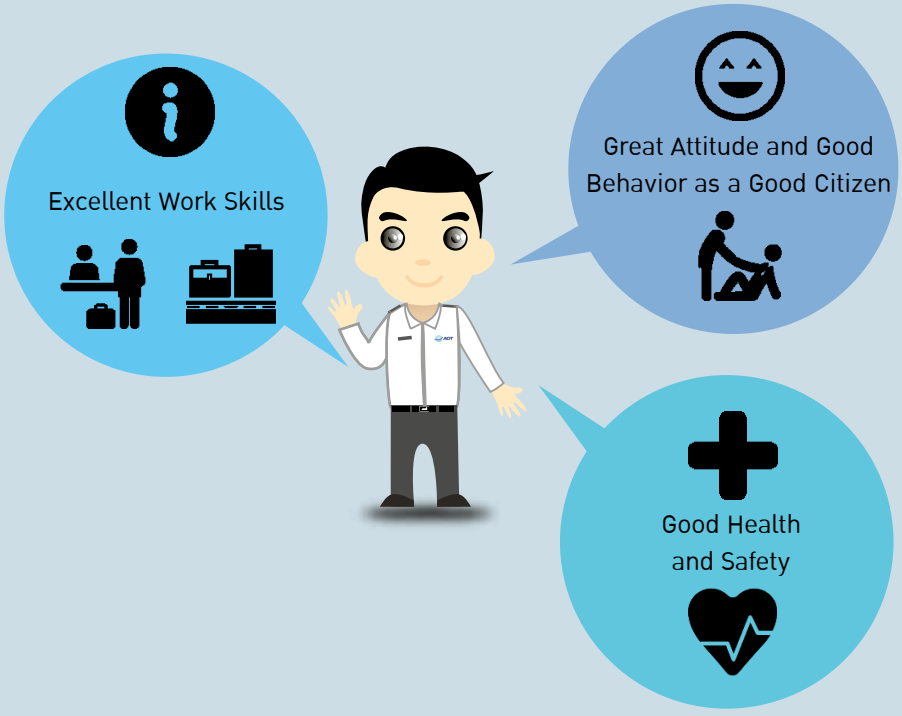
1.69 %



- Head office
- Suvarnabhumi Airport
- Don Mueang International Airport
- Chiang Mai International Airport
- Hat Yai International Airport
- Phuket International Airport
- Mae Fah Luang - Chiang Rai International Airport

Value of Human Resource

Realizing the importance of human resource relating to quality of operations in various aspects, AOT determined to continually develop the competency of its human resource in terms of professional skills, knowledge, and creativity. Such developments will help them grow alongside the organization. All along, AOT has established the strategies that will enhance competency of the executives and operating officers, as well as provided welfare and benefits for employees. Moreover, AOT aims to promote relationships between employees in order that the business can sustainable growth grow and be ready to compete at an international level.



Employment

AOT has hired local labors living in the areas surrounding the airports under responsibility of AOT so as to create jobs and distribute income to the surrounding communities. If significant operational change takes place, such as changes in job positions of officers and employees in the company, AOT will notify the employees by issuing announcements.

As for the termination, AOT's practices are as follows: For employment with definite contract period, once the contract is complete, the employment can be terminated without prior notice (according to Article 580 of the Civil and Commercial Code). For employment without definite period (excluding retirement), should termination is needed, there must be advance notice of at least 30 days or 1 cycle of payment (according to Article 582 of the Civil and Commercial Code).[2]

Remuneration, Welfare and Motivation

AOT has set up an appropriate rate of remuneration for its employees in accordance with their responsibility and equitability. This includes salary, bonus, allowance, and subsidies for medical care, accommodation in case of trip to work up - country, education, and others such as a provident fund. In addition, AOT motivates its employees through admiration of good employees as a model for others. With recognition of people's value and excellent corporate culture, AOT puts high importance on the 5 core values that would bring individual success. AOT provides medical care for officers and employees focusing on health prevention through proper healthcare behavior such as annual health check-up, lecture on healthcare and nutrition and health promotion activities, such as the 4th No Tummy, No Disease Project which has received very good response.

[2] Please refer to the 2015 employment statistics in the table at the end of the report

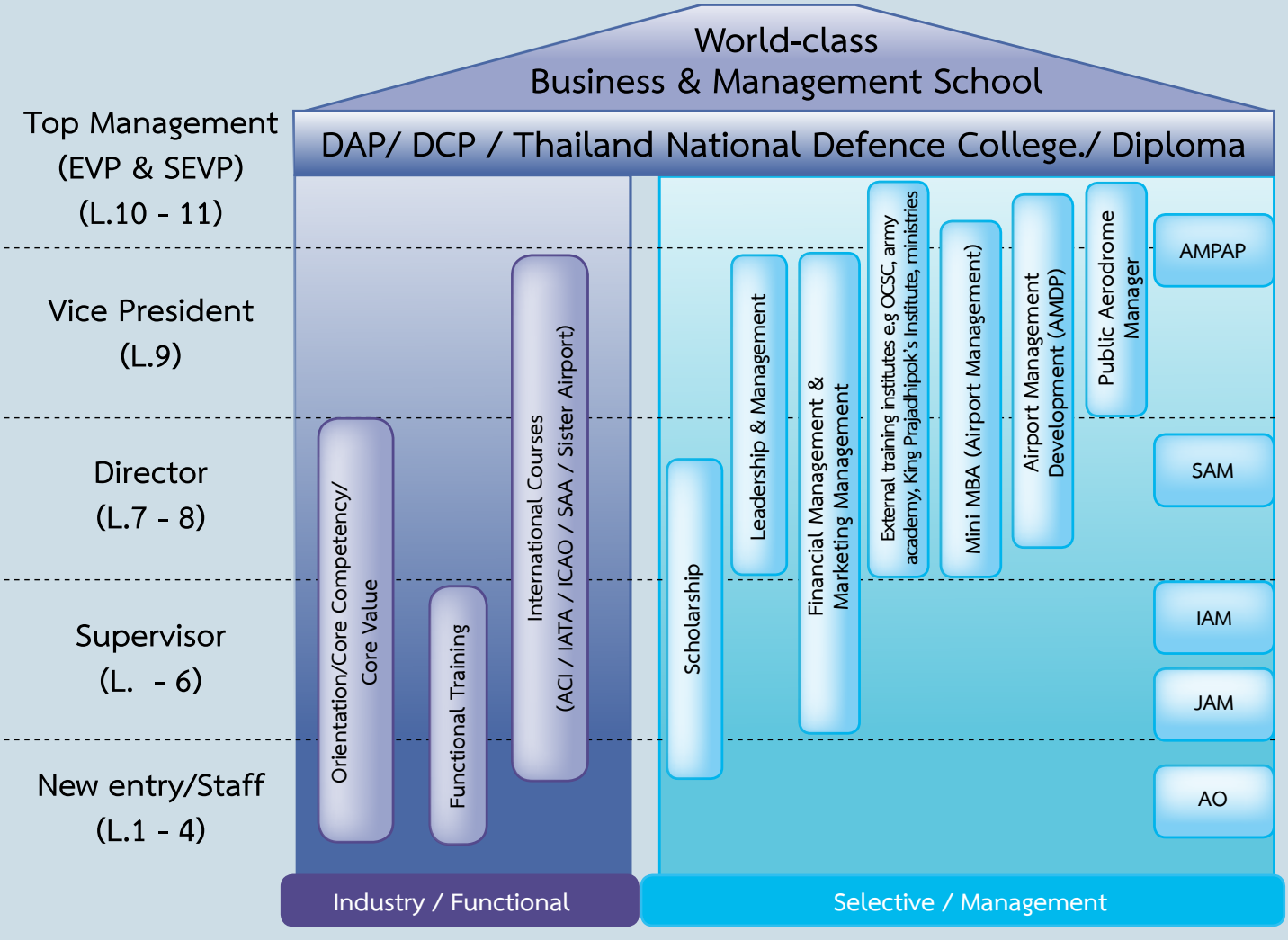
Human Resource Development

The AOT Academy is committed to enhancing AOT's employees' knowledge, skills and competency and to ensure that airport management and operations are in line with air transport standards set by local and international organizations, such as the Civil Aviation Department, the International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA). To equip the organization with capability to drive sustainable corporate development,

AOT has drawn the AOT Training Roadmap for all employees from level 1 - 11 in two main areas:

- Industry and functional
- Selective/management

AOT Training Roadmap Program



AOT People Development Plan

AOT prepared individual development plan, categorizing by employee's levels

Level	Goal	Program/Course
L.10 - 11 Top Management (EVP & SEVP)	Leadership management and operating performance enhancement	• Leadership Program for Senior Management • Public Aerodrome Manager Program • Global ACI - ICAO Airport Management Professional Accreditation Programme (AMPAP) • Senior Management Development Program including external training programs, such as Director Accreditation Program (DAP), Joint Public-Private National Defence Program, the Program of Senior Executives of Justice, Program for Senior Executives by the Capital market Academy and Program for Senior Executives of Corruption Prevention and Suppression, etc.
L.9 Vice President	For leadership development, encouraging operational excellence and business continuity	• Preparation Course for Airport Manager • Leadership Program for Senior Management • Mini MBA in Airport Management
L.7 - 8 Director	Leadership development in terms of productivity and policy implementation	• Development Program (AMDP) • Leadership Program for Middle Management) • Senior Airport Management • Overseas training courses, such as IATA Dangerous Goods Regulations, Airport Non - Aeronautical Revenue, Airport - Terminal Operations and Management, AVSEC National Inspector
L.5 - 6 Supervisor	Airport management knowledge development	• Intermediate Airport Management Course • Aviation Knowledge for Airport Officers • International training programs, such as National Civil Aviation Security Quality Control Programme, Airport Route Development and Marketing and Airport Master Planning • Functional training
L.1 - 4 (Operation Level)	For efficient operations	• Basic Airport Operations Program • International trainings, such as Integrated Safety Management System, Apron Management and Security Risk and Crisis Management • Functional training

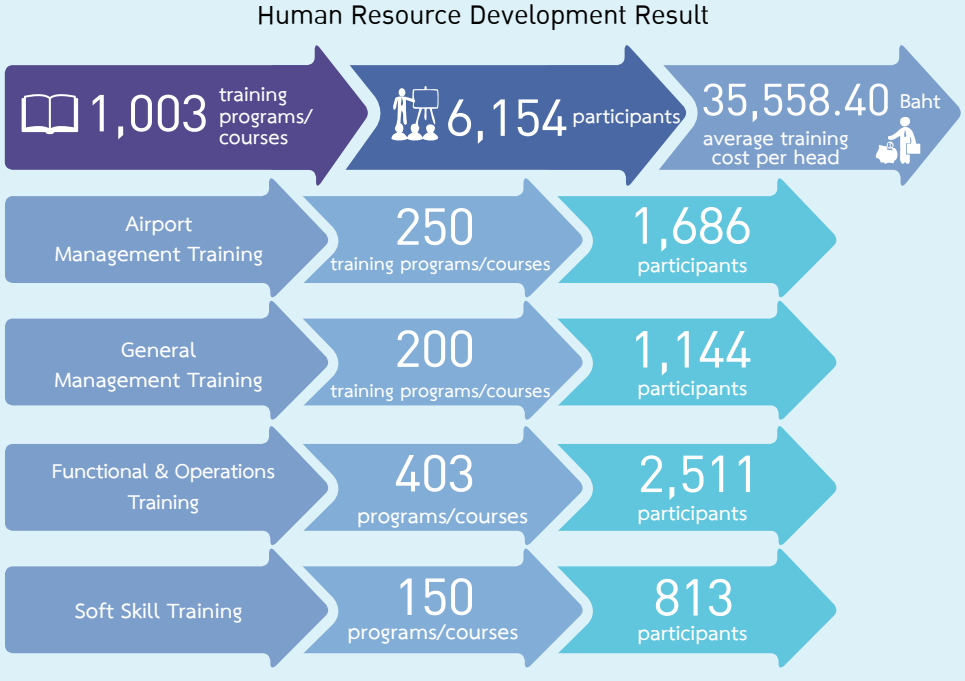
Instilling CSR for Sustainability among AOT People

In 2015, AOT arranged various trainings on social responsibility and sustainable development for 1,315 employees at all levels, from senior executives to middle management and operational level employees. The main objective is to ensure they understand and embrace social responsibility for sustainable development in accordance with the guideline of the Stock Exchange of Thailand and international standards. AOT encourages its employees to embrace the concept and make little changes to create greater impact (by considering economic, social and environmental issue) for sustainability. Trainings provided are as follows:

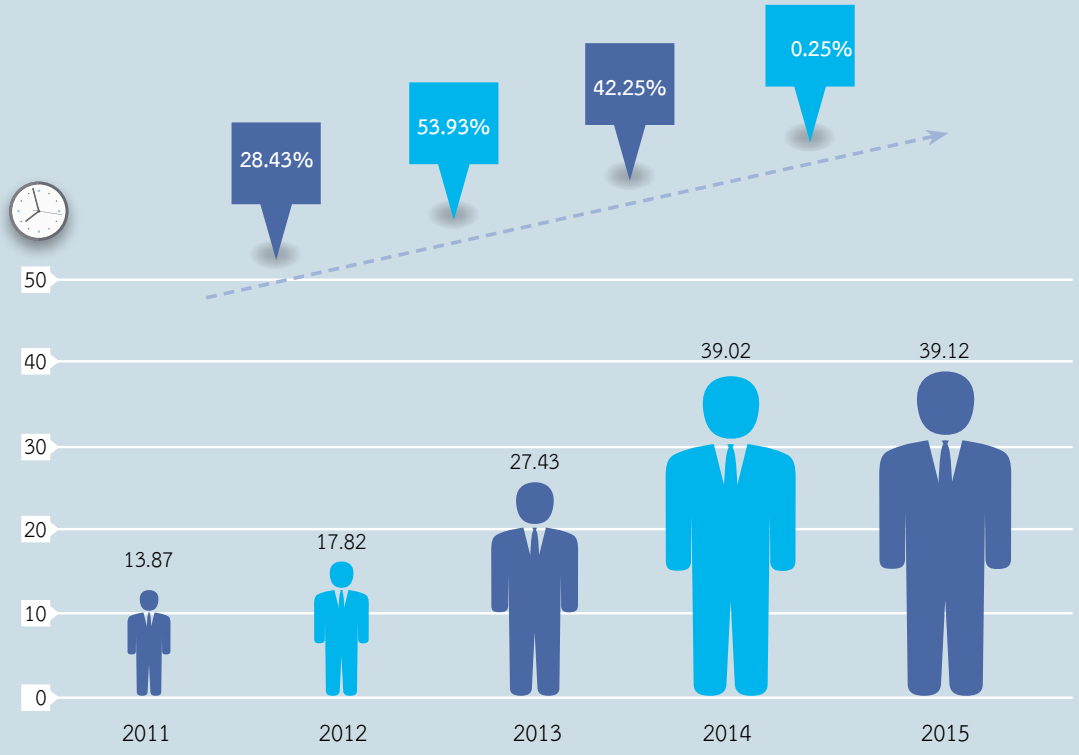
Training Program	Level of employees	No of attendants
AOT CSR & Sustainability Knowledge	Division director, deputy director, head of unit (level 7 - 9), employee (Level 3 - 6)	426
Executive Discussion	Senior executives, Level (10 - 12)	52
Airport Operations	Level 1 - 4	321
Junior Airport Management	Level 4 - 5	315
Intermediate Airport Management	Level 5 - 6	133
Senior Airport Management	Level 6 - 7	68

Human Resource Development Result

AOT organized 1,003 human resource development programs and trainings in 2015 with a total of 6,154 attendants as follows:



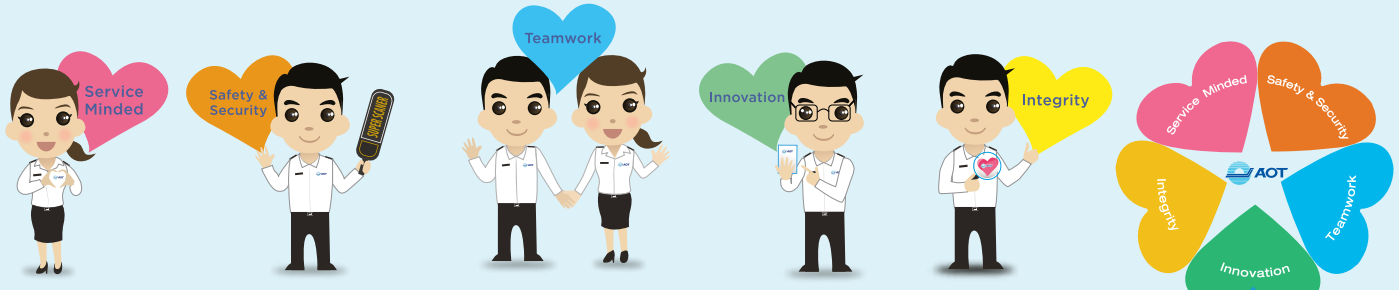
Average training hours (all AOT staff members) (hour/person/year)



Average training cost per head

35,558.40 Baht

5 Core Values



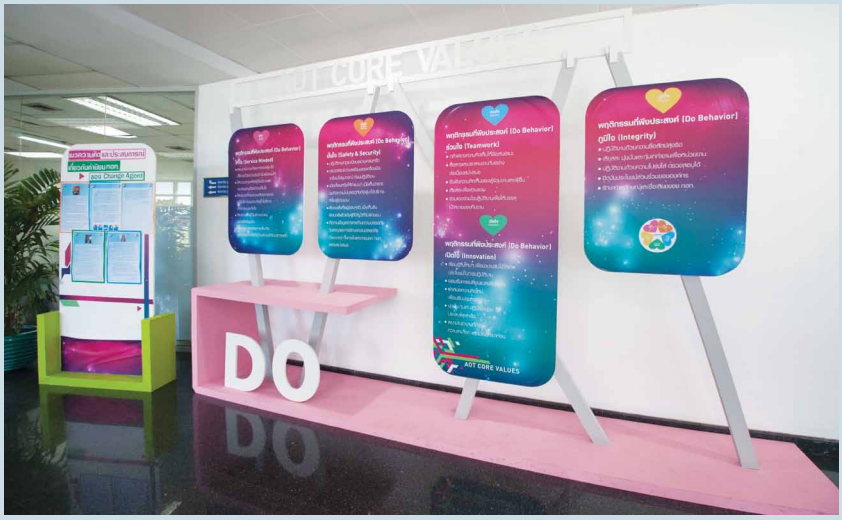
Service Minded
Offering services beyound customers' satisfaction

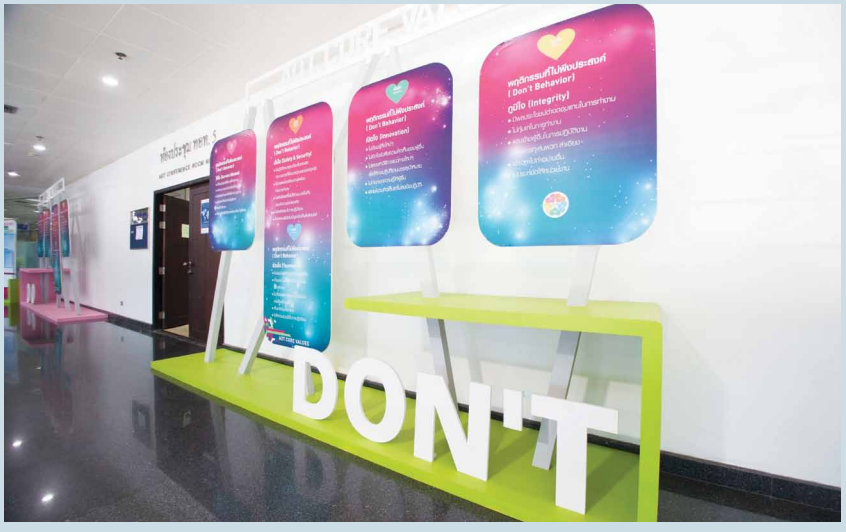
Safety & Security
Excellent security and safety standards

Teamwork
Respect different opinion and collaboration

Innovation
Constant development

Integrity
Caring for organizational benefit





In the fiscal year 2015, AOT has identified the key desirable behaviors under each core value and encouraged the management and supervisors to cascade the AOT core values across the organization and to become role model. Such activities are:

1. Supervisors' seminar to identify "Do Behavior" and "Don't Behavior" of each core value to be used as guideline for AOT officers and employees' practice
2. Senior executive seminar to drive the implementation of AOT core value, allowing executives to choose for which core value they would become role model

AOT also organized activities to promote the core values, such as slogan contest, photo contest, video clip contest and corporate culture and core values survey. These activities were designed to educate and ensure employees' understanding and embrace the AOT Core Value to their own.

Knowledge Management (KM)

AOT strongly values the importance of knowledge within the organization and therefore implemented the Knowledge Management (KM) system with an aim to support the airport service leverage strategy that will enable AOT to materialize its vision. Such KM system includes the following:

1. Developing the Community of Practice (CoP) into KM experts. These experts are able to clearly identify data, information and knowledge, to transfer tactic knowledge to become explicit knowledge, to prepare standard operating procedure (SOP) based on the available knowledge for on-the-job training, and to keep the knowledge into Knowledge Management System for employees to share, study, and implement in their job.

2. Organizing KM Expert workshop on airport service, such as Standard Operation Procedure (SOP) preparation, Service Flow, service protocol and service character workshops as well as on-the-job training guide. These workshops have equipped AOT with many KM experts in airport service who are registered in KM Expert Directory and with more knowledge in the KMS, including ASQ, CRM, Airport Medical Service, Airport Security, Airport Facility and Passenger Service. AOT has also collected knowledge from employees who are retired in 2015, especially on the environment, occupation health and safety and maintenance of safety equipment.

Awards for Outstanding Employees

Mr. Danupol Khainongsawong
Senior System Analyst 5, Electronic System Support, IT Department, Suvarnabhumi Airport

Danupol has initiated many new inventions and innovations that reduced costs for the organization. Some of inventions and innovations include the job application systems, e-tracking system for the finance department, Airport Flight Search system that quickly searches for flight information, employee satisfaction survey system, and the Slot Coordination System that provides information about airport capacity and facility.

Mr. Sutham Krissanapipat
Senior Explosive Ordnance Disposal Officer 6, Explosive Ordnance Disposal Unit, Security Centre, Suvarnabhumi Airport

Sutham has successfully planned and laid out airport security measures related to explosive objects and efficiently controlled and managed EOD and K-9 operations in accordance with Suvarnabhumi Airport when Transero airline was under bomb threat.

Mr. Chat Phongthana
Technician 4, Passenger Terminal Office, Building Division, Airport and Buildings Department, Suvarnabhumi Airport

Chat has creatively turned various objects returned to the storage into useful equipment, significantly reducing cost and expenses. His inventions are also neat and completed. Some of them are document shelf, check-out station for airport officers and police, and event stages.

Mr. Saknarong Noisuwan
Fire Fighter 2, Aircraft Fire Extinguishing Division, Fire Extinguishing and Rescue Department, Don Mueang International airport

Saknarong lead the team in building a car park area from waste and unused materials, enabling AOT to save 229,550 Baht. He also made aircraft body cutting and drilling equipment for training which has increased efficiency in aircraft fire extinguishing training and exercise while saving 300,000 Baht of AOT expenses.

VISION

AOT OPERATES THE WORLD'S SMARTEST AIRPORTS

Mr. Montri Kitsarikan
Senior Security Officer 6, Security Division, Chiang Mai International Airport

Montri rescued Mr. Manit Khemkham, the head of Chiang Mai News Editorial Department, enabling him to breathe again after becoming unconscious and stopped breathing while visiting the airport and rushed him to the hospital.

Miss Wilaiporn Chuengsakul
General Administration Officer 4, Central Administration Office, Phuket International Airport Administration, Phuket International Airport

Wilaiporn has dedicated to her work and for the best benefit of the organization. With strong commitment to success and goal, she has optimized her skills and has never stopped learning. She also demonstrated her exceptional teaching skill when explaining new and complicated subjects, such as KPI and AOT Strategy House, to her colleagues.

Mr. Kawin Chaisuk
Airport Management Officer 3, Airport Service Division, Mae Fah Luang Chiang Rai International Airport

Kawin has demonstrated outstanding creativity in improving work efficiency. Some of his works are the LVP microphone system which was adjusted from the PAS internal announcement system within the airport. He moved the PAS system to the second floor which will be used for International Departure Hall and designed the plan for business operator rental system which helped generate income to AOT.

Occupational Health and Safety

To ensure safe working environment for its employees and all working within the airports and AOT premises, AOT has set occupational health and safety measures and worked with other departments in implementing such standards and ensuring that the safety standard set by the State Enterprise Employee Relations and related laws are well met.

Safety Committee

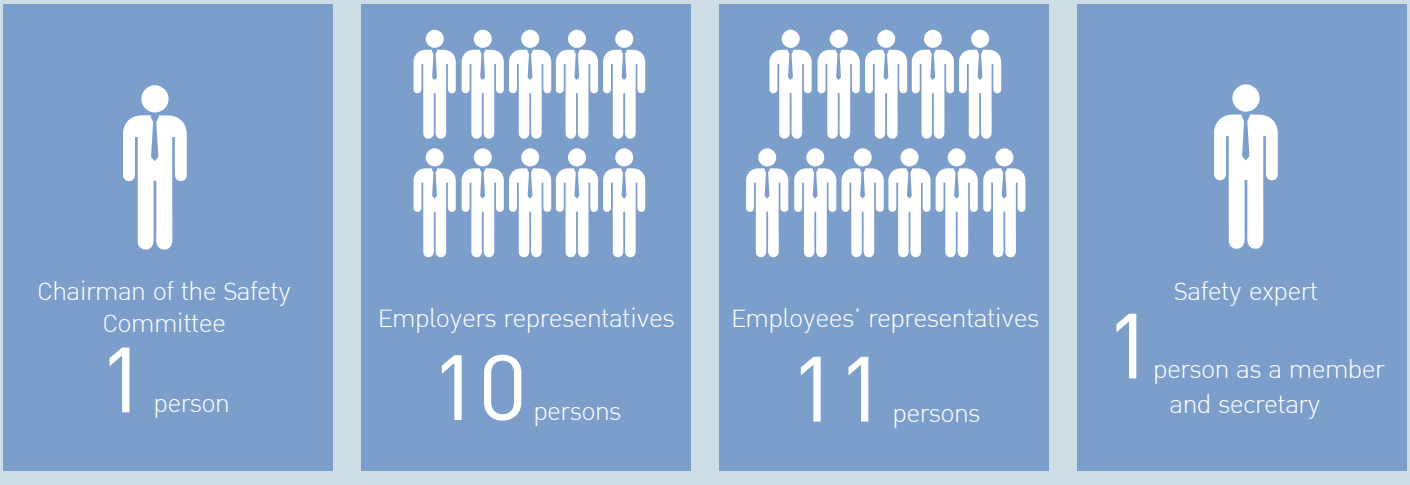
AOT Occupational Health, Safety and Environment Committee is responsible for reviewing policy and work safety plan to prevent and reduce risk of accident, injury or unpleasant incident caused by work process or unsafe condition. The committee is responsible for preparing report and recommendations for the employers on improving safety practice to be compliant with related laws in order to ensure safety for employees, contractors and external personnel working or contacting businesses within AOT premises. The committee is also responsible for investigating and ensuring good work environment, investigating accidents in different airports and other activities, including safety training and campaign within the organization.

Occupational Health, Safety and Environment Policy

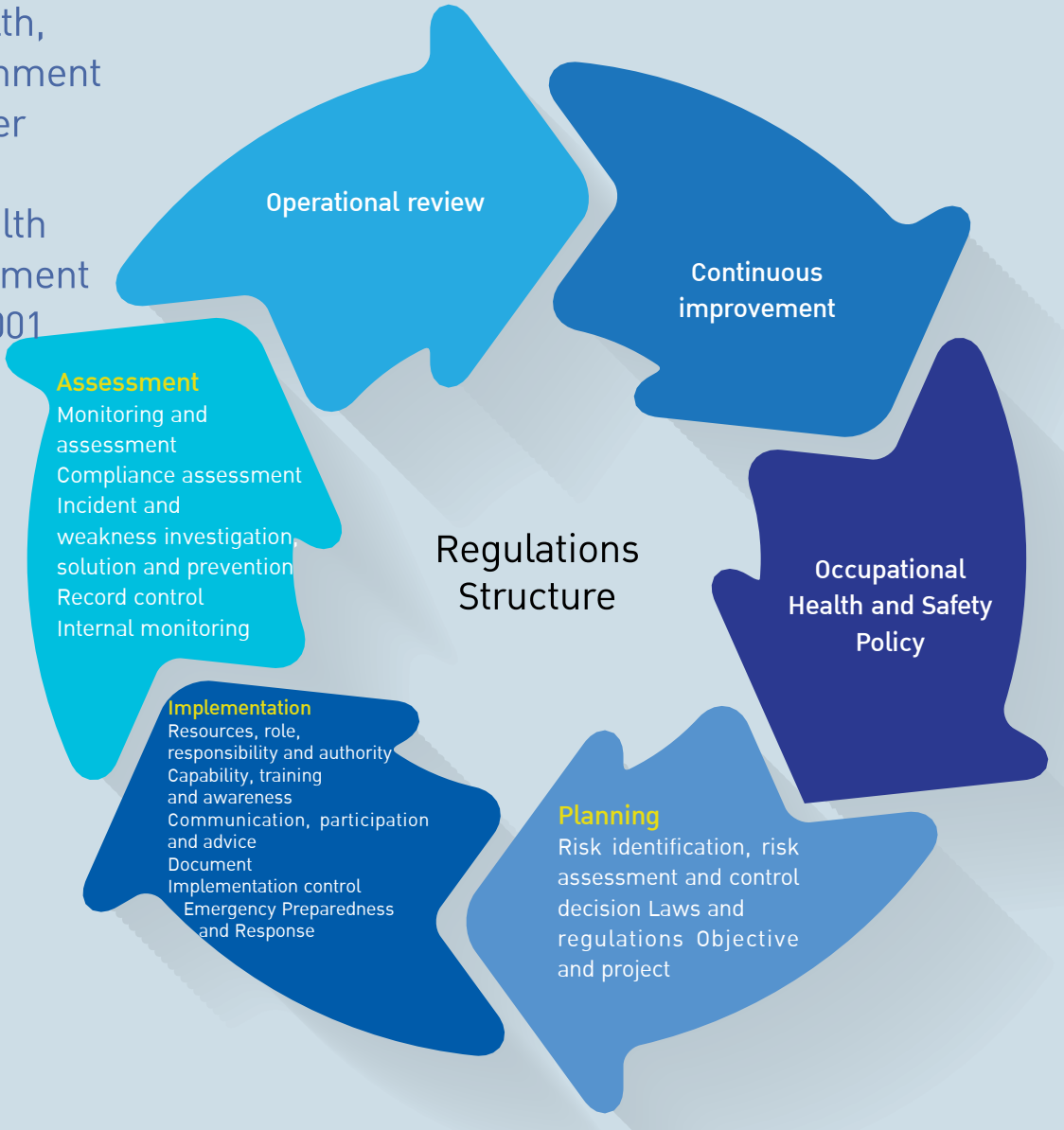
With its vision "AOT operates the world's smartest airports", Airports of Thailand Public Company Limited is committed to providing superior services with responsibility towards the society, environment and community while caring for employees' health, safety and work environment. The occupational health, safety and environment policy is as follows:

1. Airports of Thailand Public Company Limited is adhered to the laws and related international standards on occupational, health and safety
2. Airports of Thailand Public Company Limited shall control and prevent possible accidental loss, injury, disease and nuisance caused by its operations and set appropriate control and prevention measure to protect employees and contracted staff members within and out of work.
3. Airports of Thailand Public Company Limited shall manage the risks related to occupational health, safety and environment to prevent damages that may affect its employees, passengers, business operators, contractors and assets of the Airports of Thailand Public Company Limited and shall set measures to prevent and control risks within acceptable level.
4. Airports of Thailand Public Company Limited shall encourage its executives, employees, contractual staff members to embrace safety, health and environment in order to bring about concrete implementation.
5. Airports of Thailand Public Company Limited shall support all business units to become organizations with outstanding health, safety and environment standard and maintain their excellence in the long run.
6. Airports of Thailand Public Company Limited shall encourage all its business units to be certified for occupational health, safety environment in accordance with OHSAS 18001 standard and maintain their excellence according to the standard.

The Safety Committee comprises members as follows:



Occupational Health, Safety and Environment Management under OHSAS 18001 (Occupational Health and Safety Assessment Series) and ISI 18001



Occupational Health, Safety and Environment Management under OHSAS 18001 (Occupational Health and Safety Assessment Series) and ISI 18001

2014 Performance
AOT headquarters, Phuket and Mae Fah Luang - Chiang Rai International Airports were certified for OHSAS 18001:2007

2015
Occupational Health, Safety and Environment Policy was announced to encourage all business units to be certified for OHSAS 18001

2016
Chiang Mai International Airport and Hat Yai International Airport were certified for OHSAS 18001

2017
Don Mueang International Airport and Suvarnabhumi Airport were certified for OHSAS 18001

Development of Sustainable Occupational Health, Safety and Environment Practice

AOT has participated in the Outstanding Occupational Health, Safety and Environment Practice Organization Contest held by the Department of Labor Welfare and Protection under the Ministry of Labor. In 2015, AOT headquarters won the award for the 9th consecutive year (from 2007 - 2015). Phuket International Airport won the award for 12 consecutive years (2004 - 2015). Mae Fah Luang - Chiang Rai International Airport won the award for 6 consecutive years (since 2010). Despite such high recognition, AOT continues to enhance its safety operations that have good system and are compliant to related laws. With its commitment to achieve sustainability in safety, health and environment practice, AOT aims to have all its airports winning national awards every year.

Employee

Accident statistics of its officers, employees and contractual staff members (5-year contract) has improved. In 2013, nine accidents happened, including 6 injured employees at Suvarnabhumi Airport, 2 injured at Don Mueang International Airport, and one injured at Mae Fah Luang-Chiang Rai International Airport. In 2014, only 3 cases were report, including one at Phuket International Airport, on at Don Mueang International Airport and one at the headquarters. For 2015, only one case was reported at the AOT headquarters

2013

5,303 employees and contractual staff members
9 injured
0.17% injury rate

2014

5,686 employees and contractual staff members
3 injured
0.05% injury rate

2015

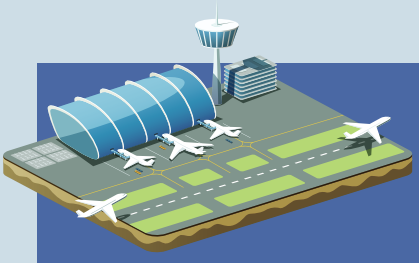
6,043 employees and contractual staff members
1 injured
0.01% injury rate

Safety Awareness

AOT has promoted safety awareness among its employees and surrounding communities through various activities. Some of them are Safety Day, Safe Songkran Week, and other social responsibility program to raise safety awareness in surrounding communities. In 2015, AOT held a demonstration of fire extinguishing technique and presented fire extinguishers to Sai Mai community.

Work Safety Campaign

To raise awareness on safety, AOT regularly held safety training, such as firs aid, electricity work safety, sustainable safety work and loss control, and safety management system as well as AOT safety regulations, procedure and operational practice for business operators and contractors to enable them to appropriately implement.



The Aerodrome Standardization Business to supervise the six AOT airport's operations to ensure compliance with the government's service, safety and security regulations and standards issued by the Civil Aviation Department, and with the International Civil Aviation Organization (ICAO)

Safety and Security

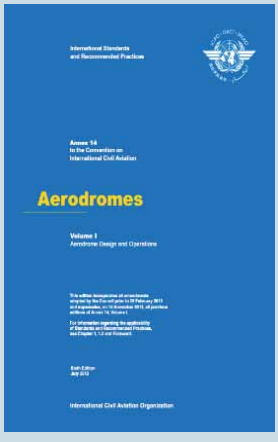
Security Standard

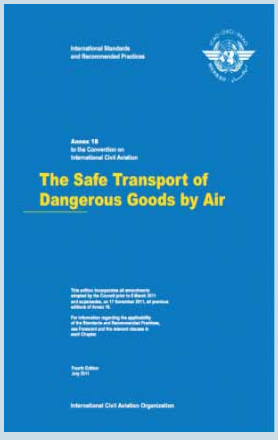
Based on the vision "AOT operates the world's smartest airports", AOT has a strong intention to operate airport business in compliance with the government's regulations and international standards. Passengers and airport users can be assured of high service standard and safety when they visit the six AOT airports.

- Aerodrome Safety Standard

  Public airport standard and safety operations in Thailand are directed in accordance with the government's rules and regulations. The Department of Civil Aviation used ICAO's Annexes and Documents as guidelines for drafting the law regulating airports and organizations in the aviation industry. This includes certification, investigation, monitoring and assessment systems. The current rules and regulations require all the six AOT airports to obtain Public Aerodrome Certification and must hat have significant weakness that affects aviation safety. Under this direction, Thailand, with Department of Civil Aviation, as the state party, has to be audited by ICAO and other programs, such as Universal Safety Oversight Audit Program (USOAP). The government also requires airports to have regular operational audit, including three levels as follows: 1) Self Audit; 2) Internal Audit; and 3) State Audit. This multi-level audit will assure user of high quality and safety as well as being compliant to the laws and international standard.

Example of regulations and significant operational standards





AOT is responsible for ensuring airport safety standards meet with rules and regulations set by the Department of Civil Aviation and ICAO. AOT has to monitor and solve problems that may occur within the airport and gives advice to ensure that airport operations meet with safety standards. In case of a problem considered to seriously affect safety and that is beyond airport capacity to handle, AOT has to bring the issue to the Safety Committee chaired by AOT's President for acknowledgement and quick solution. AOT also continuously improves the capability of equipment and tools to better support the changing technology, increases employees' competency, knowledge and skills to raise safety standard and enhance confidence among customers, such as designing and developing training courses to meet with new standards. Changes have to be taken to support each airport's growth. Meanwhile, AOT has to work closely with leading aviation educational institutes in Thailand and overseas to improve competency and capability of its employees. In addition, AOT becomes a permanent member of the Regional Operational Safety Committee of the Airport Council International (ACO APAC ROSC) to strengthen a network for people in the industry to exchange ideas and view points on airport standards. The ACI has more than 10 member countries, including China, Iran, Australia, South Korea, Singapore, Indonesia, India, Thailand, Saudi Arabia and United Arab Emirates. Other activities to promote safety are meetings and seminars to exchange view on safety between AOT and people in the public sector held to increase confidence in the airport safety standard practice and open for the opportunity for related parties to exchange ideas and recommendation on airport operation improvement.

- Security measures

AOT has the responsibility for the safety and security of passengers, crew, people working in the airport premises, airport users and all facilities within the airport premises. With an aim to protect civil aviation from the acts of unlawful interference, AOT has adopted comprehensive security, from setting security measures that are compliant to the government and ICAO rules, regulations and standards, training people who execute such measures to ensure they have in-depth knowledge and expertise in aviation security, and ensuring that the implementation is effective in order to prevent weakness. In case of security risks, AOT has to identify the risk and take immediate action to tackle it.

1. Setting and implementing the same security standard at all AOT's airports, covering preventive security, information security and security measures in emergency time. All the measures comply with ICAO's rules, regulation and standards. AOT has

continuously worked with intelligence agencies in Thailand and overseas, such as the National Intelligence Agency, and the Counter Terrorist Operations Center (CTOC), to receive updated information about threats for assessing risks that may affect AOT's airports so as to provide relevant security instruction to the airports.

2. Training and developing officers and employees in the security section. The trainings are based on the courses certified by the Civil Aviation Department. In addition, various trainings were held to establish security culture in the airport community to raise security awareness and enable people working in the airport area to realize the impact of loss that may occur if they fail to follow the security measures. The trainings were conducted for AOT's security specialists and coaches who conduct security training based on ICAO standards by professionals from leading international organizations, such ICAO and Office of Transport Security in Australia.

3. Ensuring security quality control by auditing security standard at airport and corporate level. This has been done through entire system auditing, specific area inspection, security survey and security standard tests. All airports under AOT's supervision have to have regular audit by aviation auditor who have been trained and certified by the ICAO. In addition, AOT's security system was audited by ICAO under the Universal Security Audit Program (USAP) and by the Department of Civil Aviation.

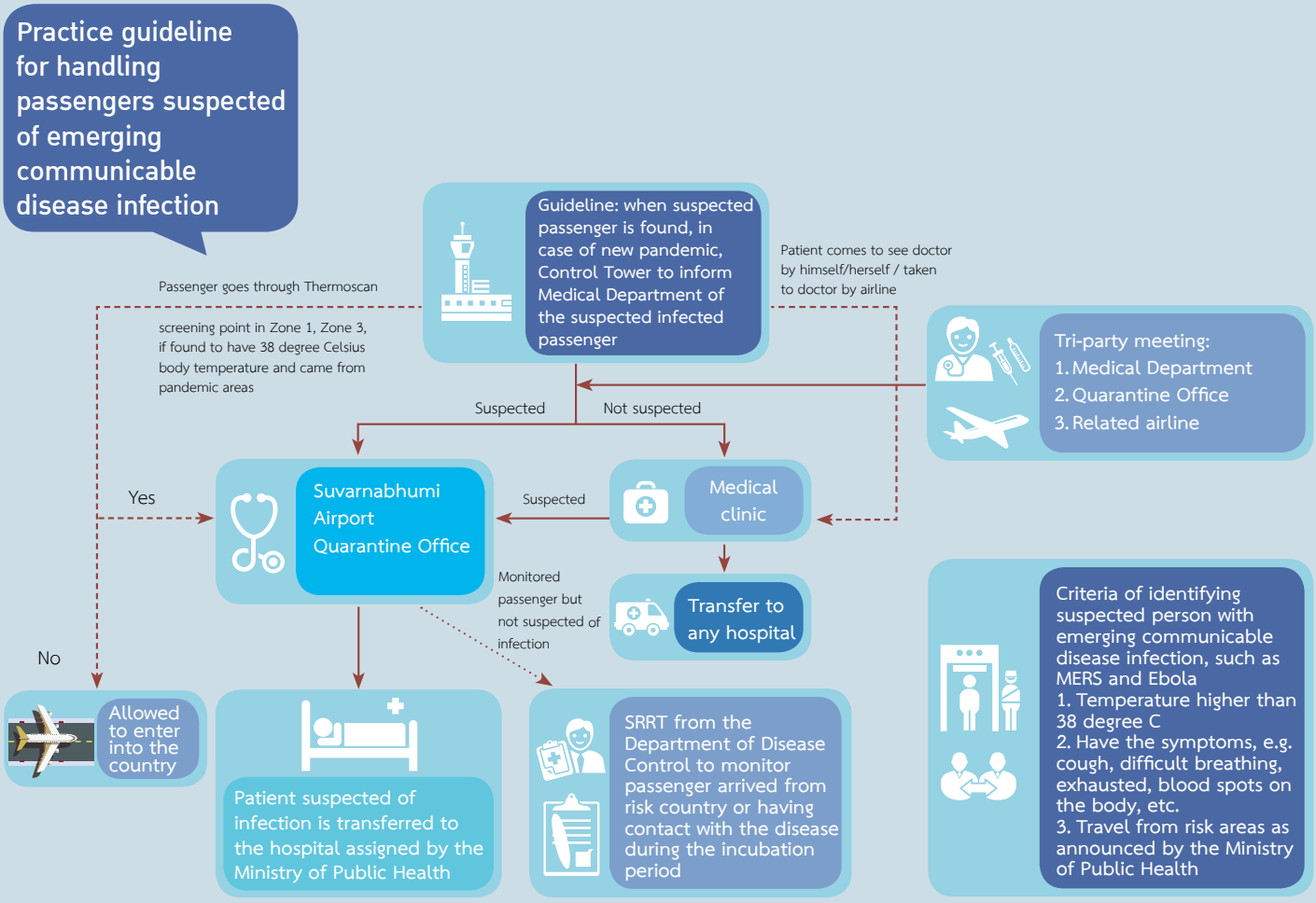
AOT believes that when airport operations are fully compliant to the government regulations and international standards, it would receive high confidence from users and, most importantly, public safety and security will be protected. "Security & Safety" therefore becomes one of our missions - "safety is standard, service in Mind" that has been widely adopted by all AOT employees as a guideline to all their service, safety and security. This will enable AOT to deliver the best and safest service to the public and it promises to continue to develop their work process across all function.

Epidemic monitoring and control measures

In 2014, Ebola virus epidemic spread widely in travelers from West Africa and in 2015, MERS-CoV spread from the Middle East. Considering such epidemic, the Ministry of Public Health assigned the Quarantine Office at Suvarnabhumi Airport, which is the legal authority, to implement strict monitoring measures and screen travelers arriving at the six airports under AOT's supervision, such as Suvarnabhumi Airport, and be ready for the pandemic. AOT's Medical Department and related units under AOT will support the Quarantine Office at each airport in terms of personnel and medical supplies in accordance with the medical emergency and epidemic plan.

Suvarnabhumi Airport has regularly held medical emergency exercise in full scale, partial scale and table top exercise format in cooperation with internal and external organizations since 2012. The regular exercise has enabled its personnel working at the airports to have good knowledge, understanding and full awareness of pandemic and can appropriately and timely respond to such situation.

AOT has installed Thermoscan at the immigration area in the arrival hall at Suvarnabhumi Airport as part of the monitoring and pandemic screening measures. Quarantine Office officers, who are authorized by law, are in charge of the Thermoscan. AOT also has a plan to increase the number of Thermoscan at other airports under its supervision.



The 6 airports, in cooperation with Quarantine Office, have promoted information about emerging communicable diseases through all media in the airport, such as TV sets above ticketing counters and luggage conveyors, posters in the arrival and departure halls, etc. AOT also provides information to passengers and business operators on how to take good care of their health to reduce risk of infection. Hand cleaning gel and masks are provided at various information desks in the arrival and departure halls.

In the future, if other pandemic occur, AOT is ready to support the Quarantine Office at the other five airports, namely Don Mueang, Chiang Mai, Hat Yai, Phuket and Mae Fah Luang-Chiang Rai, in installing Thermoscan to enhance their screening capability.

Emergency and Disaster Plan

AOT has regularly held annual fire extinguishing and evacuation exercise at the six airports. Special lecture and other disaster evacuation exercises have also been regularly held. In 2015, the company prepared a disaster preparedness handbook, collecting information on how to handle disasters that may happen any time.

Emergency Plan Exercise

Security is AOT's top priority. AOT holds annual Airport Emergency Plan exercise as required by the Civil Aviation Committee Standard No. 82 - Airport Security, and ICAO standard to ensure proper handling in case an emergency occurs. The exercise covers at least one Full Scale Emergency Exercise every two years and Partial Emergency Exercise which has been conducted regularly at the 6 AOT's airports. Exercise evaluation and weakness identification at the end of the exercise enables AOT to have a better Airport Emergency Plan and ability to handle emergency in timely and effective manner while ensuring airport users, stakeholders and community surrounding AOT's airports of safety and security practice. The 2015 Annual Emergency Plan Exercise covered aviation safety and aviation security.

Full Scale Emergency Exercise	Partial Emergency Exercise 2015

HKT	HDY	BKK	DMK	CNX	CEI
Phuket Inernational Airport: Case - aircraft accident (PEMEX 2015)	**Hat Yai International Airport:** Case - medical emergency, communicable disease and quarantine (HEMEX 2015) Case - medical emergency, communicable disease and quarantine (HEMEX 2015)	**Suvarnabhumi Airport:** Case - aircraft bomb threat (SEMEX 2015)	**Don Mueang International Airport:** Case - unexploded devices (DMK-EMEX 2015)	**Chiang Mai International Airport:** Case - aircraft and building seizure, hostages held (CEMEX 2015)	**Mae Fah Luang - Chiang Rai International Airport:** Case- aircraft accident (CREMEX 2015)

Preparation for natural disaster prevention

Natural Disaster Prevention

The smoke haze from Sumatra, Indonesia, covered the lower part of the southern region in Thailand. Phuket and Hat Yai International Airports have closely monitored the smoke haze situation and worked closely with related organizations in preparing navigation aid and guidelines to help pilots land safely in time of poor visibility. AOT also worked with the Ministry of Public Health in providing advice and healthcare service to passengers at both airports. Masks are also provided for operators and passengers at the two airports.

Flood Prevention at Don Mueang International Airport

AOT had in place a measure to prevent flood after heavy rain at Don Mueang International Airport in September and October 2015. Under this measure, AOT coordinated with the State Railways of Thailand in building water drainage to replace natural waterway that was covered during the construction of the sky train - Red Line, Bang Sue-Rangsit. The State Railway of Thailad has already dredged the natural waterway, thus increasing water release capacity by 7,200 cubic metres per hour. AOT also worked with related agencies, such as the Bangkok Highway Office, Department of Drainage and Sewerage and Don Mueang District Office, to solve the problem in the long run.

AOT also installed additional two water pump to pump the water to public waterway along Vibhavadi Road on the inbound side. This system can pump out 2,000 cubic metres of wate per hour and can effectively reduce water in Don Mueang International Airport to the lowest level, allowing the airport to handle heavy rains. AOT also reviewed and redesigned the water drainage system at the airport and build slope at the entrance and exit of the airport which can be used as barrier to keep the water from Vibhavadi Rangsit Road out of the airport.

Prevention of Danger from Wildlife Strikes

AOT has set measures to prevent risks and aircraft accidents from bird strikes in the air side at the airports under AOT supervision. The measures are as follows:

Assessment of danger arising from birds that poses threats to aviation:

1. Study on birds and airport environment by employees and ornithologists
2. Bird control
   - 2.1 Environmental control by eliminating things that attract birds, such as cutting grass, selecting the right plant species, cutting and pruning trees to control the height and thickness, using chemicals to eliminate grass, weeds and insects, etc.
   - 2.2 Control and chasing away birds by setting nets, using chemicals, using noise and setting up barriers, such as setting nets in food sources and habitats of birds
   - 2.3 Warning of danger from birds by employees specialized in controlling birds and animals that pose threats to aviation and monitoring the birds. If the birds are found to cause danger to aircraft, the responsible persons or unit shall inform the Control Tower of the Aeronautical Radio of Thailand for acknowledgement and to chase away the birds. Once the situation returns to normal, the responsible persons shall inform the Control Tower of the Aeronautical Radio of Thailand.

As a result, the statistics showed negative trend of accident arising from birds striking into aircrafts at AOT's airport in the past 4 years, during the fiscal year 2012 - 2015.

2012 - 2015 statistics of birds striking into aircraft

[3] Statistics of birds striking into aircraft for the fiscal year 2015 (Oct 2014-June 2015) at the 6 AOT airports were collected according to the Safety Management System (SMS) and reported to the Civil Aviation Department on quarterly basis

Service Development Excellence

Airport and Aviation Service Standard

Under the strategic plan 2015 - 2019, AOT is determined to upgrade its capability to support the increasing passenger, aircraft and cargo traffic to increase service efficiency for both aero business and non-aero business. To achieve this, the five key strategies are implemented to support growing aviation market and to enable AOT to achieve its vision of "AOT operates the world's smartest airport". AOT has the responsibility to direct and ensure that airport and aviation service standard for the airports under it supervision meet with the government and international standards as follows:

1. Airport and aviation service standard: AOT has coordinated with organizations and associations related to aviation industry in Thailand and overseas to apply their service standards with the government regulations for the operations of AOT's airports. The company also controls and directs the services provided by related internal and external organizations operating business in the airports under AOT's supervision. AOT has also shared its knowledge and provided internal audit service to ensure that all the services are compliant to the regulations specified by the government and AOT.

2. Passengers and airport user services: AOT gives high priority to safety, security, convenience and speed of the services provided. At each airport under its supervision, AOT established a facilitation committee, comprising related organizations in AOT, businesses operating within AOT airports, government and private companies. The committee regularly meets to discuss problems and solutions in order to increase service efficiency. AOT has used such information from the meetings for quality control and service development, including facilities for general airport users, disabled and elderly people; facilitation and convenience for domestic and international travel, such as advanced passenger processing system; and medical and healthcare services in compliance with the regulations set by the Ministry of Public Health and World Health Organization. AOT also regularly conducts passenger satisfaction survey for level of services improvement at airports to better address passengers' needs in terms of lifestyle and service time.

3. Aircraft service: AOT arranges specific area of aircraft and provides aviation information, fire extinguishing and aircraft rescue service, navigation aid, airport electricity system and premise and facility maintenance in accordance with the government regulations and international standards. In addition, AOT studies and develops aircraft and aviation services to support the ASEAN Economic Community (AEC) integration and ASEAN Single Aviation Market by working closely with aviation organizations in Thailand and the region. Service and technical standards have been set and used as guideline for AOT's airport management to increase efficiency, flexibility and safety of air traffic and ground service management. Airport and aviation service study and development will enable AOT to have optimum space/service time and thus increase satisfaction level of airport users and stakeholders.

4. Cargo and other articles services: AOT assigned Suvarnabhumi Airport as the main airport for cargo terminal service to support the country's logistics system. It offers Free Zone to enable fast and convenient cargo management and distribution. General or hazardous goods handling, import and export of aircraft parts and document have to be managed well according to the clearance and release process required by law and in compliance to generally accepted international standards.

Innovation for the future

AOT established the Innovation Committee, chaired by the President, to be responsible for setting goals, policy and direction for innovation management in accordance with AOT strategic plan. AOT also invited a representative from the National Innovation Office, which has high experience in innovation management system, to be a member of the committee.

The company has already proposed the Research and Development Plan for Knowledge and Innovation Development 2015 - 2019 and received approval from the AOT Board of Directors. The Innovation Committee also appointed a working committee on innovation development responsible for preparing a plan to support the committee's policy, AOT's research and development plan and key indicators related to innovation. The working committee also has to be responsible for activities to raise awareness and promote knowledge on innovation among AOT's employees as well as to screen research and studies, monitor the progress and supervise the operations related to innovation and report progress to the Innovation Committee.

AIRPORTS OF THAILAND PLC.
บริษัท ท่าอากาศยานไทย จำกัด (มหาชน)

AOT's Innovation Management Plan

AOT Innovation Working Committee Plan

Stakeholders' demand

2015 Operations Plan

- Personnel development to promote innovation and to enable supervisors to take change agent role
- Innovation Awards: proposed projects have to contain 3 key areas - product technology, market site and management method

- Innovation/ Research and Development
  1. Common Use Bag Drop System
  2. Energy-saving Passenger Terminal Technology Development Project

Operations Plan 2017 - 2019

- Operations Plan Improvement and Development
- Personnel development to promote innovation and to enable supervisors to take change agent role Innovation Award
- Innovation Day, an exhibition presenting innovations and technology related to aircraft service and innovation projects that have been selected by the Innovation Committee

Research and Development topic reviews

To enhance AOT's innovation capability development, AOT organized the "IGNITE@AOT" Workshop for middle management who will become the change agent and key driver of perception and work process change. Workshop participants were trained on managing creativity and innovation and developing creative thinking into innovation.

AOT Innovations

Green Building

The rise of sustainable development trend has brought about campaigns for energy saving and environmentally friendly operations. Realizing its role in mitigating environmental problem and becoming Green Airport, AOT has set a plan to design and build green building as stated in the Environment Plan 2013 - 2017 and Energy Management Plan. The Innovation Committee approved the research and development project on "Energy-saving Passenger Terminal Development" according to the research and development plan 2015 - 2019 to enhance knowledge and innovation capability of AOT. The objectives are as follows:

1. Prepare a report on development and operations process, design and construction of the energy-saving Passenger Terminal

2. Prepare the guideline for energy-saving Passenger Terminal design and construction to ensure all new building design and construction are aligned to the standard

Increasing sensors at baggage claim points

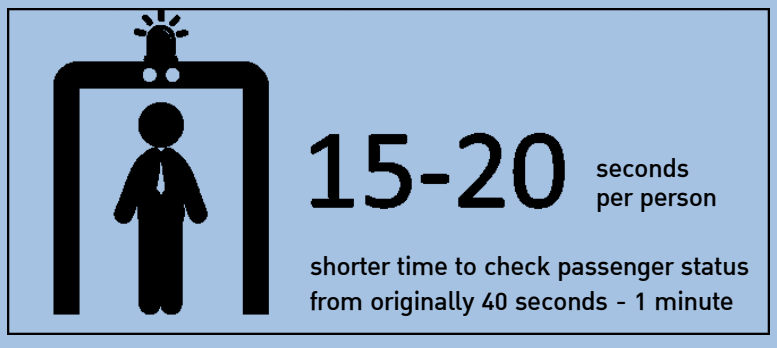
In 2015, AOT installed sensors to check for baggage overload at baggage claim points. In arrival baggage handling, at some point of time the baggage are loaded before passengers arrive at the Baggage Claim. In a fully loaded flight, the baggage jam at the Baggage Claim may cause some to fall down or cause fault in the conveyor system.

To solve baggage jam problem, AOT hired more employees to manage baggage. However, this problem remained because there are as many as 22 Baggage Claims at Suvarnabhumi Airport. In addition, when baggage jam happened, the responsible staff may have to stand on the baggage claim to reset fault of the conveyor system and bring some of the baggage down on the floor to reduce the jam.

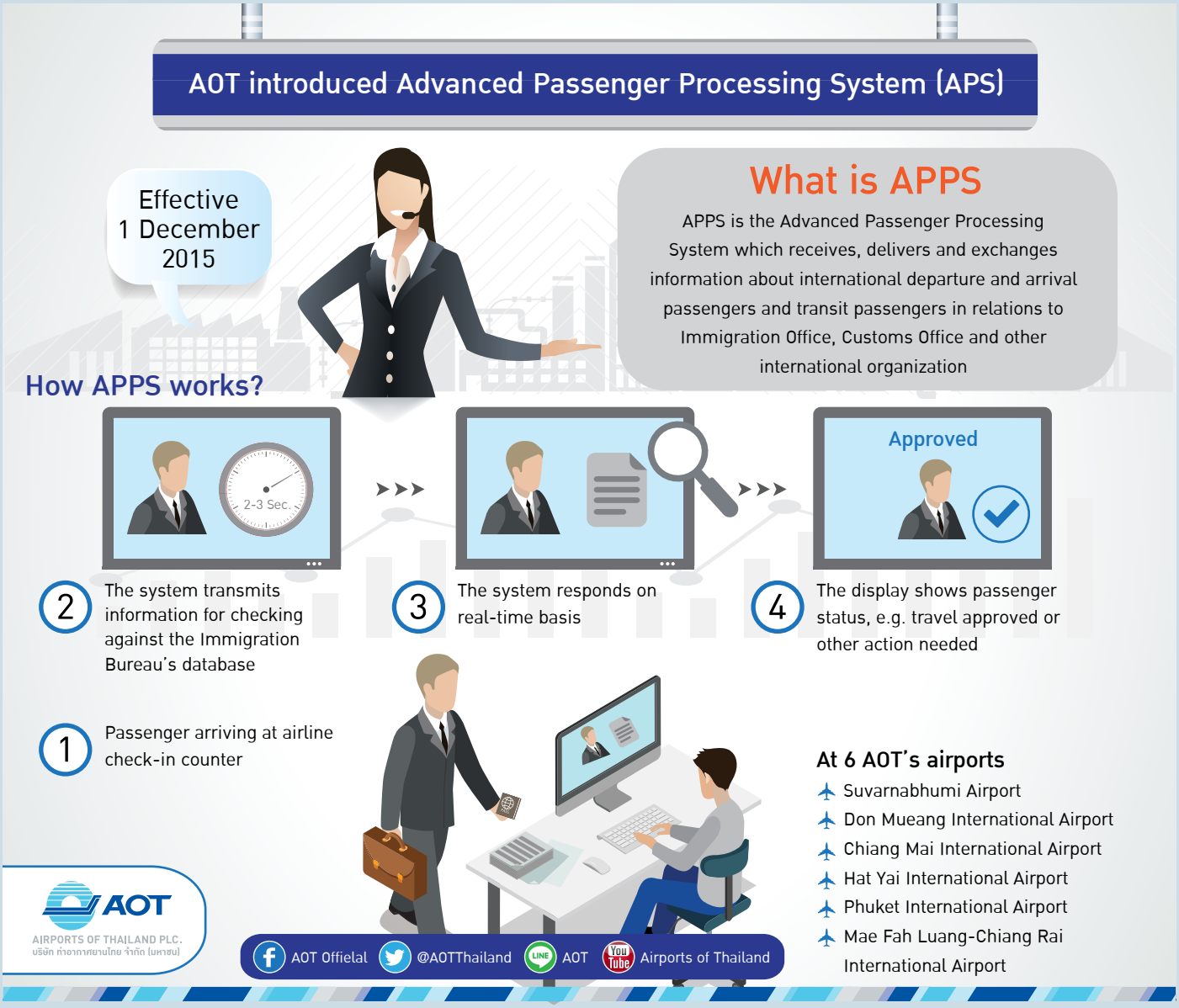
Therefore, the Baggage Handling Department of Suvarnabhmi Airport installed the sensors to identify baggage jam. This helped reduce cost from hiring extra staff members to remove the excessive baggage from the baggage claim system. This also enhances service reputation of the airport.

Advanced Passenger Processing System (APPS)

APPS is a system designed to prevent terrorist attack and increase airport security. The system compares physical characteristics and processing passenger information before their arrival and departure and is linked to the prohibited person and watch list database of the Immigration Bureau, Customs Department and international security organizations. APPS also help shorten passenger status checking from 40 seconds-1 minute per person to 15 - 20 seconds per person.



APPS also reduced congestion
at the visa check procedure.



Information kiosk

Suvarnabhumi Airport has installed 53 Information Kiosks in the Passenger Terminal and gates to increase convenience and passengers' satisfaction. The advanced technology enables significant information presentation, such as flight schedule, Passenger Terminal and gates map, navigator system that shows distance and walking time to the gate as well as information about restaurants, shops and facilities. In the beginning, the system is available in 4 languages - Thai, English, Chinese and Russian. Japanese will be added in the future. In addition, passengers can also print the information from the kiosk. Telephone connection to AOT Contact Center 1722 is also available for passengers who need more information.

The Information Kiosk also provides special services to the disabled passengers and those who use wheelchair, including navigation system that can lead them to the facilities dedicated for disabled passengers.

ENVIRONMENT

ECONOMIC • SOCIAL • ENVIRONMENT

airport carbon accredited
REDUCTION

All AOT airports joining Airport Carbon Accreditation program has been certified for the 2nd class: Reduction

Have you ever questioned

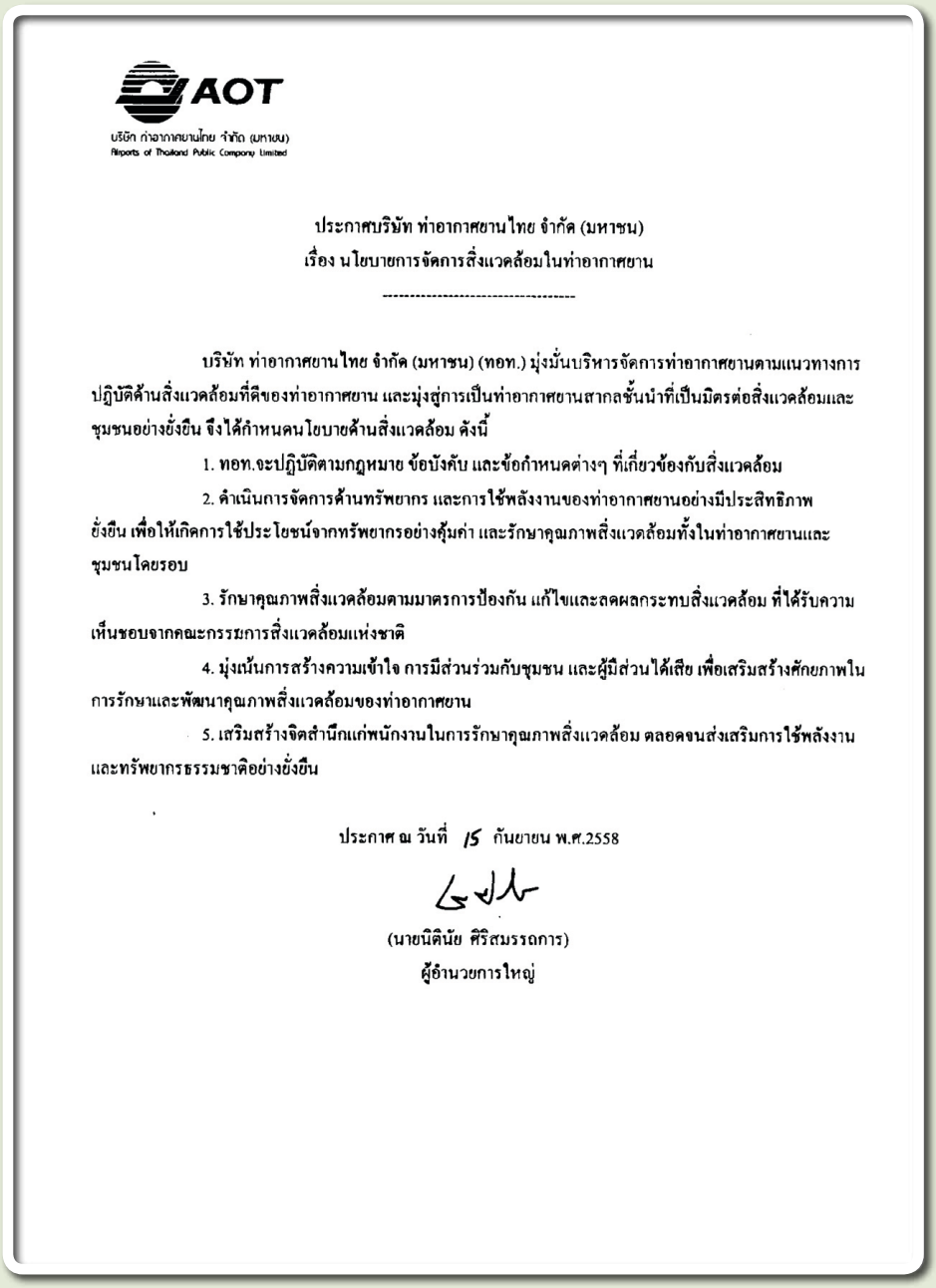
where sustainability is originated? The answer lies on our commitment to wholeheartedly taking good care of the environment. This answer always brings us happiness. Care for the environment has been another pillar in our business operations because we at AOT believe that a strong business can be achieved with care. Good environment empowers life, creates clean air and water and provides a good source of pure and sustainable natural energy. We have never and will never neglect our responsibility to take good care of the environment to keep it last, with our life and society.

Environmental Sustainability

Environmental conservation

Environmental management

To cope with the ever-changing internal and external situations, AOT has regularly reviewed and updated its environmental policy to best address the changing situation. It focuses more on improving internal and external environment and raise awareness among employees. In order to promote environmental sustainability, AOT has made a policy as follows:



AOT
บริษัท ท่าอากาศยานไทย จำกัด (มหาชน)
Airports of Thailand Public Company Limited

ประกาศบริษัท ท่าอากาศยานไทย จำกัด (มหาชน)
เรื่อง นโยบายการจัดการสิ่งแวดล้อมในท่าอากาศยาน

บริษัท ท่าอากาศยานไทย จำกัด (มหาชน) (ทอท.) มุ่งมั่นบริหารจัดการท่าอากาศยานตามแนวทางการปฏิบัติด้านสิ่งแวดล้อมที่ดีของท่าอากาศยาน และมุ่งสู่การเป็นท่าอากาศยานสากลชั้นนำที่เป็นมิตรต่อสิ่งแวดล้อมและชุมชนอย่างยั่งยืน จึงได้กำหนดนโยบายด้านสิ่งแวดล้อม ดังนี้

1. ทอท.จะปฏิบัติตามกฎหมาย ข้อบังคับ และข้อกำหนดต่างๆ ที่เกี่ยวข้องกับสิ่งแวดล้อม

2. ดำเนินการจัดการด้านทรัพยากร และการใช้พลังงานของท่าอากาศยานอย่างมีประสิทธิภาพยั่งยืน เพื่อให้เกิดการใช้ประโยชน์จากทรัพยากรอย่างคุ้มค่า และรักษาคุณภาพสิ่งแวดล้อมทั้งในท่าอากาศยานและชุมชนโดยรอบ

3. รักษาคุณภาพสิ่งแวดล้อมตามมาตรการป้องกัน แก้ไขและลดผลกระทบสิ่งแวดล้อม ที่ได้รับความเห็นชอบจากคณะกรรมการสิ่งแวดล้อมแห่งชาติ

4. มุ่งเน้นการสร้างความเข้าใจ การมีส่วนร่วมกับชุมชน และผู้มีส่วนได้เสีย เพื่อเสริมสร้างศักยภาพในการรักษาและพัฒนาคุณภาพสิ่งแวดล้อมของท่าอากาศยาน

5. เสริมสร้างจิตสำนึกแก่พนักงานในการรักษาคุณภาพสิ่งแวดล้อม ตลอดจนส่งเสริมการใช้พลังงานและทรัพยากรธรรมชาติอย่างยั่งยืน

ประกาศ ณ วันที่ 15 กันยายน พ.ศ.2558

(นายนิตินัย ศิริสมรรถการ)
ผู้อำนวยการใหญ่

Environment Master Plan

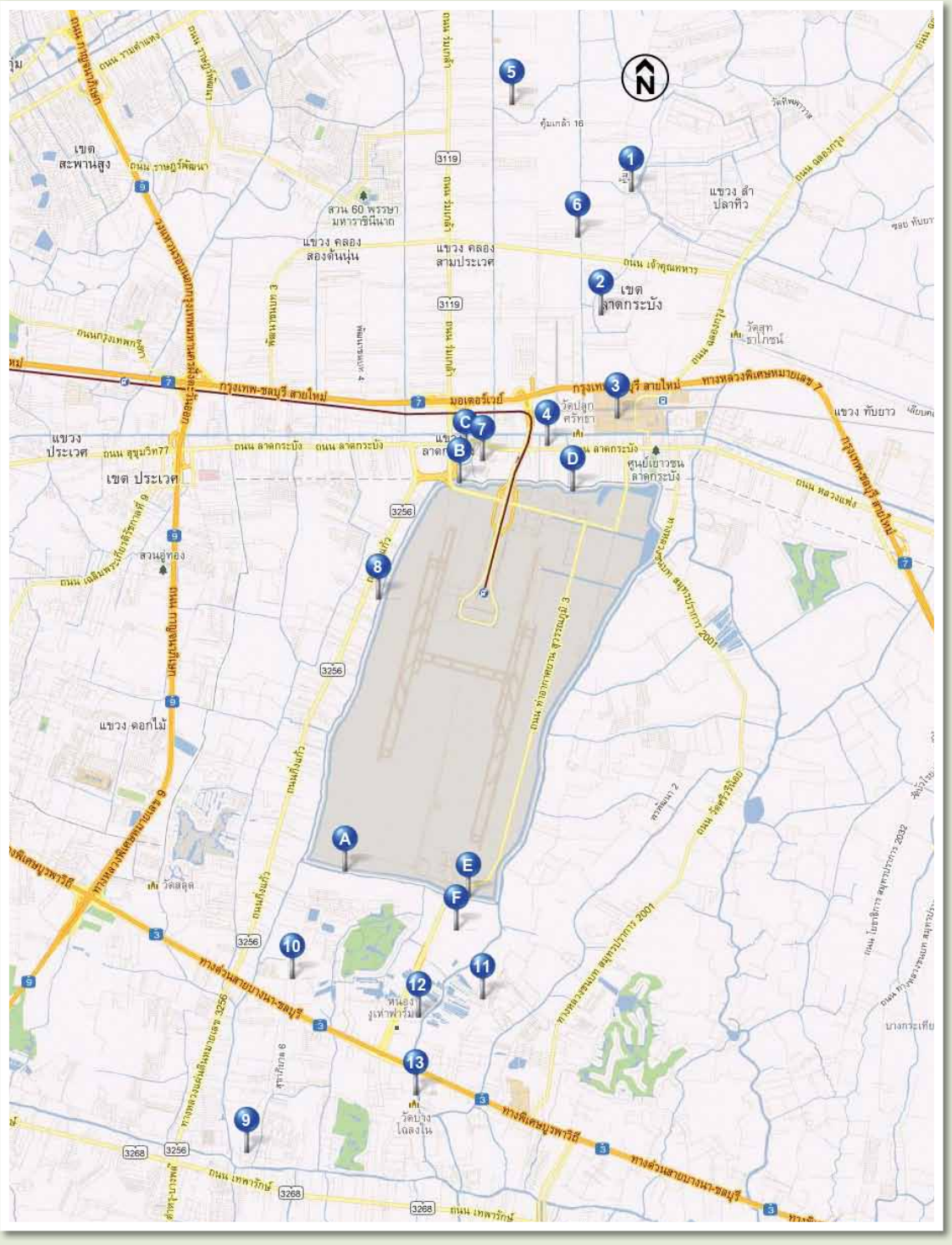
To ensure continuity in environment management and efficient resource management and to manage possible impact from business operations, AOT announced the Green Airport Master Plan 2013 - 2017 as follows:

Environmental Impact Assessment (EIA)

To achieve a balance between airport operations and environmental management with an aim to make the 6 airports "Green Airports", AOT has implemented its environmental policy that is in line with the announcement of the Ministry of Natural Resources and Environment B.E.2535 on Type and Size of Project for environmental impact analysis, criteria, procedure and direction for environmental impact analysis report. This will enable AOT to formulate measures for environmental quality monitoring. AOT has implemented the preventive measures and solution to reduce environmental impact reduction as well as environmental quality monitoring during the construction and the implement period for the 5 airports, except Hat Yai International Airport. After the Environment Protection and Promotion Act B.E.2535, Hat Yai International Airport has never gone through capacity expansion project and thus does not have to prepare environmental impact analysis report and does not have to follow the environment impact reduction measures or environmental quality monitoring measure.

Noise Impact Management

AOT realizes the importance of airport operation impact management and therefore has installed 19 permanent aircraft noise monitoring system and permanent noise monitoring equipment around Suvarnabhumi Airport and along the flight routes. Each station sends in report 24 hours a day. Such systems will be installed at Phuket and Chiang Mai in the near future.



19 Permanent Noise Monitoring Stations

AOT also installed the noise monitoring systems in other airports as follows:

Don Mueang International Airport	11	stations
Chiang Mai International Airport	6	stations

Hat Yai International Airport: after the Environment Promotion and Protection Act B.E.2535, Hat Yai International Airport has never expanded its capacity and thus does not have to prepare EIA or implement EIA or environment quality monitoring measures

Phuket International Airport	5	stations
Mae Fah Luang-Chiang Rai International Airport	3	stations

Permanent Noise Monitoring Stations

Noise Impact Prevention and Reduction Measures

AOT has set measures to prevent and reduce impact on environment at Suvarnabhumi Airport according to the Environmental Impact Assessment (EIA) Report as follows:

- Support noise prevention at places that need extra quietness, such as educational institutes, religious places, hospitals and government offices, etc.
- Optimize runways that have the least impact
- Limit the use of aircraft with loud noise, by collecting fees or other methods
- Require airlines to adopt the landing and take-off method that creates the least possible noise
- Ensure that pilots strictly follow the ICAO's standard on flight operations and landing
- Publicize airport operations and movement, and listen to complaints and recommendation from related organizations

Action taken to solve noise impact from Suvarnabhumi Airport operations

NEF>40: from 640 buildings built before 2001, AOT has purchased lands and buildings with land title transfer of 186 buildings at the amount of 1,117,792,661.64 Baht. For the owners who do not want to sell the property, AOT has provided a total of 115,232,145.22 Baht financial assistance to 426 buildings for improvement. This accounts for 96% of the to tal buildings affected.

Places sensitive to noise such as educational institutes, hospitals and religious buildings: AOT provided building improvement assistance to 23 buildings, amounting to 303,600,392.25 Baht.

NEF 30-40:
Out of 15,288 buildings completed before 2001, AOT has supported improvement of 14,606 buildings, totaling 2,937,663,522.55 Baht. This represents 95.54% of the total buildings affected. Out of the total, 48 buildings are waiting for the owners to receive the compensation and 40 building owners did not agree with the appraised asset value while 11 buildings are abandoned/no owner found.

Health Promotion in Affected Communities

Hearing Ability Test in Affected Communities near Suvarnabhumi Airport

Considering the importance of hearing ability test for people in the communities with noise impact, AOT continued this project for the third consecutive year. In 2015, a total of 27 communities and students from 10 schools, totaling approximately 3,500 persons, participated in the hearing ability test under the health promotion project for people affected by noise impact around Suvarnabhumi Airport.

Climate Change

Greenhouse Gas Emission Reduction

As the main international airports operator of the country, AOT is responsible for maintaining environmental quality on ICAO standard. It is therefore committed to creating a balance between airport operations and environment management at the 6 airports under its supervision by making them the Green Airport. The Green Airport Master Plan has become effective from 2013 - 2017.

Despite its significant role in air transport, a major basic infrastructure supporting travel and tourism industry and national economic growth, air transport expansion also have direct impact on energy consumption increase. As a result, it emits more greenhouse gases.

In respect of the importance of balance creation in environmental management, AOT participated in the Airport Carbon Accreditation program to reduce carbon dioxide emission and energy consumption. From 2012 until now, AOT has in place carbon management plan with a goal to reduce carbon emission per passenger by 20% per year within 2023 compared to 2013 at Suvarnabhumi, Don Mueang, Chiang Mai, Hat Yai and Mae Fah Luang-Chiang Rai international airports. **This represents 2% decrease per year.**

The Airport Carbon Accreditation certification is divided into 4 levels. The higher level means an airport has to adopt a tighter emission management measures. The 4 levels are as follows

Level1 'Mapping'

An airport has to prepare carbon footprint report (only for activity controlled by airport) in accordance with the standards stated above and the report shall be reviewed by an independent auditor

Level 2 'Reduction'

An airport has to receive Level 1 accreditation and prepares carbon management plan that clearly shows concrete goal in emission reduction and approaches to achieve that goal.

Level 3 'Optimisation'

An airport has to pass Level 2 accreditation requirement and expands the scope of carbon footprint report to cover emission from other activities out of airport's control and participation of stakeholders who are involved with emission from other sources within the airport.

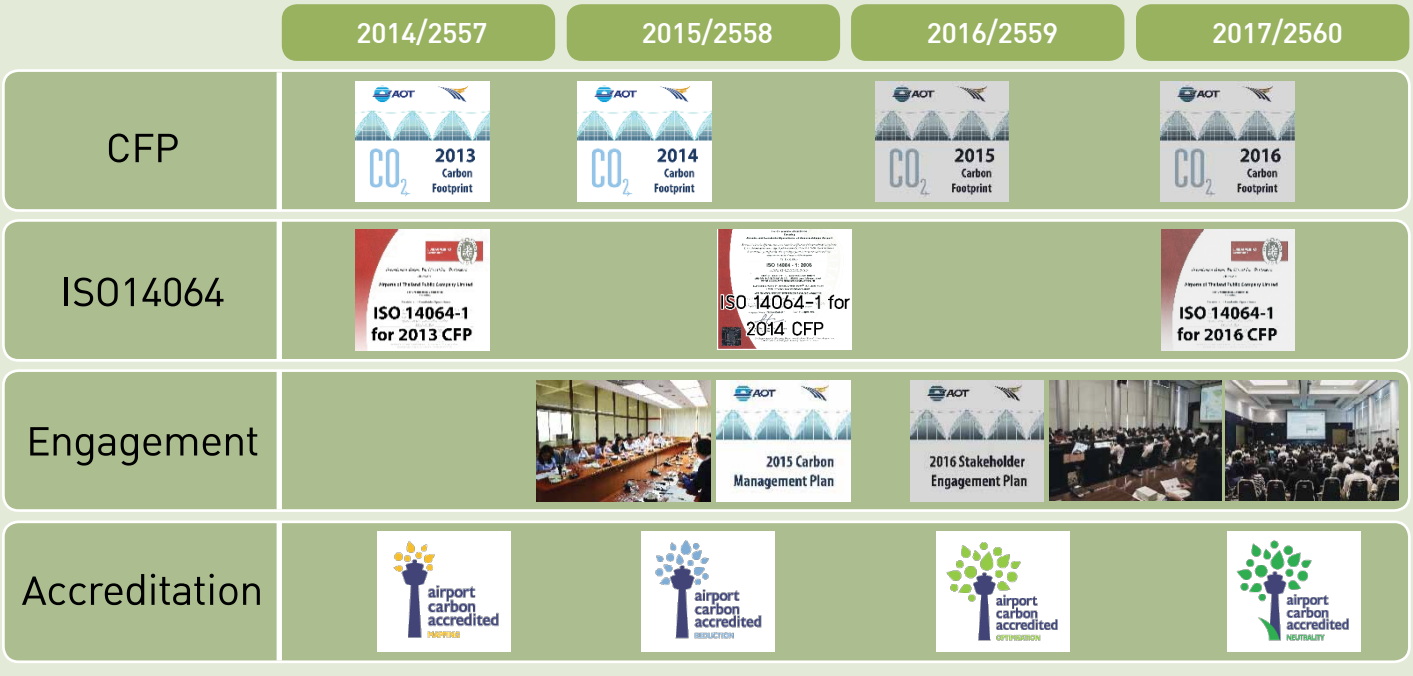
Level 3+ 'Neutrality'

An airport has to pass Level 3 accreditation requirement and purchases or procures carbon credit to substitute emission from activities under control of the airport.

After joining the program in 2012, AOT has seen significant progress as follows:

Suvarnabhumi Airport was certified by Airport Carbon Accreditation Level 1 in February 2013, Level 2 in January 2014 and is working on the Level 3 accreditation as scheduled.

Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai and Hat Yai International Airports[4] were certified for Airport Carbon Accreditation Level 1 in August 2014. The 4 airports recently achieved the Level 2 "Reduction" goal through the preparation of carbon management plan that demonstrates clear goal and concrete measures to reduce emission. Don Mueang, Chiang Mai, Mae Fah Luang-Chiang Rai and Hat Yai International Airports were therefore certified for Airport Carbon Accreditation Level 2 on 6 August 2015 and are now preparing for the Level 3 accreditation as planned.



[4] Phuket International Airport is under renovation and did not participate in the Airport Carbon Accreditation program

Energy Conservation

Energy conservation is one of the key policies that AOT holds as top priority. Energy Committee was set up at each of the 6 airports. Each airport has its own energy management plan that is suitable for specific situation at the individual airport.

LED System (agreement signed with PEA) and Progress

In 2014, AOT and the Provincial Electricity Authority (PEA) signed a memorandum of understanding for "Management for Energy Saving at Suvarnabhumi Airport" Program held to support its Green Airport policy. The project has progressed well in 2015 as follows:

1. AOT and PEA studied the demand for electricity in each areas, decide preliminary lighting spec and present each of the lighting system by referring to the lighting standard

2. PEA installed different lighting system, such as F5 and F2 that were installed Mock UP in the real working space. AOT designate area for Mock Up installation, coordinate and facilitate the installation process.

3. AOT and PEA checked the illuminance rate of each lighting system in each area to ensure it meets with the pre-set standard

4. AOT specified details of the lighting system, such as life cycle of the light bulbs, illuminance rate and Lumens/Watt of LED, and ensure their compliance to the standards.

5. PEA collected related information for study and will propose measure to further improve the program.

Energy Saving Measures

1. Implementing lighting and air conditioning systems on and off hours in some buildings, such as Passenger Terminal and Gate, AMF and AOB building

2. Setting the standard room temperature at 25 degree Celsius and setting automatic on and off system in some buildings, such as Passenger Terminal and Gate, AMF and AOB building

3. Considering a plan to use LED lighting system in the area that provides 24 hour service

4. Working with closely with the Provincial Electricity Authority in selecting the lamps that best address each area specific lighting needs

5. Replace over 8-year old air-conditioning at Suvarnabhumi Airport with new ones to increase efficiency in energy saving

6. In 2015, AOT introduced new measure which is to collect analytical information from Suvarnabhumi Airport's Energy Management Advisor for use in designing energy saving activities in the following years.

6 Airports and Commitment to Sustainable Values

As the operator of 6 airports in the country's important economic zones, AOT commits to create values and benefits to the society through social support and development in accordance to the uniqueness of each area. AOT has cooperated with local communities to enhance local ralues together, leading to harmonious and sustainable living.

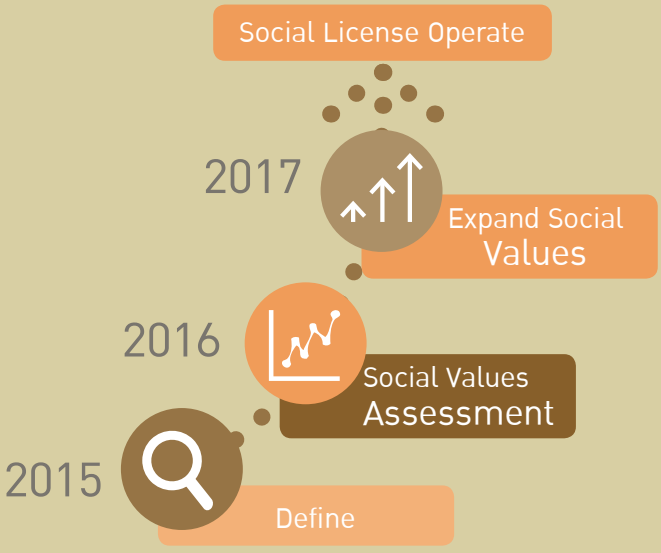
Living in harmony with community

In developing AOT's social responsibility activities to create greater values to the society, AOT has set a clear roadmap comprising of 3 stages as follows:

2015 is the year of discovery and values creation in all operational processes of the 6 airports under AOT's supervision. This will enable each airport to draft the framework for its own social responsibility program.

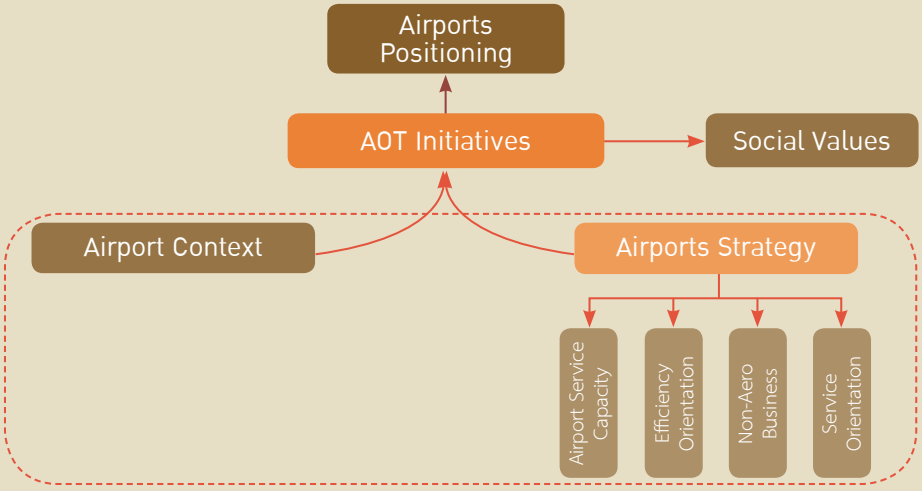
2016 is the year of social assessment. Each airport can reflect on its operational success and translate into social values which can further assess social benefits resulting from AOT's investment.

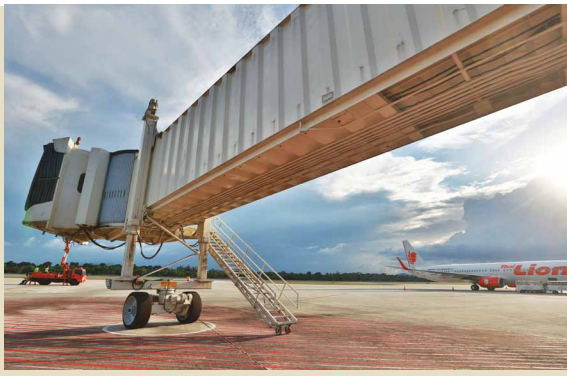
2017 is the year of growth and development. The result of social responsibility initiatives will be used to determine the approach of project improvement that directly address goals and strategy of each airport.



Social Values Creation Framework

AOT's social values creation framework is designed to address different social context of each airport with the pre-defined strategy. This will enable AOT to efficiently address the social needs when designing the social values creation framework, and therefore can generate positive impacts while eliminate negative impacts on both stakeholders and AOT.





Strategic positioning of each airports

The development of transport infrastructures and logistics in becoming ASEAN Economic Community are significant factors attracting travelers, visitors and investors doing business in Thailand. AOT, as the operator of the 6 airports (Suvarnabhumi, Don Mueang, Chiang Mai, Hat Yai, Phuket and Mae Fah Luang-Chiang Rai international airports), has prepared its facilities to support the government's policy to establish Thailand as the aviation hub of the region. By entering AEC the company has continuously developed its services and facilities to handle the rapid growth and expansion of passengers and air traffics. In this respect, AOT has set out the strategic positioning of each airport in order to optimize business opportunity and competitiveness of the 6 airports. With this strategic positioning, the airports can give better services and create impressive experiences to passengers, airlines and airport users as well as to support the national economic expansion.

Suvarnabhumi Airport: International Gateway

Being the gateway to Thailand and the aviation center of ASEAN, Suvarnabhumi Airport is also the first choice of transit passengers thanks to the variety of international airline choices, superior services and the unique warm welcome from Thai people.

BKK

Don Mueang International Airport: Fast and Hassle-free Airport

As the regional service centre for low - cost carriers. Don Mueang International Airport has facilities that enable fast, convenient and comfortable services, making air travel in Thailand easy and fast for all passengers.

DMK

Chiang Mai International Airport: Gateway to Lanna Heritage

Chiang Mai International Airport as the main gateway prefered destination for people travelling to the north of Thailand. The airport focuses on creating the right atmosphere and environment that cares and enhances experience for travelers while reflecting the unique and impressive history of the city.

CNX

Hat Yai International Airport: Gateway to Southern-most Thailand

The airport provides an easy access to the 5 southernmost provinces - Satun, Songkhla, Narathiwas, Yala and Pattani Provinces. Considering that more than 70% of the population in this region is Muslim, Hat Yai International Airport will focus its development in providing facilities and services that are halal and Muslim-friendly.

HDY

Phuket International Airport: Gateway to Andaman

Phuket is the gateway to beautiful beaches of the Andaman Sea. The airport services are designed to reflect the best of Thai hospitality spirit, smile and warmth as well as premium experiences provided by luxury retailers, restaurants and superior services.

HKT

Mae Fah Luang - Chiang Rai International Airport: Regional Center for Aviation-related Businesses

The airport is positioned as the regional center for aviation-related businesses to better serve the fast growing countries in the Mekong subregion and southern China.

CEI

Social Values Creation Framework

Considering the social context at each airport with the pre - defined strategy, AOT can draw the social values creation framework covering four practice areas as follows:

1. Community Engagement & Social Participation) Community engagement is viewed as a mechanism to encourage people to join force and nurture strength in the community leading to sustainable development.

2. Local Economic Development In support of local economic growth, AOT has participated in this development through support for tourism, local product sales and related services.

3. Human resources Development Aiming increase knowledge, skills and capability of local people. AOT has been involved in various activities to promote knowledge development in parallel with quality of life improvement while retaining local culture, traditions and practices.

4. Ecosystem Preservation AOT has been working with local communities in restoring and preserving the ecosystem in order to maintain and increase fertility of the area. Meanwhile, aviation safety remains the top priority.

Synergy for Greater Values

AOT has designed values creation project for the 6 airports under its supervision. All airports adopt the same concept such as allocating space in the airports for local business operators and government organizations. Moreover, AOT Volunteer Project educates young people and local communities on basic fire fighting and safety, both theorical and practical educations.

AOT Volunteer Project:

Initiated in 2010, the project is part of AOT's social responsibility projects with the aim to promote knowledge that is useful in daily life among locals living near the 6 AOT airports. It focuses mainly on fire fighting education, both in theory and practice for gang people and surrounding communities. This is essential because fire can happen without expectation. Good preparation, prevention and effective fire extinguishing can significantly reduce possible loss. AOT's fire fighting and rescue officers at the 6 airports are key personnels in this initiative.

Values created: Establishment of fire monitoring network in communities surrounding the airports with the cooperation of AOT. The local communities become more vigilance and observation towards fire resulting from the training.

Commercial areas for local business operators and handover of airport space to government organizations

AOT has a policy to allocate commercial areas in the 6 airports to local business operators, providing them with opportunity to display and sell local products that are unique to promote local tourism and economy. This will further enhance economic growth in the areas where AOT airports are located. AOT also has a policy to handover areas in the airport to related government organizations to promote products from royal projects gives the opportunity for hilltribe people to earn income and have better quality of life from selling quality products from the nature.

Created values:

- Offering career and income security for local business operators in the airport area and related businesses
- Raising awareness of local communities to preserve local wisdom and products as well as culture and tradition
- Creating attractive cultural and natural tourist destinations

Sustainable Social Values

Social responsibility activities at each airport are designed to create different values that best address local needs and unique characteristics. In 2015, AOT identified the values that are unique to individual airport by connecting and talking to representatives from different units at each airport and to local people. AOT has also worked closely with local communities throughout the year. The specific social values reflected through operations of each airport are as follows:

BKK

Suvarnabhumi Airport

The world-class airport with benefits for the society

Suvarnabhumi Airport is a world-class airport with facilities, utilities and operating systems that meet international standards. Its social activities therefore focus on optimizing its assets and resources to create values for the society. This strongly relates to the promotion of Suvarnabhumi Airport as the gateway for visitors to "Amazing Thailand" and the hub of ASEAN. These goals can be achieved by encouraging cooperation and providing supports for the society relating to quality of life, education, extensive transport network and Thai culture promotion.

Values that Suvarnabhumi Airport has created comprise cooperation to promote national identity, people development, transport system development, healthcare and safety.

Key focal areas in Suvarnabhumi Airport's social responsibility projects:

1. Promoting Thainess to foreign visitors through various communications channels, such as posters, replica of unique buildings and places and cultural show areas, etc.

2. Cooperating with stakeholders to provide efficient services to impress airport users.

3. Developing the airport as the hub linking various public transport modes, including land, air and sea transportations for convenience of passengers, tourists, business operators employees and stakeholders.

4. Promoting physical and mental health of people in the society and creating family board through physical activities.

5. Establishing the airport as the aviation training and learning center for students and young people. Moreover, the airport also serves as a case - study for other airports personnel to visit. This is because SKYTRAX Suvarnabhumi Airport was ranked as one of the world's top 5 airports with best services in the 40 million - 50 million passenger category, by SKYTRAX.

Suvarnabhumi Airport's CSR activity performance



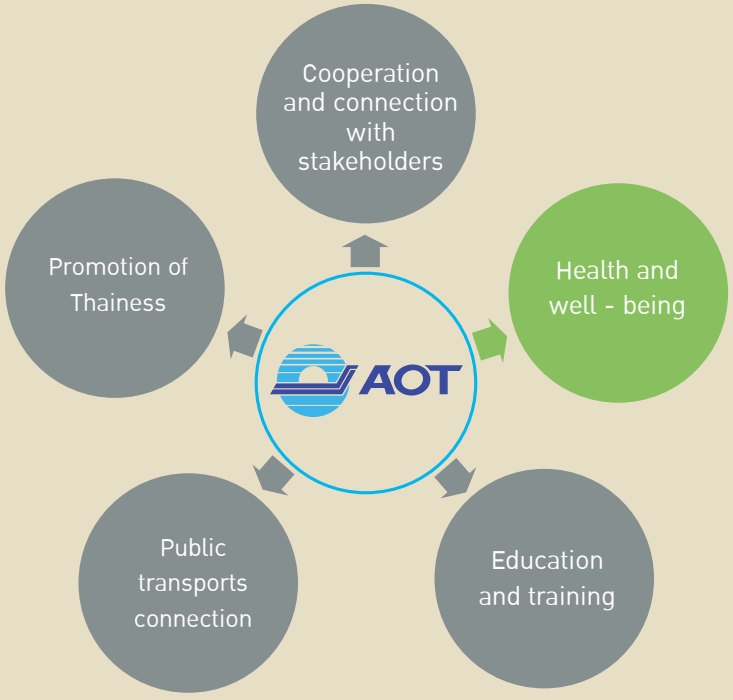
Support for Thai tourism industry

Suvarnabhumi Airport has continuously promoting Thai culture across all its facilities, from the very first step visitors entering the airport. Such communication can be seen in the passenger terminal through figures that are related to key tourist destinations or traditions, signages providing information on major tourist destinations and free cultural performance in the passenger teminal. The airport has cooperate with the Tourism Authority year on year.

Additionally, Suvarnabhumi Airport has regularly supported local products by purchasing the products for use within the airport which increases community and local economic stability.

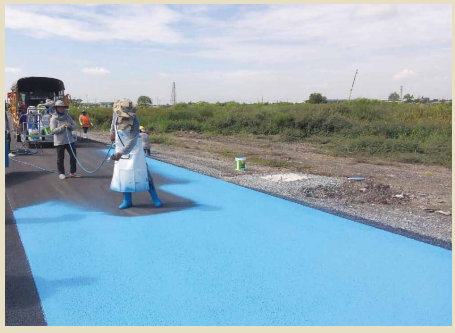
Bike Lane Project

There had been a large number of people using Subarnabhumi Bike Lane. However, the lane was shared with other vehicles which posed high risk of road accidents as severe as death. Subarnabhumi Airport therefore decided to repair flood protection dam surrounding the airport and vacant land nearby into bike lane to maximize safety and benefits for the public.



23.5
kilometres long
4.8 metres wide
Bike lane on the flood protection dam at Suvarnabhumi Airport

28.5
million Baht
budget



In the fiscal year 2014, AOT built the bike lane along the flood protection dam at Suvarnabhumi Airport, spanning the distance of 23.5 kilometres, with 4.8 metre in width the construction budget was 28.5 million Baht.

The bike lane was designed in accordance with international standard for the safety of cyclists. The surface was coated with Bara rubber to make the lane smooth and suitable for all wheels type, skidding resistance and durable. The use of Bara rubber in the project also supported local Bara rubber growers complying with the government's policy.

The bike lane, better known as the Green Lane, has attracted a large number of cyclists. On weekdays, it serves 600 people per day on average and as many as 7,000 people per day on weekends and public holiday.

Average number of users

Weekdays:
600 people per day

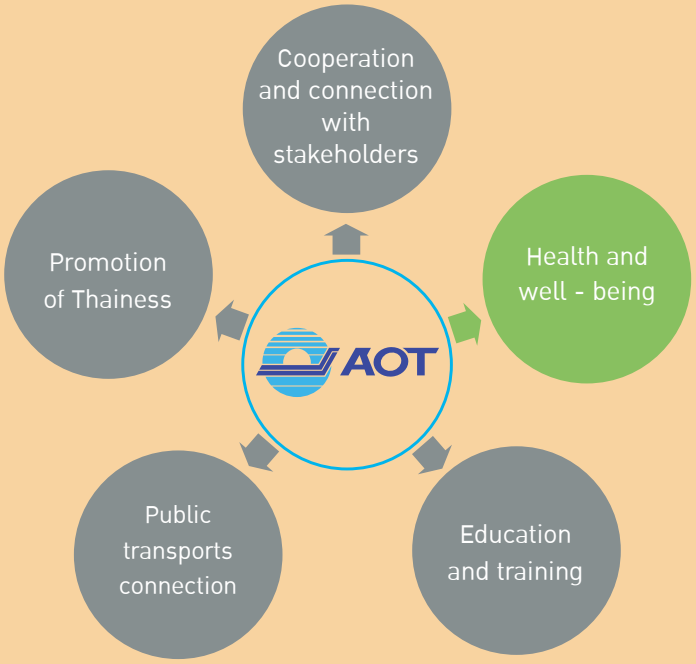
Weekends and public holidays: 7,000 people per day

Suvarnabhumi Airport has also provided additional facilities such as running track 1-km short-distance bike lane, restrooms and lighting system. Moreover, the airport has arranged security guards who patrol and check for safety on an hourly basis. There is a security center at Suvarnabhumi Airport available 24 hours for emergency assistance.

On 8 April 2015, AOT and Siam Commercial Bank PLC signed a memorandum of understanding (MOU) on Suvarnabhumi Bicycle Lane. Under this agreement, both parties would work together to improve the Green Lane. Which is now called "Sky Lane". Once completed, the new facilities will meet the international standard in terms of quality and safety. Service hours will also be extended, making it the country's new night bike lane. Other facilities will be built to support greater number of users. The cooperation is part of the airport's intention to support the policy released by the government and Ministry of Transport. The policy stated that government agencies infrastructure as well as to under the ministry's supervision, shall build bike lane in order to optimize basic transport, promote public health and health tourism.

Wonder World Playground

Suvarnabhumi Airport has served a large number of domestic and international passengers as well as connects with many destinations in short and long distances. The airport has cooperated with Wonder World, a toy company, in building a play area in the passenger terminal and transit lounge. The allocation of space is free of charge while Wonder World invests in the play area construction and facilities. This cooperation provides young passengers with a place to enjoy creative activities, which helps reducing accident during transit time. The service is free of charge.



Airport Visit and Training

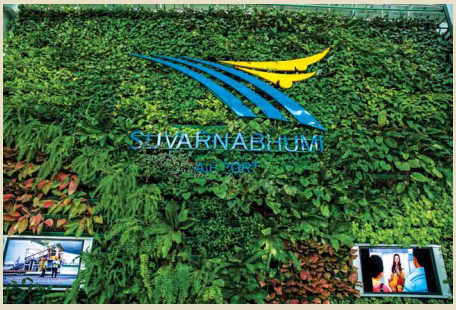
Suvarnabhumi Airport operates with the world-class standard. It is therefore a very good case - study in aviation operation for young people, students, educational institutes, government agencies and other people with interest. It also serves as a learning center for employees from oversea airports to exchange knowledge, experience and technology with AOT to further develop the services and operations at their airports.

In 2015, Suvarnabhumi Airports welcomed 110 groups of visitors from Thailand with a total of 7,276 persons and 24 groups of visitors from overseas with 456 persons.

Number of Airport Study Visitors In 2015

Thai: 110 groups, 7,276 persons

Foreigners: 24 groups, 456 persons



During each airport visit, Suvarnabhumi Airport staff members fully provided opportunity for visitors to receive all information on airport operations that were reliable complete and useful.

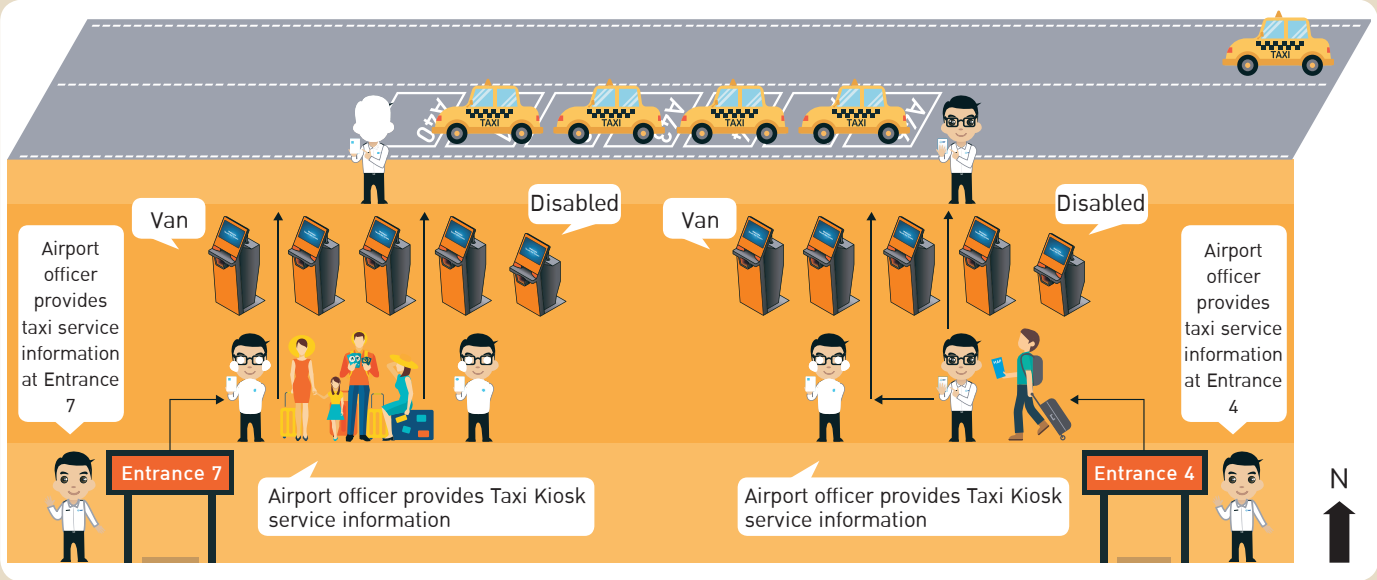
Suvarnabhumi Airport also provided traning or intership for students from various educational institutes to gain knowledge and skills in aviation and airport operations.

Transport Service Development

Suvarnabhumi Airport is a significant connecting point for air transportation of the country. The airport aims to develop transportation network that efficiently connect different transportation modes to ensure the convenience and fast travel experience for passengers. This can be achieved through the cooperation between AOT and related agencies namely government sector, private sector and public transport operates.

In terms of the airport transport system, Suvarnabhumi Airport has improved taxi management system to increase efficiency. Kiosk system has been installed which reducing waiting time while improving services and convenience. Passengers can also specify the size of the taxi they require. Taxi service history has been recorded for traceability and investigation in case the passengers experienced unpleasant service. This system also helps screening taxi drivers providing service at the airport.

Kiosk Taxi Operations



4 Steps of Kiosk Taxi usage for Passengers

The process takes around 5 minutes at the Kiosk

Photo shows Taxi Kiosk for the disabled

Don Mueang International Airport

100 Years of Inspiration Airport of People

Don Mueang International Airport is the first international airport in Thailand that has intertwined with Thai society for over 100 years. It has inspired many young people, especially those in the airport vicinity, to be part of Thailand's aviation industry. Today, Don Mueang International Airport continues to maintain the close bond with communities and its staff members who mostly live near the airport. Don Mueang has become an integral part of their lives.

With this close bond, Don Mueang International Airport's employees and staff members are committed to develop the services to provide the best benefit for airport users, communities and stakeholders. This enables the airport and the people to live in harmony to achieve the mutual social demand.

Values that Don Mueang International Airport has created comprise of cooperation with business partners in improving services, developing human resources in the area of aviation and reducing impact on the environment through better management.

Key focal areas of Don Mueang International Airport's social responsibility project:

1. Service management at Don Mueang International Airport continues to be based on AOT's policy "polite, good manner, strict, safe" that has been embraced by all its employees. In addition, the airport has to improve its service to better address the changing situation at different times. This especially refers to speeding up the services to handle large number of passengers.
2. Cooperation with stakeholders in developing good, efficient, fast convenient and safe services that impress all visitors. Also, AOT maintains close collaboration with communities to improve quality of life.
3. Environmental management system has to be optimized and efficient minimize environmental impacts on surrounding communities.
4. Direct and indirect support for aviation activities shall be offered to related stakeholders to aid in air traffic growth.

Don Mueang International Airport Social Responsibility Performance

Inspire dream career in aviation industry (allocating activties area for young children on Children's Day)

Don Mueang International Airport is a large airport with high flight handling capacity and has been operated in the city for more than 100 years. The long existence has resulted in very close relation with surrounding communities. However, with safety as the top priority, the airport can not permit young people to closely observe airport operation, aircrafts or take-off and landing procedures. On every Children's Day, AOT therefore arranges air show for young children in Bangkok and suburban areas who have interest in aircraft and aviation to see for free of charge. The show is arranged that it does not affect scheduled flights. Don Mueang International Airport and participating organizations have cooperatively organized the event to inspire children and young people to become dedicated airport officers and employees when they grow up.

Inspiration for the development (improving passenger handling capability)

At present, Don Mueang International Airport becomes the world's largest low-cost carriers airport. It has average passenger traffic growth of over 50% per year while flight traffic growth is about 30% per year. The rapid growth of passengers and airlines has encouraged the airport to figure at potential methods to increase passengers handling capacity and efficiency. This can be achieved through the cooperation between AOT, airline and Aeronautical Radio of Thailand Co., Ltd.

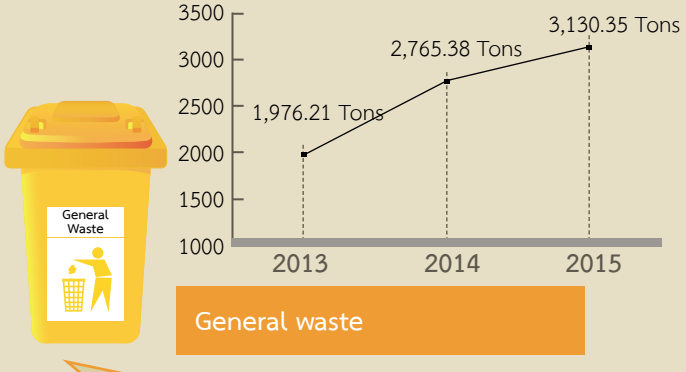
The three parties have agreed to reduce buffer time by working together to improve working process. As a result the airport successfully reduced buffer time from 25 - 30 minutes down to 20 minutes. Don Mueang International Airport and airlines can increase flight handling capacity without compromising on service and safety standard for the best benefits of passengers, airlines and airport users.

Inspiration for social care and environmental protection (environmental-friendly waste management)

The goal of waste management at Don Mueang International Airport is to achieve the highest efficiency and prevent adverse impacts on nearby communities. This is a great challenge because an increase of waste volume directly results from an increase in numbers of passengers and business operators at the airport, which still continually shows an increasing trend.

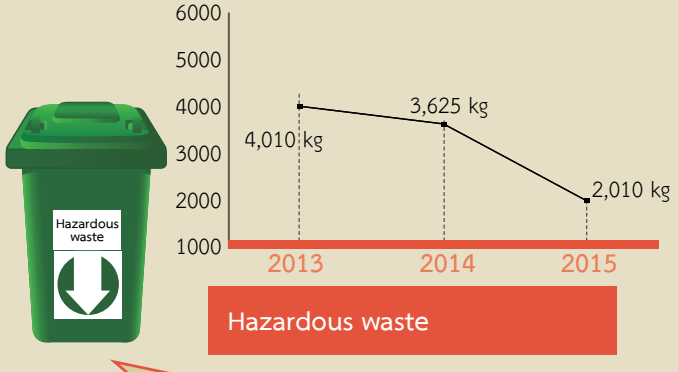
Waste collection by type

Don Mueang International Airport



General waste

2013	1,976.21 Tons
2014	2,765.38 Tons
2015	3,130.35 Tons



Hazardous waste

2013	4,010 kg
2014	3,625 kg
2015	2,010 kg

Don Mueang International Airport has implemented waste separation system by providing more over 200 bins around the airport. Specific area has been designated for waste collection enabling government waste trucks to efficiently pickup wastes for disposal (average wastes per day is 8 tons). This is to prevent problems with passengers and communities from increasing wastes, contamination or smell. This enables harmony living between the airport and the surrounding communities.

[5] January - July 2015

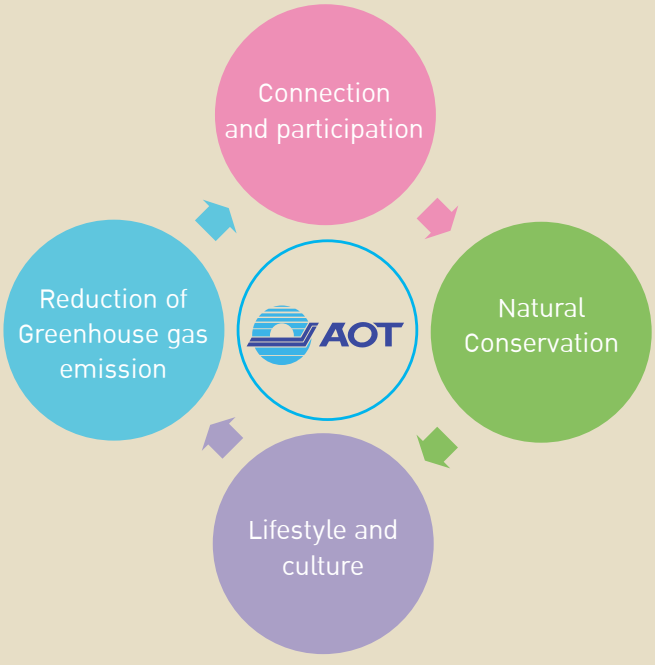
CNX

Chiang Mai International Airport

The Forest Conservation and Environment Development in honor of Her Majesty the Queen

AOT arranged the "The Forest Conservation and Environment Development in honor of Her Majesty the Queen" project at the forest area of Ban Jom Jaeng community, Chiang Mai Province. The communities have been affected by noise from the airport. The fertile forest, which used to be the greatest herbs and water sources, was severely affected by the deforestation. This has led to seasonal drought and flood as well as problems with forest goods collection for local consumption and people's lives.

AOT, in cooperation with Jom Jaeng village, has surveyed the forest area and has discussed potential ways to solve the problems. The discussion has yielded good result, AOT and The communities agreed to restore the area through reforestation and dam construction. AOT therefore provided financial subsidy to Jom Jaeng village. AOT volunteering employees joined force with the general public, schools, colleges and other groups in implementing the project.



Value that Chiang Mai International Airport has created comprise of eco-system preservation, conservation of local lifestyle and building of learning and development network.

Key focal areas of Chiang Mai International Airport's CSR projects

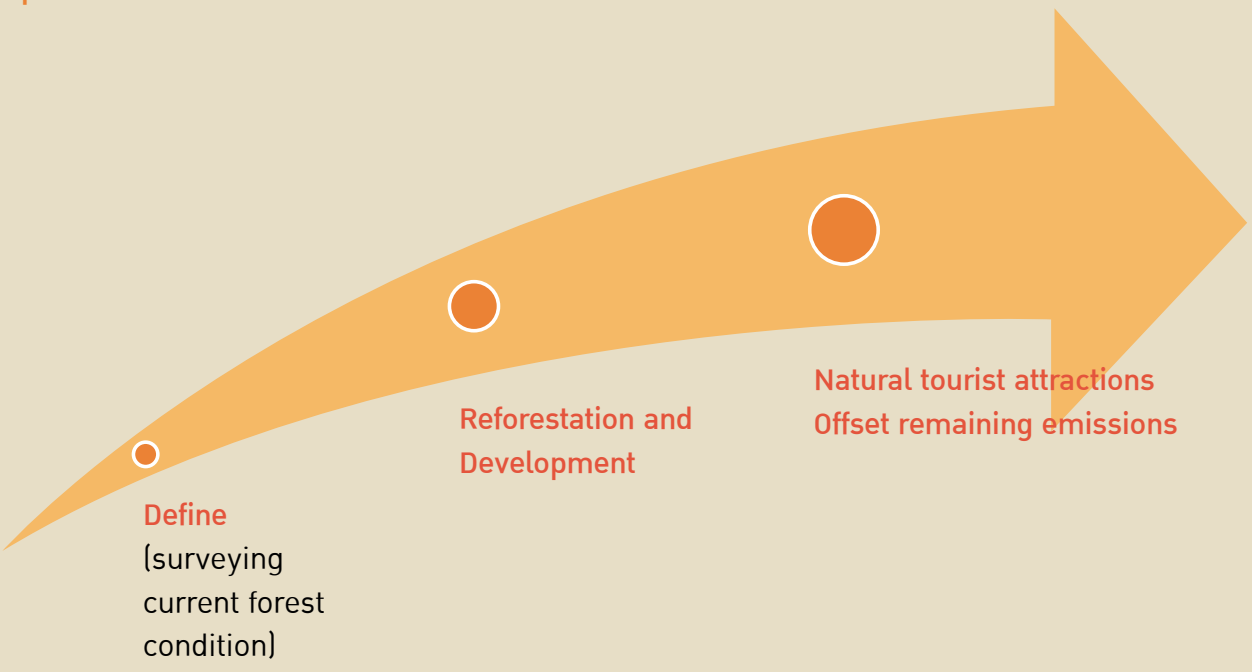
1. Conservation of lifestyle and culture of local people who mostly rely on forest products and herbs as foods and medicines.

2. Building community network for learning and development based on individual expertise by sharing experience and encouraging locals to recommend solutions for impacts from AOT operations.

3. Forest conservation, focusing on restoration of forest ecology system in the villages and nearby areas as well as further expanding forest area

4. Preparation for the higher level of Airport Carbon Accreditation thanks to reforestation project that offset CO_2 emission from AOT's operations. Meanwhile, AOT has built cooperation with the communities in developing eco-tourism destination.

Work process



Chiang Mai International Airport has set the work process for project implementation in order to build ecology system and reduce impact from greenhouse gases emissions as follows:

1. Define current forest condition: Cooperating with communities in surveying the current forest condition and way lifestyle of people in Ban Jom Jaeng Village in order to collaboratively design forest and water resource restoration plan.
2. Restoration and Development: Working with local communities and networks to encourage participation in forest and water resources restoration. Also, learning about the nature and the lifestyle of villagers whose lives depend on forest products in order to instill the sense of ownership of the forest.
3. Develop the area and reduce greenhouse gases emissions: Cooperating with the communities, related organizations and educational institutes to develop the forests into eco-tourism destinations. Meanwhile, implement activities to reduce greenhouse gas emissions according to the Airport Carbon Accreditation program by Airport Council International (ACI).

Chiang Mai International Airport Social Responsibility Performance

AOT and Ban Jom Jaeng community has successfully restored forest areas and water resources. This results in abundant plants and herbs as well as water resource. Animals, especially birds, have also returned to the area.

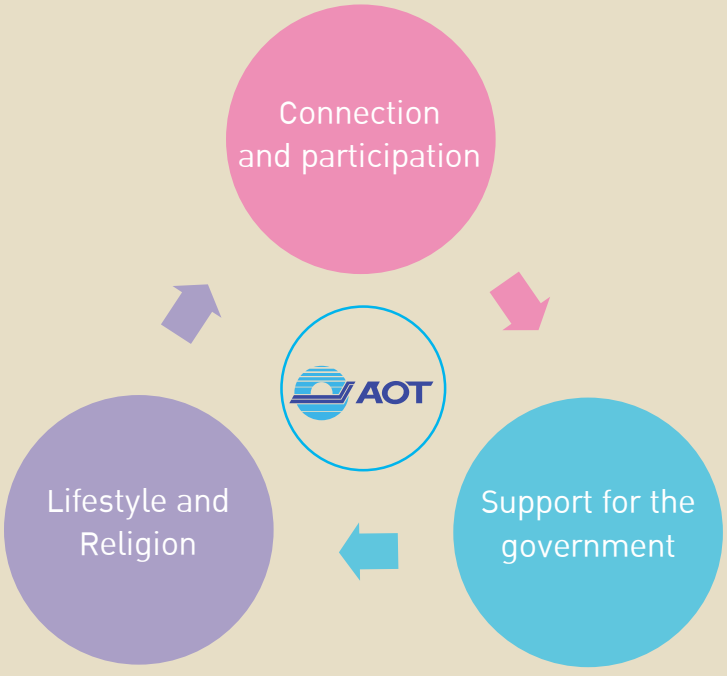
HDY

Hat Yai International Airport

Assets and benefits management with respect to local lifestyle

Unlike other AOT airports that are situated in Buddhism communities, Hat Yai International Airport is located in a city of diversed religious believes and lifestyles. Its main focus therefore concentrates on equitable treatment of different social groups through provision of basic infrastructures and airport services customized to meet each unique lifestyle and belief. The airport has also participated in the development of various social functions and traditions by working with government and private organizations in lifting locals' quality of life.

Being in the military strategic location, the airport closely coordinates with the government sector in national security by providing benefits to the government organizations. This aims to support various activities and operations designed to enhance peace and security in the area and also in the national level.



Value that Hat Yai International Airport has created comprise of quality of life promotion with respect to different believes and creation of social development network for good quality of life.

Key focal areas in Hat Yai International Airport's CSR projects:

1. Lifestyle and religion: Hat Yai International Airport focuses its activities on key issues with significant importance on local people's mind, especially Muslim Thais who travel to perform the Hajj every year. Such activities are introduced in parallel with social care that best address lifestyle of people in local areas.

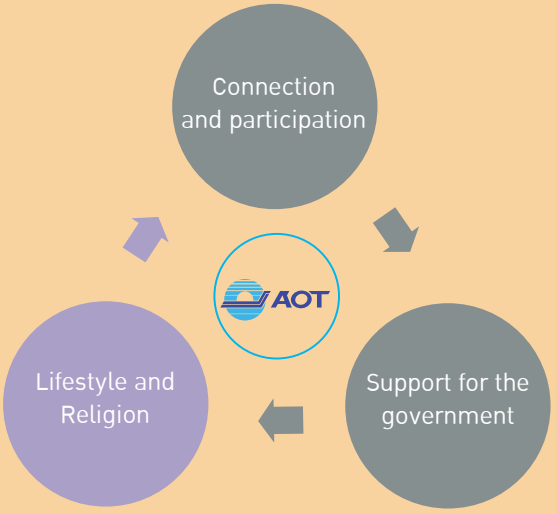
2. Network building: In cooperation with its partners in the government and private sectors, including business partners, Hat Yai International Airport has launched activities to promote and develop people's quality of life with respect to their religion and culture.

3. National security: The airport has been supporting the government sector with its full capability to promote national security.

Hat Yai International Airport Social Responsibility Performance

Space allocated for pilgrims, families and relatives

Hat Yai International Airport makes the beginning of a pilgrimage for Muslim passengers travelling to perform the Hajj in Saudi Arabia as part of the Fifth Pillar of Islam requiring the pilgrimage to be done only in Mecca. All Muslim Thais who have performed the Hajj are considered as having achieved the highest point in life. They Spiritually represent their families and relatives who do not have sufficient funds or ability to perform the Hajj. Considering this significance, one traveler who will go to perform the Hajj usually has an average of 50 people accompanying them at the airport. Therefore, the airport has to serve around 100,000 persons during the pilgrim period.



One traveler going to perform the Hajj usually has an average of **50** friends and relatives to accompany them at the airport, meaning the airport has to serve around **100,000** persons during the pilgrim period

2.7 million Baht

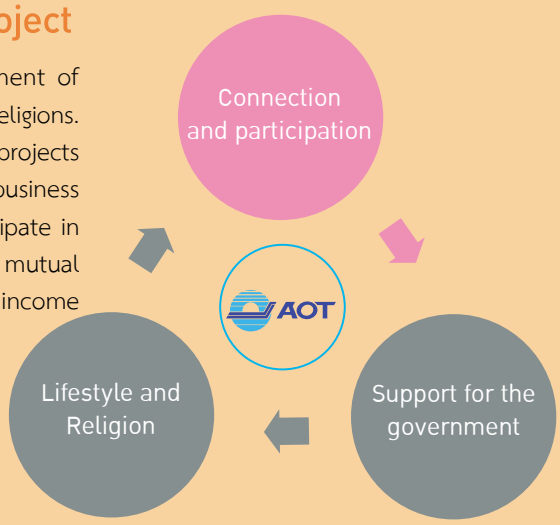
Total exemption of operating cost on facilities usage granted to airlines carrying pilgrims to Saudi Arabia

Hat Yai International Airport understands well the religious principle and lifestyle of Muslim Thais and therefore waived facilities usage fees for airlines carrying pilgrims to Mecca. The total cost exemption totaled approximately 2.7 million Baht. This opens greater opportunity for the pilgrims to go to perform the Hajj thanks to the lower cost for their entire trip. The airport also allocates space in the passenger terminal and nearby building to facilitate the pilgrims, families and relatives. This increases their convenience for praying before travelling to Mecca. Hygienic facilities, services and shops selling local products are available to serve airport users. Above all, safety and security remain the top priority. The airport therefore increases security measures during the pilgrimage period to ensure safety for the pilgrims, families and relatives. Information exchange and Frequent communication is available to enable the airport to receive recommendations and complaints for further improvement, enabling the airport to equally provide superior services for all.

Its ability to operate with good understanding and directly addresses specific needs with people of different religions and lifestyles drives Hat Yai International Airport in becoming a friendly airport which makes sound contribution to the society.

Community, Lifestyle and Religion Development Project

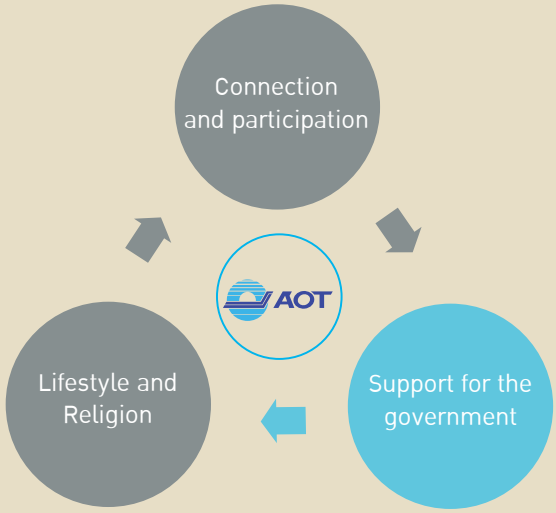
Hat Yai International Airport initiated various projects to promote development of communities surrounding the airport to enhance quality of life with respect to the religions. Through cooperation with government agencies, the airport has introduced these projects on a yearly basis. It has encouraged the establishment of a network among business operators in the airport and government organizations to cooperate and participate in community development. The concerns of all parties have to be agreed with the mutual goals in implementing community development projects to promote locals' income generation, health and well - being.



Government support projects

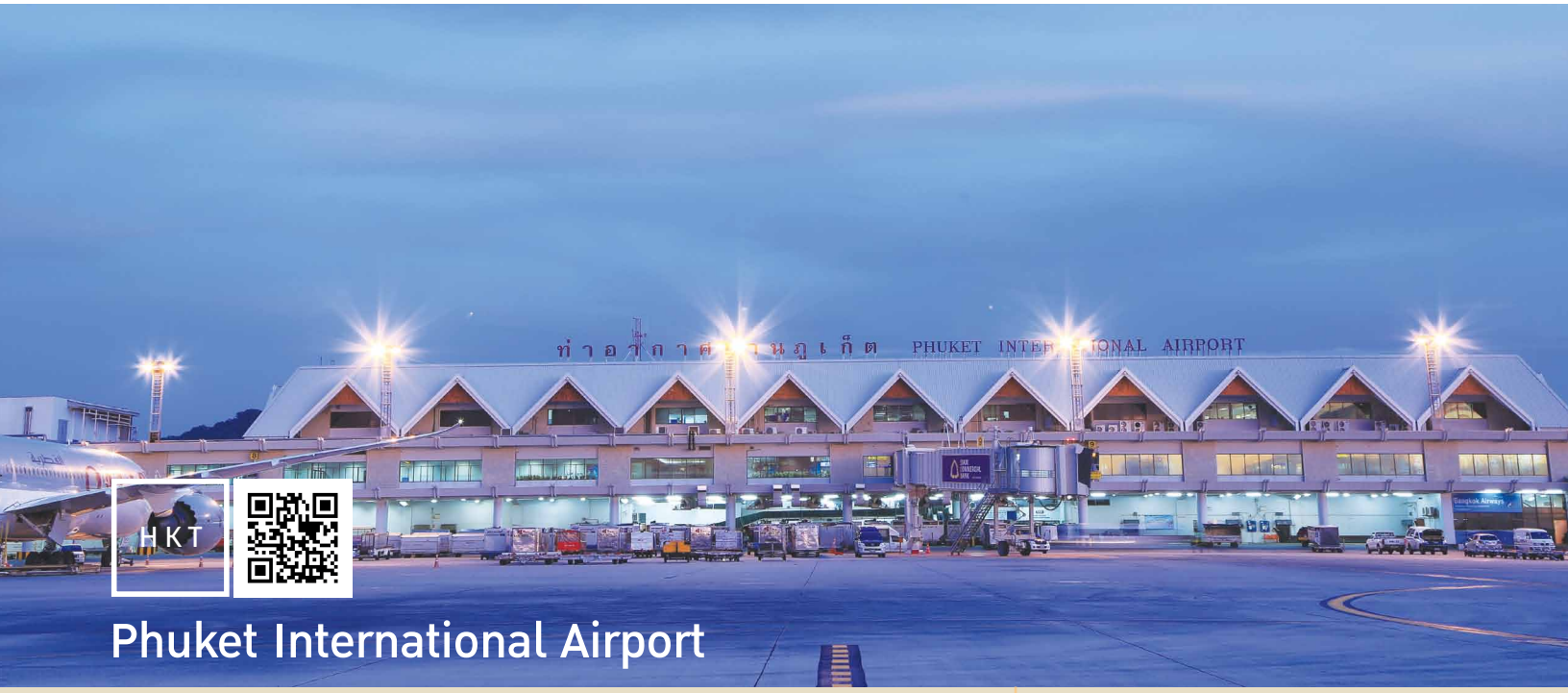
Hat Yai International Airport located on is a strategic location with high capability to support army operations. Air transport has shortened time for the army to transport a new group of officers into and out of the area compared to travelling by train.

To support national security, Hat Yai International Airport has waived fees on airport facilities usage for the army to help minimize operation costs. The total value of fee waived for the army is approximately 8.9 million Baht per year. The airport considers that its support will enhance the army and security operations.



8.9 million Baht

Facilities usage fee waived to support army operations for national security



HKT

Phuket International Airport

The Andaman Gateway

Phuket International Airport is situated on Phuket Island which is famous for its scenic views with beautiful beaches and seas. The island houses great services for visitors from every corner of the world . Its neighboring provinces also have abundant travel destinations. Phuket International Airport therefore plays an important role in promoting tourism industry in the south of Thailand and enhances national economic growth. At the same time, it has responsibility for conservation of the Andaman Sea eco-system. The airport also has objective to preserve arts, culture and traditions that are unique in this area. Overall, the airport plays a significant role in improving quality of life and social development in the surrounding communities.

Value that Phuket International Airport has created comprise of the conservations of marine eco-system, arts and culture as well as tourism promotion and human resources development.

Key focal areas of Phuket International Airports' CSR project

1. Focus on the marine ecosystem conservation by reducing impacts from airport operations and related business and preserving natural resources.

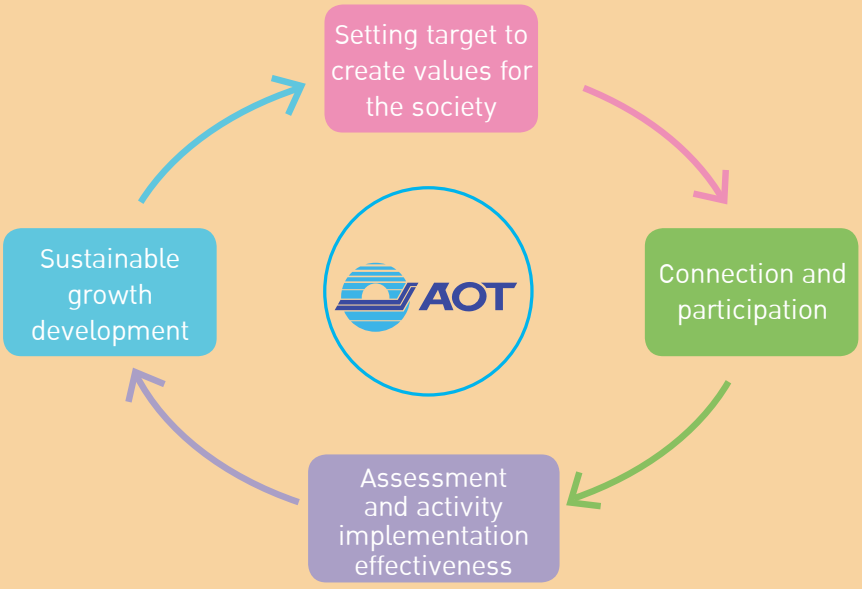
2. Cooperate with stakeholders in supporting social development and environmental conservation activities that will lead to sustainable tourism.

3. Promote new travel destinations, especially natural environment destinations and cultural tourism destinations. At the same time, maintaining or further developing existing tourist destinations.

4. Improve capability and competency of employees and stakeholders through skills and knowledge training. This will enable the people to live independently while helping others in terms of work and personal life. Phuket International Airport pays high attention to human resources development.

Operation and implementation

Phuket International Airport has set a mechanism for operations with the aim to enable the airport officers to operate with greater efficiency and enjoy continuous development. The monitoring of outcome will enable the airport to improve and create greater values to the society.



Mechanisms for CSR project implementation at Phuket International Airport

1. Setting goals: Phuket International Airport officers have to identify the goals and value created for local communities as well as identify stakeholders who will be affected by the activities.

2. Encouraging participation from stakeholders: CSR projects at Phuket International Airport comprise of two groups - 1) Those who have shared goals in implementing activities and can complement one another such as AOT, business partners, airlines, partnering government agencies etc. and 2) those who have goals to nurture cooperation with stakeholders and who are affected by the airport operations such as airport users, communities and the society.

3. Outcome measurement: Phuket International Airport officers must be able to evaluate the implemented project and reflect on social values the airport has created. This also measures airport officers' competency in implementing CSR programs.

4. Developing for sustainable growth: learning from the implemented activities, Phuket International Airport has committed to better create social development programs in the future by analyzing the performance of such activities within the airport and stakeholders.

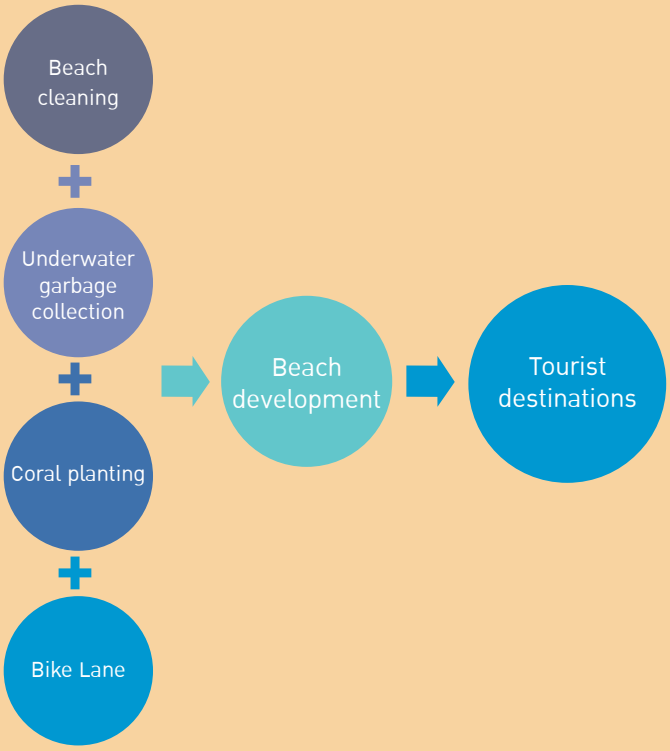
Phuket International Airport Social Responsibility Performance

Nai Yang Beach Community Development

Phuket International Airport has implemented various activities to conserve marine resources at Nai Yang Beach near the airport. Villagers often use the area for family activities. The airport has cooperated with communities, schools, airlines and Sirinat National Park in conducting underwater garbage collection, coral planting and beach cleaning. The objective is to keep the beach clean and nurture biodiversity of the area. Local communities can also use the area for family activities.

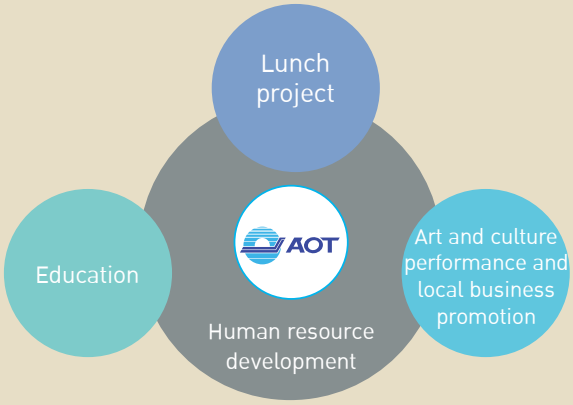
In the future, Phuket International Airport and Sirinat National Park will further develop Nai Yang Beach by building bicycle lane along the beach. This will provide more space for local people and tourists to exercise safely. This new project will be integrated into the existing projects (underwater garbage collection and coral planting). This will result in comprehensive development program that will turn the area into a new destination for tourists and health-conscious people, which will further promote community growth and rich marine resources.

Sustainable tourism development plan



Youth development program

As part of Phuket province, the airport has to drive growth in the province. The airport believes that human resources development will be a significant foundation for growth and development of Phuket province in terms of income, health and quality of life.



In the past years, Phuket International Airport has held various activities to develop capability of local people living near the airport as follows:

Lunch Program: Phuket International Airport and Ban Laem Sai School has worked together in promoting agricultural and selling skills among school children. The children are trained to grow agricultural products and sell them, which generates key basic life skills.

Education Promotion Program: The airport has promoted learning through a youth camp participated by school children and children of airport officers during school break. The activities in the camp were designed to promote their leadership skill as well as to create, unity and good relationship between the airport and nearby communities.

Art and culture exhibition and local business promotion: Such activities has been organized to promote local music performance, art and culture conservation. Local communities, young people and interested persons are all welcomed to perform at a special area allocated in the airport without any fee. The performance is organized on a monthly basis. This generates income and reputation for the performers, participating government agencies and organizations in the partnership network.

Mae Fah Luang - Chiang Rai International Airport

Environmental Asset management

Mae Fah Luang - Chiang Rai International Airport is the second largest airport after Suvarnabhumi. Space optimization becomes a key issue at the airport. Apart from managing commercial areas, the airport allocates areas in the passenger terminal and around the airport for social activities.

Space management at Mae Fah Luang - Chiang Rai International Airport to support the society is as follows:

1. Passenger Terminal: Mae Fah Luang - Chiang Rai International Airport has allocated some are as for young people to perform art and culture talents
2. Area in the airport premise: The airport has implemented two major projects - canal management and nature conservation projects

Value that Mae Fah Luang - Chiang Rai International Airport has created comprise of natural resources and waterway restoration and participation in conserving local lifestyle and culture.

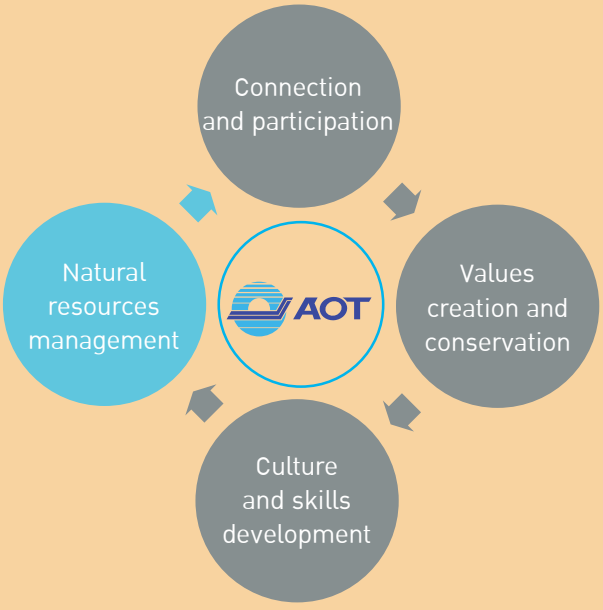
Key focal areas of Mae Fah Luang - Chiang Rai International Airport's CSR projects:

1. Northern culture and art conservation and promotion of youth performance.
2. Restoring natural resources and assisting community to manage natural resources for the use of natural resources in local lifestyle.
3. Connecting with communities for further development and nurturing good relationship to create effective communication system. This helps preventing and solving problems while developing mutual growth.
4. Natural resources conservation to maximize values from natural resources existed in the airport.

Mae Fah Luang - Chiang Rai International Airport Social Responsibility Performance

Water resource management for community

Canal and water supply system management: Mae Fah Luang - Chiang Rai International Airport built a Watergate connecting Huay Khua Khrae and canals around the airport. An objective is to help storing the water from Huay Khua Khrae in rainy season and directing water to be used in the communities for daily living and agricultural activities in dry season.

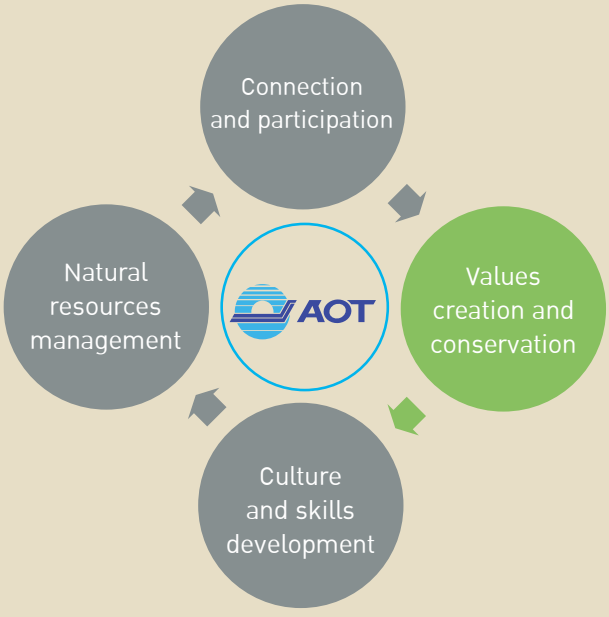


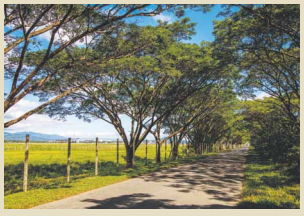
The gateway reduces impact from flood during rainy season in the 10 communities nearby. In addition, Nam Ngam River has been restored. This enables the villagers to exploit and to fish in Nam Ngam River as previously done by their ancestors. The airport also worked together with the communities in holding cultural activities on various occasions.

Another water quality improvement program is wastewater treatment. The airport has measured the quality of natural water and found some coliform bacteria that may affect people's quality of life. However, the flowing of water into the airport and out into the villages naturally helps, eliminating by heat. This is achieved because the geographical feature of the canal is shallow (1.5 m.) The quality of water released to the community is therefore of high quality and meet with international standards.

Tree Tunnel and Sakura plantation

Mae Fah Luang - Chiang Rai International Airport strongly commits to promote natural conservation around the airport including tree tunnel conservation and sakura plantation along bike lane. The raintree tunnel has high natural value and attracts lots of visitors and locals for photos taking for different occasions. The sakura plantation along bike lane is the cooperation project between Mae Fah Luang-Chiang Rai International Airport and government agencies in Chiang Rai Province to attract health-conscious visitors and other travelers to the province. This will in turn generates more income for local shops and shops in the airport.





In addition to promote travel and natural conservation, these projects also provide on opportunity for Mae Fah Luang - Chiang Rai International Airport to be accredited with the advanced level of Airport Carbon Accreditation in the future.

Allocating space in the airport for young people to perform music talent

Mae Fah Luang - Chiang Rai International Airport has allocated an area in the passenger terminal for students from nearby schools to perform music to entertain passengers and airport users. This program not only shows visitors the beauty of local culture but also promotes music skill development of young people.



Sharing with the Society and Community

Deliver services of higher standards with Corporate Social Responsibility (CSR) toward the social, the environment and the community is AOT's mission.

AOT pays high attention to community, society and environment care in parallel with the company's core business operation. Therefore AOT has introduced various social responsibility programs that bring best benefits to community, society and environment.

Projects and activities in 2015

Education Program for Students in Border Patrol Police Schools

AOT believes in the importance of education, especially expanding education opportunity to the remote area for the brighter future of young people. AOT's executives and employees have regularly visited 6 Border Patrol Police Schools in Mukdaharn, Narathiwas, Chiang Rai, Chantaburi and Tak (2 schools) provinces. AOT has supported these schools by providing scholarship and education materials. In 2015, AOT also provided support for the construction of an additional building at Ban Mai Pattana Santi Border Patrol Police School, Mae Na Jon, Mae Jaem, Chiang Mai. The construction is in progress at present.

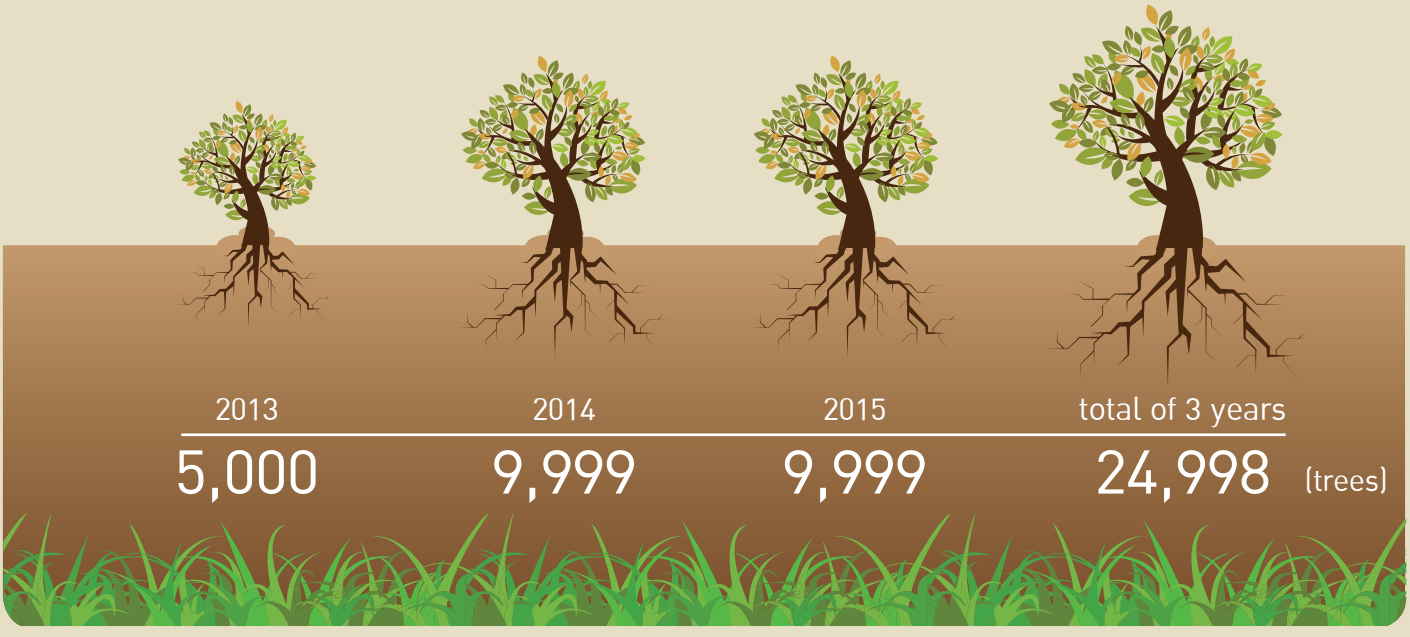
Children's Day Activities

AOT holds special event to celebrate Children's Day every year, providing young people with opportunity to participate in educational activities at 6 AOT airports. It also holds exhibition and activities in the control area 904. In 2015, AOT also organized another event at the hangar in Squadron 601, Wing 6, Royal Thai Air Force.

Volunteers for Mangrove Forest Planting Project

AOT has given high priority to natural resources and environment conservation, social responsibility and employees participation in environment conservation since 2013. In 2015, AOT in cooperation with Samut Prakarn provincial administration office planted 9,999 seedlings of Avicennia (Samae) in front of Bang Pu Nature Education Centre, Bang Pu Mai, Mueang, Samut Prakarn province. Samut Prakarn Governor, AOT's executives and employees as well as teachers and students from nearby schools, participated in this project for the total of 500 persons. The project was implemented in Samut Prakarn province where Suvarnabhumi Airport is located.

Avicennia (Samae),
Rhizophora (Kong Kang)
and cork tree (lamphu) planting



- Suvarnabhumi Airport

3rd Suvarnabhumi Airport Labor Market

"Suvarnabhumi Airport Labor Market" was held after the success in 2014. Its objective is to allow people living near the airport to have the opportunity to work in leading companies operating in Suvarnabhumi Airport. This year, 38 companies were invited to the event where jobs were opened for applications. Suvarnabhumi Airport provided the venue, booths and facilities for the activity as well as promoted and invited people in the surrounding areas to join the event. The market attracted 1,864 persons who resided in Lat Krabang in Bangkok, Samut Prakarn province and other districts. The total of 461 vacancies were filled. The survey showed that satisfaction rate among participating companies is 96.49% and among participants is 95.87%.

- Don Mueang International Airport

National Trees Day 2015

Don Mueang International Airport held the "National Trees Day 2015" in recognition of the importance of reforestation and increasing green area to reduce impacts from Global Warming. The executives and employees of Don Mueang International Airport presented seedlings to Wat Na Wong School, which is located near the airport. They also joined the teachers and students in planting the seedlings.

• Chiang Mai International Airport

"Chiang Mai International Airport: The Gateway to Lanna Heritage"

"Chiang Mai International Airport: The Gateway to Lanna Heritage" was held as part of the airport's interpretation of AOT's mission to offer service beyond expectation based on Lanna culture. This also responses to the strategy of "Gateway to Lanna Heritage". The event featured local markets, Lanna local performing arts and crafts demonstration by local community and students from education institutes near the airport. The event was held during 3 - 6 April 2015 for passengers and airport users to enjoy and experience the unique northern culture.

• Hat Yai International Airport

"Elderly Health Promotion Project"

Hat Yai International Airport initiated the "Elderly Health Promotion Project" in response to the government's policy to concentrate on the elderly care. The project has strengthened the good relationship between Hat Yai International Airport and nearby communities. At the same time, it has encouraged young people to love, care and respect the elderly. It has also helped raising awareness of gang people on their responsibility to take good care of the elderly health, enabling them to live a happy life.

• Phuket International Airport

"Play and Learn in School Break" Program

Phuket International Airport initiated a fun activity during school break for the children of AOT's officers and employees as well as for and school children in nearby area. This has provided them with the opportunity to learn new skills such as social skill and creative skill to spend free time in useful way. The activity was held at Khao Lampi National Park, Thai Mueang, Phang Nga province.

• Mae Fah Luang - Chiang Rai International Airport

"Less Garbage Community Project"

Mae Fah Luang - Chiang Rai International Airport launched a campaign to encourage people living near the airport to reduce wastes through garbage separation. This also promoted recycling of waste.

Awards and Accolades

AOT has become one of the top 100 listed companies recorded in the Environmental, Social Governance list or ESG100 by Thaipat Institute, for its outstanding sustainable operations. A total of 567 companies were surveyed in this program.

MEMBER OF

Dow Jones Sustainability Indices

In Collaboration with **RobecoSAM**

Dow Jones Sustainability Indices (DJSI) is an international sustainable index. AOT was invited to be a member of the Emerging Market group in 2015 in the Transportation and Transportation Infrastructure (TRA) Category. AOT then becomes the first Thai and first international airport manager from Southeast Asia to have this honor.

Thailand Sustainability Investment (THSI): AOT was selected for Thailand Sustainability Investment list by the Stock Exchange of Thailand (SET). Based on the data collected from the sustainability assessment, SET selected listed companies that passed the economic, social and environmental criteria in accordance with good governance practice to be included in this list, which aimed at promoting outstanding listed companies and attracting local and international investors.

AOT receives Sustainability Report Awards 2015

AOT won the Sustainability Report Awards 2015 - Outstanding award from the Securities and Exchange Commission and Thai Listed Companies Association held by CSR Club and Thaipat Institute on 15 December 2015. The award was presented at the SET Building. This year, 106 companies submitted their CSR report. One company won the excellent award, three won outstanding awards, 19 won good awards, including AOT, and 9 won recognition awards.

Suvarnabhumi Airport and Don Mueang International Airport were certified for business continuity system (ISO 22301:2012) from certify body. The certification reflects the airports' capability and readiness in dealing with emergency and incidents to ensure that the country's air transport can be proceeded continuously and sustainably. The certification was presented on 28 September 2015 to Mr.Nitinai Sirismatthakarn, AOT's President, at Suvarnabhumi Grand Ballroom, Novotel Suvarnabhumi Airport Hotel.

AOT's Headquarters received Out-standing Business Certification from the Safety and Health at Work Promotion Association (Thailand).

On 12 October 2015, AOT's Headquarters received plague of honor from the Royal Thai Police.

Suvarnabhumi Airport received a certificate of honor under the Safety Workplace Project in Celebration of H.R.H. Princess Maha Chakri Sirindhorn on 28 September 2015 at Petchpailin, 4th Floor, Municipality Office, Samrong Nua District, Samut Prakarn Province.

AOT's Headquarters was granted Thailand's Top Corporate Brands Value-Transport and Logistics Category 2015 from the Faculty of Accounting, Chulalongkorn University.

The National Outstanding Establishment - Occupational Health and Safety 2015 was awarded by the Department of Labour Protection and Welfare to the AOT Headquarters for the 9th consecutive years, the Phuket International Airport for the 11th consecutive years and Mae Fah Luang - Chiang Rai for the 6th consecutive years. The award was presented during the 29th National Occupational Health and Safety Week held at BITEC, Bang Na, on 2 July 2015.

On 10 September 2015, Mae Fah Luang - Chiang Rai International Airport received the primary certificate of honor 2015 for its Zero Accident Campaign. The certification was presented during the Regional Occupational Health and Safety Week 2015, Lamphoon Province.

On 16 September 2015, Mae Fah Luang - Chiang Rai International Airport received a plaque of honor for the airport's support for the Chiang Rai Provincial Immigration Office's operations. The ceremony was held at Chiang Rai Immigration Office, Mae Sai, Chiang Rai Province.

Suvarnabhumi Airport received the Outstand Establishment - Occupational Health and Safety 2015 award, provincial level, on 17 September 2015, at Dhvaradi Resort, Sri Maha Po, Prachin Buri Province.

AOT attended the ACI Asia Pacific Small and Emerging Airport Seminar 2014 and received the Certificate of Airport Carbon Accreditation Level 1 Mapping in Bali, Republic of Indonesia from 20 to 22 October 2014.

AOT's Headquarters received 98.50 scores or "Excellent" rating in the 2015 ordinary shareholders' meeting survey for its General Meeting of Shareholders 2014. The project is a cooperation between the Securities and Exchange Commission and the Thai Investors Association with an objective to increase and maintain shareholders' meeting efficiency.

AOT's Headquarters received corporate governance rating score of 87 or "Very Good" under the Corporate Governance Report of Thai Listed Companies 2014 by the Thai Institute of Directors (IOD)

On 3 December 2014, Suvarnabhumi Airport, Don Mueang International Airport and Phuket International Airport received "Outstanding Establishment Award" with good facilities for the disabled in 2014 on International Day of People with Disability.

Mr. Nirandra Theeranartsin, Director and Acting President, AOT received the certification for the outstanding systems on occupational health and safety according to the standards of the OHSAS 18001:2007 and ISO 18001:2554 at AOT's Headquarters on 5 February 2015.

Operational Performance

General airport information

Airport	Suvarnabhumi Airport	Don Mueang International Airport	Chiang Mai International Airport	Hat Yai International Airport	Phuket International Airport	Mae Fah Luang - Chiang Rai International Airport
Location	999 Moo 1 Nong Prue, Bang Phli Samut Prakarn 10540	222 Vibhavadi Rangsit, Sanambin, Don Mueang, Bangkok 10210	60 Moo 3, Mahidol Road, Suthep, Mueang, Chiang Mai 50200	99 Moo 3, Khlong La, Khlong Hoi Khong, Songkhla 90115	222 Moo 6, Mai Khao, Thalang, Phuket 83110	404 Moo 10, Ban Du, Mueang, Chiang Rai 57100
Area	35.2 sq. km.	6.32 sq. km.	2.57 sq. km.	4.75 sq. km.	2.21 sq. km.	5.24 sq. km.
Capacity	76 flights per hour, 45 million passengers per year, 3 million tons of cargo per year	40 flights per hour, 40 million passengers per year, 40,810 tons of cargo per year	24 flights per hour, 8 million passengers per year, 35,000 tons of cargo per year	12 flights per hour, 2.5 million passengers per year, 13,800 tons of cargo per year	20 flights per hour, 6.5 million passengers per year, 36,500 tons of cargo per year	12 flights per hour, 3 million passengers per year, 5,000 tons of cargo per year
Runway	2 runways: 01L-19R, length 3,700 metres long and 60 metres wide; and 01R-19L, 4,000 metres long, 60 metres wide	2 runways: 21R/03L, 3,700 metres long, 60 meters wide; and 21L/03R, 3,500 metres wide, 45 metres wide	1 runway: 18/36, 3,400 metres long, 45 metres wide	1 runway : 08/26, 3,050 metres long, 45 metres wide	1 runway: 09/27, 3,000 metres wide, 45 metres long	1 runway: 03/21, 3,000 metres long, 45 metres wide
Aircraft Parking	887,833 sq.m.	860,000 sq.m.	85,996 sq.m.	56,461 sq.m.	110,550 sq.m.	46,336 sq.m.
Parking Bays	Total 120: 51 gates and 69 remote parking bays	Total 101: 27 gates 64 remote parking bays and 10 helicopter or small aircraft parking bays	Total 20: 6 gates and 14 remote parking bays	Total 7: 3 gates and 4 remote parking bays	Total 23: 7 gates, 8 remote parking bays and 8 helicopter or small aircraft parking bays	Total 5: 2 gates and 3 remote parking bays

Airport	Suvarnabhumi Airport	Don Mueang International Airport	Chiang Mai International Airport	Hat Yai International Airport	Phuket International Airport	Mae Fah Luang - Chiang Rai International Airport
Large aircraft parking	18 large aircraft parking bays for Airbus A380: 5 gates and 13 remote parking bays	-	-	-	-	-
Passenger Terminal	1 large terminal (for both domestic and international passengers), and 7 concourses; 563,000 sq.m.	3 buildings, covering 237,885.50 square meters (currently only the Passenger Terminal 1 is opened for service. The Passenger Terminal 2 is scheduled for opening in late 2015)	2 terminals, approximately 31,301 sq.m.	1 terminal, approximately 14,940 sq.m.	3 terminals, approximately 37,760 sq.m.	1 terminal, approximately 22,960 sq.m.
Scheduled airline	109 airlines	15 airlines	26 airlines	7 airlines	41 airlines	5 airlines
Transit time	75 minutes	-	-	-	-	-
Open hours	24 hours	24 hours	06.00-24.00 hrs	06.00-24.00 hrs	24 hours	06.00-22.00 hrs
Contact	Contact center 1722 Fax. 0 2132 1889	Tel. 0 2535 1192 Fax. 0 2535 1065	Tel. 0 5392 2100 Fax. 0 5327 7284	Tel. 0 7422 7131-3 Fax. 0 7422 7050	Tel. 0 7632 7230-6 Fax. 0 7632 7478	Tel. 0 5379 8170 Fax. 0 5379 8070
Website			www.airportthai.co.th			

Safety Standards

1. Health and safety rules and regulation	1. State Enterprise Labor Relations Act B.E.2543, Section 1 State Enterprise Labor Relations Committee, Article 13 2. Announcement of the State Enterprise Labor Relations Committee on Minimum Standard for State Enterprise Employment dated 31 May 2006 and 3rd Announcement dated 27 April 2012 3. Occupational Health, Safety and Environment Act B.E.2554 4. Laws related to occupational, health, safety and environment enacted according to the Labor Protection Act B.E.2541
2. Laws and measures related to air transport safety and security	1. Convention on International Civil Aviation Organization (ICAO) - ANNEX 9 : Facilitation 13 14 16 17 18 - ANNEX 13 : Aircraft Accident and Incident Investigation - ANNEX 14 : Aerodromes - ANNEX 16 : Environmental Protection - ANNEX 17 : Security: Safeguarding International Civil Aviation Acts of Unlawful Interference - ANNEX 18 : The Safe Transport of Dangerous Goods by air 2. Air Transport Act B.E.2497 3. Royal Decree on Authority and Benefits of Airports of Thailand Public Company Limited B.E.2545 4. Act on Certain Offences Against Air Navigation B.E.2521 5. 5. Prime Minister's Office Regulations on National Security B.E.2552
3. Environmental rules and regulations	1. Enhancement and Conservation of National Environmental Quality Act, B.E.2535 2. Public Health Act B.E.2535 3. ANNEX 16: Environmental Protection
4. Regulations related to operation system certification or registration or industrial standards	1. Royal Decree on Authority and Benefits of Airports of Thailand Public Company Limited B.E.2545 2. Public Company Limited Act B.E.2535 and the Amendment Edition 3. Securities and Exchange Act B.E.2535 and Amendment Edition 4. Computer Crime Act B.E.2550
5. Financial regulations	1. Budgeting Procedure Act B.E.2502 2. Prime Minister's Office's Regulations on State Enterprise Investment Budget B.E.2550 3. Civil and Commercial Code

Economics

Air traffic movements

Air traffic movements in the fiscal year 2015 (October 2014 - September 2015)

Airport	Type										Total				
	International					Domestic									
	Aircraft Move-ments	Total Passenger Volume (persons)			Freight and Postal Parcels (Tons)	Aircraft Move-ments	Total Passenger Volume (persons)			Freight and Postal Parcels (Tons)		Total Passenger Volume (persons)			Freight and Postal Parcels (Tons)
	(Flights)	Arrival	Departure	Transit		(Flights)	Arrival	Departure	Transit		(Flights)	Arrival	Departure	Transit	
BKK	243,450	21,497,826	21,497,374	952,119	1,199,774	67,420	4,243,576	4,183,503	9,819	40,546	310,870	25,741,402	25,680,877	961,938	1,240,320
DMK	60,874	4,221,326	4,193,313	75,767	19,666	153,935	10,069,432	10,025,138	4,336	21,121	214,809	14,290,758	14,218,451	80,103	40,787
CNX	15,318	911,797	879,172	1,391	1,645	47,308	3,084,944	3,192,060	554	17,533	62,626	3,996,741	4,071,232	1,945	19,178
HDY	1,838	115,964	114,167	784	-	22,420	1,663,049	1,674,129	-	11,817	24,258	1,779,013	1,788,296	784	11,817
HKT	43,316	3,421,149	3,417,000	10,308	22,864	38,684	2,830,860	2,856,855	1,870	14,620	82,000	6,252,009	6,273,855	12,178	37,484
CEI	525	14,224	13,086	293	-	12,274	815,878	796,641	210	4,624	12,799	830,102	809,727	503	4,624
Total	**365,321**	**30,182,286**	**30,114,112**	**1,040,662**	**1,243,949**	**342,041**	**22,707,739**	**22,728,326**	**16,789**	**110,261**	**707,362**	**52,890,025**	**52,842,438**	**1,057,451**	**1,354,210**

Aircraft movements by type of flights and period, Fiscal year 2015

Aircraft movements by type of flights and period

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	96,591	97,815	79,270	77,934	175,861	175,749	111,865	131,168	58,146	38,970	170,011	170,138
Commercial cargo flights	2,321	2,736	2,216	1,800	4,537	4,536	-	-	-	-	-	-
General	1,327	1,730	1,018	563	2,345	2,293	750	848	197	97	947	945
Total	**100,239**	**102,281**	**82,504**	**80,297**	**182,743**	**182,578**	**112,615**	**132,016**	**58,343**	**39,067**	**170,958**	**171,083**

State and Military 35,338

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Suvarnabhumi Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	65,362	61,634	51,694	55,403	117,056	117,037	20,900	26,071	12,755	7,626	33,655	33,697
Commercial cargo flights	2,306	2,716	2,210	1,800	4,516	4,516	-	-	-	-	-	-
General	70	87	102	66	172	153	22	20	12	14	34	34
Total	**67,738**	**64,437**	**54,006**	**57,269**	**121,744**	**121,706**	**20,922**	**26,091**	**12,767**	**7,640**	**33,689**	**33,731**

State and Military 3,700

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Don Meuang International Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	15,186	21,208	13,650	7,629	28,836	28,837	48,257	60,943	28,057	15,364	76,314	76,307
Commercial cargo flights	15	20	6	-	21	20	-	-	-	-	-	-
General	798	1,192	803	367	1,601	1,559	503	614	152	45	655	659
Total	**15,999**	**22,420**	**14,459**	**7,996**	**30,458**	**30,416**	**48,760**	**61,557**	**28,209**	**15,409**	**76,969**	**76,966**

State and Military 20,062

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Chiang Mai International Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	4,751	4,498	2,783	3,096	7,534	7,594	16,788	17,782	6,836	5,780	23,624	23,562
Commercial cargo flights	-	-	-	-	-	-	-	-	-	-	-	-
General	62	69	33	26	95	95	52	50	9	11	61	61
Total	**4,813**	**4,567**	**2,816**	**3,122**	**7,629**	**7,689**	**16,840**	**17,832**	**6,845**	**5,791**	**23,685**	**23,623**

State and Military 3,705

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Hat Yai International Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	878	874	2	6	880	880	8,608	8,502	2,539	2,647	11,147	11,149
Commercial cargo flights	-	-	-	-	-	-	-	-	-	-	-	-
General	37	34	3	4	40	38	56	60	6	2	62	62
Total	**915**	**908**	**5**	**10**	**920**	**918**	**8,664**	**8,562**	**2,545**	**2,649**	**11,209**	**11,211**

State and Military 5,852

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Phuket International Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	10,219	9,403	11,137	11,799	21,356	21,202	12,956	13,619	6,255	5,744	19,211	19,363
Commercial cargo flights	-	-	-	-	-	-	-	-	-	-	-	-
General	307	286	68	97	375	383	46	34	11	19	57	53
Total	**10,526**	**9,689**	**11,205**	**11,896**	**21,731**	**21,585**	**13,002**	**13,653**	**6,266**	**5,763**	**19,268**	**19,416**

State and Military 1,436

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Aircraft movements by type of flights and period at Mae Fah Luang - Chiang Rai International Airport

Type	International						Domestic					
	From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total		From 06.00 - 17.59 hrs.		From 18.00 - 05.59 hrs.		Total	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Commercial passenger flights	195	198	4	1	199	199	4,356	4,251	1,704	1,809	6,060	6,060
Commercial cargo flights	-	-	-	-	-	-	-	-	-	-	-	-
General	53	62	9	3	62	65	71	70	7	6	78	76
Total	**248**	**260**	**13**	**4**	**261**	**264**	**4,427**	**4,321**	**1,711**	**1,815**	**6,138**	**6,136**

State and Military 583

Remarks: State flights could not be classified by time because flight schedule is not included in AOT's flight database. AOT received such information from the Aeronautical Radio of Thailand Ltd.

Cargo and Postal Parcels, Fiscal year 2015

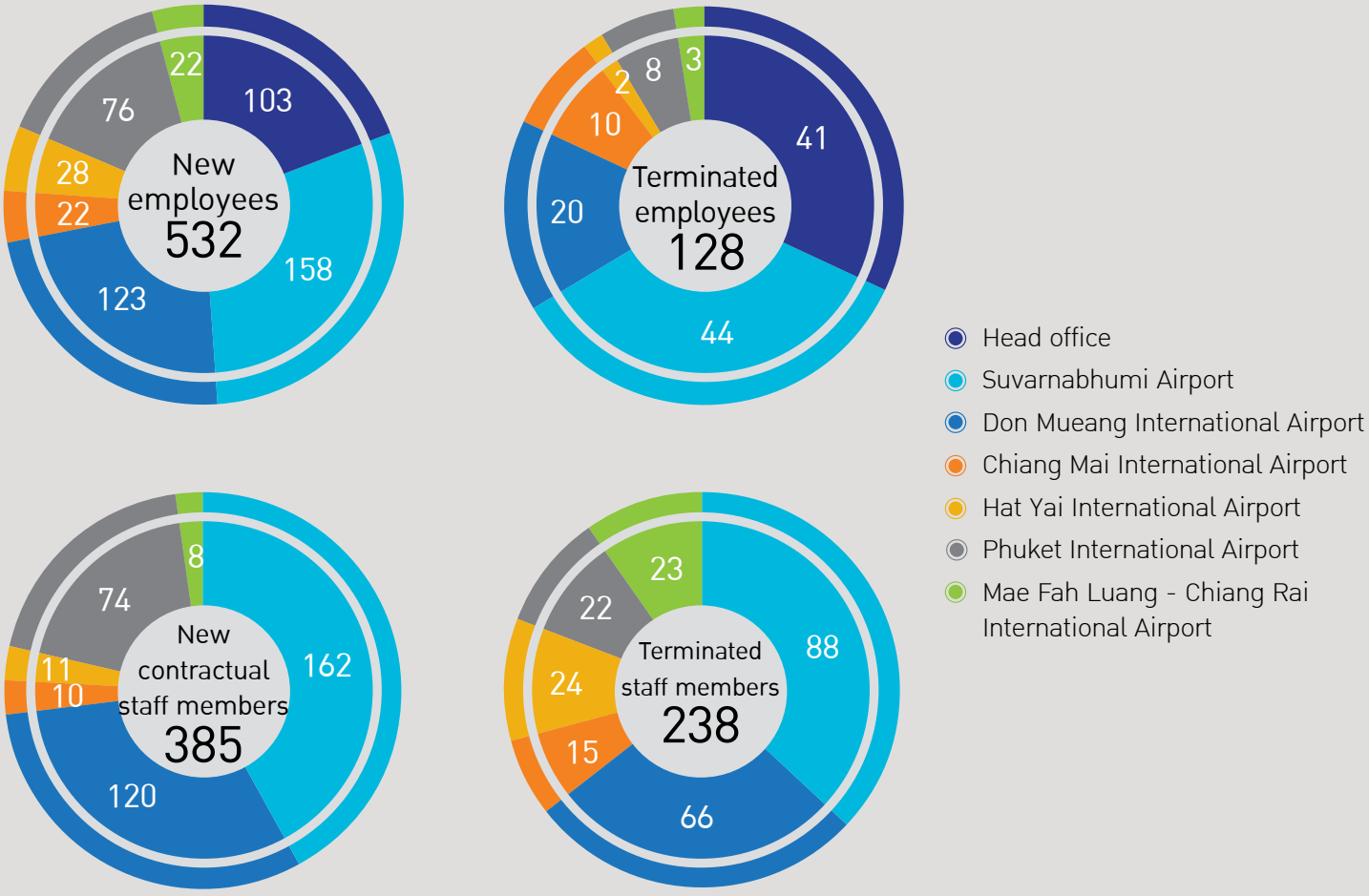
Unit: Ton

Airport	Inbound			Outbound			Total		
	Cargo flights	Cargo and passenger flights	Total	Cargo flights	Cargo and passenger flights	Total	Cargo flights	Cargo and passenger flights	Total
Suvarnabhumi Airport	115,631	416,700	532,331	132,750	575,239	707,989	248,381	991,939	1,240,320
Don Mueang International Airport	-	5,813	5,813	-	34,974	34,974	-	40,787	40,787
Chiang Mai International Airport	-	5,020	5,020	-	14,158	14,158	-	19,178	19,178
Hat Yai International Airport	-	7,641	7,641	-	4,176	4,176	-	11,817	11,817
Phuket International Airport	-	15,955	15,955	-	21,529	21,529	-	37,484	37,484
Mae Fah Luang - Chiang Rai International Airport	-	1,251	1,251	-	3,373	3,373	-	4,624	4,624
Total	**115,631**	**452,380**	**568,011**	**132,750**	**653,449**	**786,199**	**248,381**	**1,105,829**	**1,354,210**

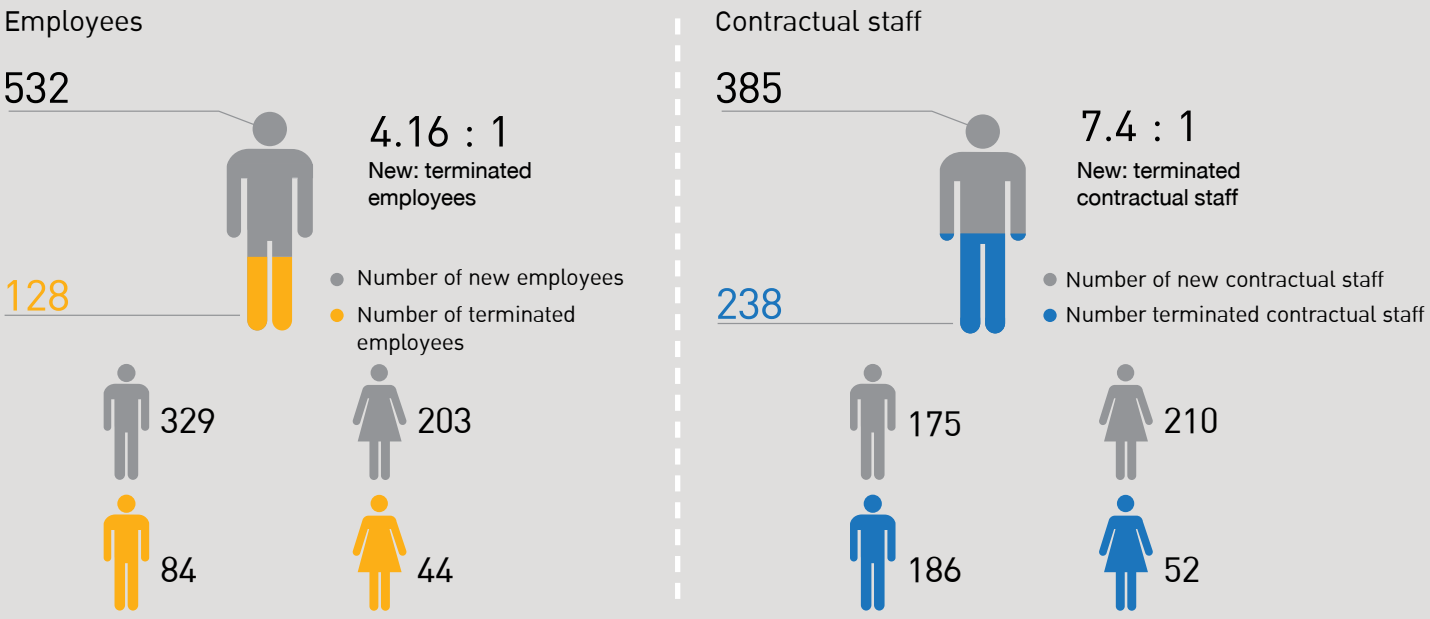
Social

Employees

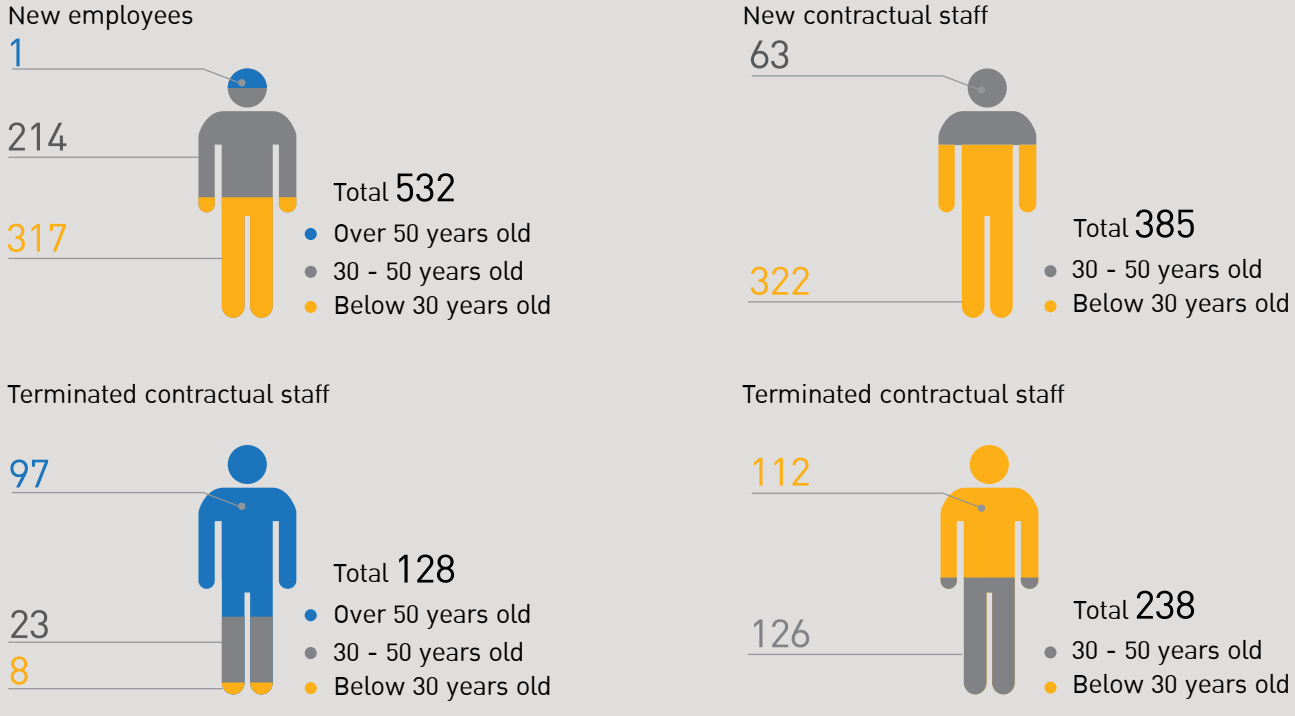
Number and ratio of new employees and terminated employees, by category



Number and ratio of new: terminated employees categorized by gender



Number and ratio of new: terminated employees categorized by age



Number of employees classified by type of employment contract

Year	Gender	Contracted executive	Employees	Temporary employees	Total
2012	Male	1	2,683	498	3,182
	Female	-	1,565	105	1,670
	Total	**1**	**4,248**	**603**	**4,852**
2013	Male	-	2,832	586	3,418
	Female	-	1,656	229	1,885
	Total	**-**	**4,488**	**815**	**5,303**
2014	Male	1	2,918	675	3,594
	Female	-	1,755	338	2,093
	Total	**-**	**4,673**	**1,013**	**5,686**
2015	Male	1	3,082	605	3,688
	Female	-	1,887	469	2,356
	Total	**-**	**4,969**	**1,074**	**6,043**

Composition of executives and ratio of employees classified by types of employees : gender, age group, regions and other diversity

Composition criteria Employees	Board of Directors	Employees Management level (Level 9 upward)	Employees Management level (Level 7 - 8)	Employees Operational level (Level 6 and below)
Male	13	93	517	3,085
Female	2	52	502	1,800
Under 30 years	-	-	-	1,476
Between 30 - 50 years	2	20	554	3,066
Over 50 years	13	125	465	343

Return to Work and Existence Rate of Personnel after Maternity Leave by Gender

No.	Case of Leave	Male	Female
1	Number of employees eligible for maternity leave	3,685	2,344
2	Number of employees claiming for maternity leave	-	5
3	Number of employees returning to work after maternity leave	-	5
4	Number of employees returning to work and continuing on work for more than 1 year after maternity leave	-	5
5	Return to work and existence rate after maternity leave	-	100%

Number of training hours by level and gender of employees

No.	Employee training information	2011	2012	2013	2014	2015
1	**Average number of training hours (hours/person/year)**	13.87	17.82	27.43	39.02	39.12
2	**Average number of training hours by gender (hours/person/year)**					
	- Male	15.45	19.10	31.32	37.58	45.09
	- Female	11.16	15.29	20.47	24.56	29.42
3	**Average number of training hours by level (hours/person/year)**					
	- Executive employees (Level 9 upward)	8	10	15	18	22.58
	- Operating employees (No higher than level 8)	14	18	28	34	39.51
4	**Average number of training hours by age (hours/person/year)**					
	- No more than 29 years	-	16.27	23.13	27.76	32.12
	- 30 - 44 years	-	19.46	31.22	37.46	44.13
	- 45 - 60 years	-	14.47	25.09	30.11	36.06

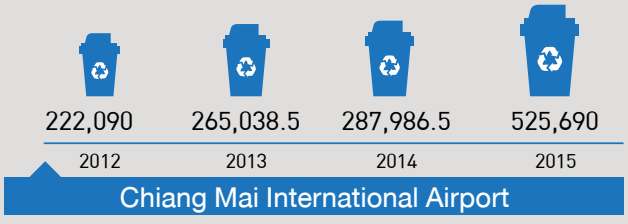
Environment

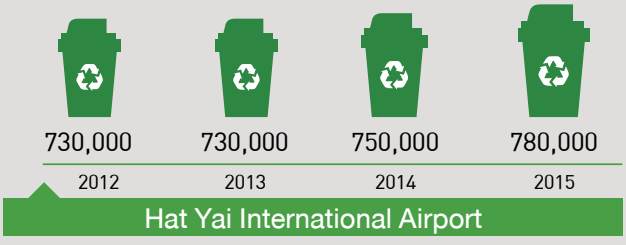
Waste Management

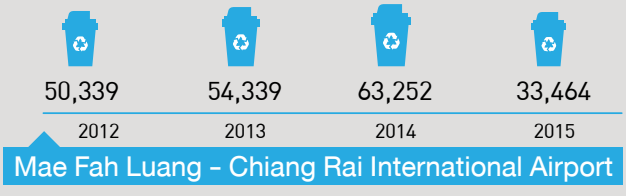
Wastes by types at Suvarnabhumi Airport

Unit : kilograms

Total waste at other airport







Unit : kilograms

Water consumption and wastewater being treated by airport

Suvarnabhumi
Water consumption 6,157,979
Treated wasterwater 2,588,292

Chiang Mai
Water consumption 199,991
Treated wasterwater 139,938

Phuket
Water consumption 305,478.18
Treated wasterwater 213,834.73

Head Office
Water consumption 49,369
Treated wasterwater -

Don Mueang
Water consumption 1,182,335
Treated wasterwater 1,164,647

Hat Yai
Water consumption 261,500
54,116
Treated wasterwater 146,000

Mae Fah Luang - Chiang Rai
Water consumption 21,444
Treated wasterwater 19,300

Water Quality

Coastal Water Quality Analysis at Phuket International Airport in Fiscal Year 2015

Parameters	Units	Sampling sites				Standard values no more than [1/]
		Coastal station at the end of drain on runway 09		Coastal station at the end of drain on southern side		
		Jan 2015	Jul 2015	Jan 2015	Jul 2015	
1. pH	-	7.92	7.37	8.02	7.35	7.0-8.5
2. Salinity	PPT	28.9	31.3	31.2	30.4	27.1-33.1
3. Transparency	Meter	4.2	3.0	3.0	3.0	≥2.25
4. Turbidity	NTU	<0.5	2.1	<0.5	2.1	-
5. SS	mg/L	<5	<5	<5	<5	≤9
6. TDS		32,900	34,472	33,080	33,814	-
7. Oil & Grease	mg/L	<4	<4	<4	<4	-
8. DO	mg/L	4.60	6.40	4.96	6.60	≥6
9. Total Organic Carbon	mg/L	1.7	3.1	1.7	4.9	-
10.NH_3 - N	Mg-N/L	2.63	0.14	2.28	0.31	≤20
11. PO_4 - P	Mg-P/L	0.78	0.31	0.65	0.296	≤15
12. Total Coliform Bacteria	MPN/100 ml	23	<1.8	33	<1.8	≤1,000
13. Fecal Coliform Bacteria	CFU/100 ml	<1.1	<1.1	<1.1	<1.1	≤70

Remark: [1/] standard value of seawater quality type 2 for coral reef conservation according to the Notification of the Office of National Environment Board No. 27 (B.E.2549) on seawater quality dated 26 December 2006

Treated wastewater analysis (Suvarnabhumi Airport), Fiscal year 2015

Parameter	Unit	Effluent Analysis												Wastwater standard[1/]	Wastwater standard[2/]	Wastwater standard[3/]
		Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Jul 2015	Aug 2015	Sep 2015			
pH	°C	6.9	6.4	6.8	7.4	7.1	7.2	6.9	6.9	7.3	6.89	7.13	7.42	5.5-9.0	5.0-9.0	6.0-9.0
BOD	-	21.1	11.9	13.4	11.7	4.7	17.1	4.8	11.1	3.2	2.0	2.0	5.0	≤20	≤20	≤10
COD	mg/Lt	42.8	25.2	29.4	<25.0	<25.0	<25.0	<25.0	<25.0	<25.0	<25.0	31	31	≤120	-	-
TDS	mg/Lt	368	477	414	506	482	450	438	418	422	576	536	440	≤3,000	683 [4/]	-
SS	mg/Lt	16.3	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	3.7	9.6	<2.5	≤50	≤30	≤30
Cr	mg/Lt.	<0.010	<0.010	<0.010	<0.010	<LOQ	<0.010	<0.010	<0.010	<0.010	<0.010	<0.010	<0.010	-	-	-
Cu	mg/Lt	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	< LOQ	< LOQ	<0.006	< LOQ	< LOQ	≤2.0	-	-
Cd	mg/Lt.	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	<0.006	≤0.03	-	-
Pb	mg/Lt	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	<0.031	≤0.2	-	-
Hg	mg/Lt	0.0011	<0.0005	0.0011	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	≤0.005	-	-
Mn	mg/Lt	0.076	0.060	0.057	0.059	<LOQ	<LOQ	<LOQ	<LOQ	<LOQ	<LOQ	<LOQ	<LOQ	≤5.0	-	-
TKN	mg/Lt	17.2	10.9	11.6	7.3	11.2	9.1	10.2	5.5	6.1	4.37	6.50	5.77	≤100	≤35	-
Chloride	mg/Lt	80.2	103	90.6	107	110	99.8	95.9	95.0	93.9	93.9	93.9	93.9	-	-	-
Free Chlorine	mg/Lt	<0.1	<0.1	<0.1	<0.1	<0.1	< 0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	≤1.0	-	-
Oil and Grease	mg/Lt	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	≤5.0	≤20	-

Remarks: - <LOQ means Level of Quantitation (copper≥0.006 and <0.050 mg/Lt, manganese ≥0.005 and <0.050 mg/Lt)

- [1/] standard quality values of drain water according to the Ministry of Industry Announcement No. 2 (B.E.2539) on Quality of Drain from Plants, published in the Royal Gazette No. 113, Section 52 Ngor dated 27 June 1995)
- [2/] standard values of seawater quality from Building type Kor according to the Notification of the Office of National Environment Board (B.E.2548)
- [3/] standard values of seawater quality set by Airports of Thailand Plc (AOT) for guidelines according to the hiring contract with Global Utility Service Co., Ltd. (GUSCO)
- [4/] an increase from aqueous solution in water that does not exceed 500 mg/Lt (aqueous solution in water is 285 mg/Lt as monitored on 24 June 2014)

Treated Water Quality Analysis (Don Mueang International Airport), Fiscal year 2015

Parameter	Unit	Sampling collection date											Standard value no more than[1/]
		Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Jul 2015	Aug 2015	Sep 2015	
1. pH	-	7.8	7.7	7.77	7.86	8.09	7.86	7.81	7.85	8.25	7.89	7.69	5-9
2. Temp		29.7	28.5	25.6	26.6	31.3	31.7	32.4	32.8	32.7	30.8	31.6	-
3. TDS	mg/L	370	392	386	376	350	333	371	335	385	416	366	≤500
4. SS	mg/L	18	14	24	11	32	85	26	24	32	32	32	≤30
5. Settleable Solid	mg/L	<0.1	18	12	13	14	26	17	8	23	5	8	≤0.5
6. COD	mg/L	83.92	68.94	81.66	53.28	91.12	134	98.73	58.22	71.97	72.14	85.41	-
7. BOD_5	mg/L	27.9	7.0	16.8	12.2	17.4	15.0	21.4	7.5	10.9	26.1	19.2	≤20
8. Oil & Grease	mg/L	<0.5	<0.5	1.5	1.1	<0.5	<0.5	<0.5	1.8	<0.5	0.7	<0.5	≤20
9. DO	mg/L	3.6	4.1	5.9	3.7	6.1	4.6	4.3	3.8	5.6	2.3	1.5	-
10. TKN	mg/L	57.4	40.9	54.0	62.6	51.1	68.2	39.9	45.1	42.5	55.4	46.4	≤35
11. NH_3-N	mg/L	48.9	36.5	48.0	56.2	32.9	54.0	33.3	40.7	40.0	49.8	45.3	-
12. NO_3-N	mg/L	<0.02	36.5	<0.02	<0.02	<0.02	<0.02	<0.02	0.04	0.72	0.27	0.06	-
13. Organic-N	mg/L	8.5	4.4	6.0	6.4	18.2	14.2	6.6	4.4	2.5	5.6	1.1	-
14. Sulfide	mg/L	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	≤1.0
15. Pb	mg/L	<0.034	<0.034	<0.034	<0.034	<0.034	<0.034	<0.10	<0.034	<0.034	<0.034	<0.034	-
16. Cd	mg/L	<0.006	<0.006	<0.006	<0.006	<0.006	<0.02	<0.02	<0.02	<0.006	<0.006	<0.006	-
17. Hg	mg/L	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	-

Remark: - [1/] The Notification of the Ministry of Natural Resources and Environment dated 7 November 2005 on Control of Drainage from Buildings of some Categories and Some Size (Type Kor)

Treated Water Quality Analysis (Chiang Mai International Airport), Fiscal year 2015

Parameter	Unit	Sampling collection date											Standard value no more than[1/]
		Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Jul 2015	Aug 2015	Sep 2015	
1. pH	-	7.77	7.82	7.58	7.13	7.50	7.52	7.13	7.52	7.02	7.24	6.89	7.28	5-9
2. Turbidity	NTU	18.8	139.2	287.5	108.0	81.8	90.8	358.2	200	162.8	104.5	101.8	18.0	-
3. SS	mg/L	60	103	182	83	180	344	254	114	82	58	73	33	≤30
4. TDS	mg/L	334	316	382	248	270	307	292	317	257	423	411	280	≤500
5. Settlable Solid	mg/L	2.0	1.5	1.3	1.5	0.6	37	25	3	10.1	1.8	0.3	3.0	≤0.5
6. DO	mg/L	0	2.08	5.8	1.7	<0.1	0.1	<0.1	3.5	2.6	4.3	4.5	2.1	-
7. BOD_5	mg/L	294	498	381	333	964	1,567	512	293	310	175	118	210	≤20
8. COD	mg/L	473	571	454	564	1,355	1,732	927	523	758	568	188	332	
9. Oil & Grease	mg/L	9.0	12	6	13	7	18	10	12	14	16	3	8.0	≤20
10. Sulfide	mg/L	0.14	0.16	0.18	0.14	0.1	0.15	0.13	0.17	0.08	<0.1	0.07	0.05	≤1.0
11. Phosphate-phosphorus	mg/L P	7.215	4.861	13.3	6.656	8.289	8.629	9.068	7.942	32.77	34.2	10.11	7.88	-
12. TKN	mg/L N	116.48	11.54	131.04	60.20	85.68	79.52	277.05	100.24	66.64	28.22	87.3	72.24	≤35
13. NH_3-N	mg/L N	13.79	96.85	3.96	1.26	2.48	4.93	2.0	9.5	3.52	20.5	34.46	13.62	-
14. Total Coliform Bacteria	MPN/ 100 ml	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	6.8	540,000	920,000	-
15. Fecal Coliform Bacteria	MPN/ 100 ml	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	<1,600,000	2.0	540,000	240,000	-

Remark: - [1/] The Notification of the Ministry of Natural Resources and Environment dated 7 November 2005 on Control of Drainage from Buildings of some Categories and Some Size (Type Kor)

Treated Water Quality Analysis (Phuket International Airport), Fiscal year 2015

Parameter	Unit	Sampling collection date												Standard value no more than[1/]
		Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Jul 2015	Aug 2015	Sep 2015	
1. pH	°C	6.78	6.79	5.79	5.76	6.5	6.18	5.78	6.93	6.50	5.88	5.63	6.13	-
2. BOD_5	mg/L	15	31	31	123	25	106	29	26	23	15	7	14	≤20
3. COD	mg/L	230	63	89	226	54	140	75	45	49	68	36	82	-
4. SS	mg/L	10	16	42	55	49	45	15	7	<5	17	28	48	≤30
5. TDS	mg/L	508	410	602	531	601	613	681	458	565	600	706	556	≤700[2/]
6. Settlable Solids	mg/L	0.1	0.2	0.3	0.1	0.3	0.1	<0.1	0.5	0.2	0.3	0.2	0.2	≤0
7. Sulfide	mg/L	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	0.02	<0.01	<0.01	0.36	≤1.0
8. TKN	mg/L	33.85	28.25	28.84	33.88	43.12	40.88	18.48	14.00	21.28	19.04	25.2	14.0	≤35
9. Oil & Grease	mg/L	<1	<1	<1	<1	<1	<1	<1	<1	1	4	2	<1	≤20
10. Fecal Coliform Bacteria	MPN/ 100 ml	1,700	35,000	49	>1,600,000	240	<1.1	1.8	2,200	1,400	14	2	11,000	-
11. Total Coliform Bacteria	MPN/ 100 ml	3,300	54,000	790	>1,600,000	130	<1.1	<1.8	1,100	330	280	240	7,900	-
12. E.Coli	MPN/ 100 ml	1,300	>16,000	49	>16,000	27	<1.1	<1.8	210	330	6.8	<1.8	7,900	-

Remark: - [1/] Notification of the Natural Resources and Environment Ministry on Quality of Drain from some buildings and sizes, Type Kor, dated 7 November 2005

[2/] All water soluble substances shall be increased by no more than 500 mg/L from normal level in usable water

Treated Water Quality Analysis (Mae Fah Luang - Chiang Rai International Airport), Fiscal year 2015

Parameter	Unit	Sampling collection date		Standard valueu no more than[1/]
		Jan 2015	n.a. 2015	
1. pH	-	6.94	7.66	5-9
2. BOD_5	mg/L	23	54	≤30
3. COD	mg/L	183	102	-
4. SS	mg/L	13	38	≤40
5. Settlable Solid	mg/L	0.2	0.4	≤0.5
6. TSD	mg/L	266	160	≤500
7. TKN	mg/L	29.96	22.4	≤1
8. Sulfide	mg/L	<0.01	<0.01	≤35
9. Oil & Grease	mg/L	1	3	≤20
10. Total Coliform Bacteria	MPN/100 ml	130,000	7,000	-
11. Fecal Coliform Bacteria	MPN/100 ml	22,000	4,600	-
12. E.Coli	MPN/100 ml	16,000	2,800	-

Remark: - [1/] Notification of the Natural Resources and Environment Ministry on Quality of Drain from some buildings and sizes, dated 7 November 2005 and published in the Royal Gazette No. 122, Section 125 Ngor

Surface Water Quality Analysis (Suvarnabhumi Airport), Fiscal year 2015

NO.	Water Quality Indices	Std. Limit[1/]	Unit	Sampling sites			
				Nong Ngoo Hao Canal		Lad Krabang Canal	
				Approximately 200 meters before drainage station	Approximately 10 meters after the release point	Approximately 200 meters before drainage station	Approximately 10 meters after the release point
1.	Temperature	-	°c	32	33	30	30
2.	pH	5.5-9.0	-	7.5	7.7	7.5	7.5
3.	Conductivity	-	µs/cm	1,242	1,490	1,410	1,418
4.	TDS	-	mg/l	660	730	698	701
5.	SS	-	mg/l	50.6	67.6	37.2	27.5
6.	DO	>2.0	mg/l	5.2	7.3	6.9	7.5
7.	BOD	≤ 4.0	mg/l	23.3	13.6	15.5	15.3
8.	Oil & Greas	-	mg/l	<1	<1	<1	<1
9	Pb)	≤ 0.05	mg/l	<0.010	<0.010	<0.010	<0.010
10.	Cr	-	mg/l	<0.010	<0.010	<0.010	<0.010
11.	Cd	≤ 0.005	mg/l	<0.003	<0.003	<0.003	<0.003
12.	Hg	≤ 0.002	mg/l	0.0003	0.0002	0.0008	0.0004
13.	Cu	≤ 0.1	mg/l	<0.003	<0.003	<0.003	<0.003
14.	Mn	≤ 1.0	mg/l	0.342	0.444	0.291	0.342
15.	Total Coliform Bacteria	-	MPN/ 100ml	160,000	4,900	7,900	35,000
16.	Fecal Coliform Bacteria	-	MPN/ 100ml	2,200	700	3,300	13,000

Remarks: [1/] Water quality standards for surface water sources type 4 according to the Notification of the Office of National Environment Board No. 8 (B.E.2537) dated 20 January 1994

- The surface water quality type 4 standards include water sources that receive wastewater from specific activities and can benefit consumption and use without common pasteurization and special water quality improvement and benefit industrial use.

Surface Water Quality Analysis (Don Mueang International Airport), Fiscal year 2015

Parameter	Unit	Sampling sites								Standard value no more than[1/]
		Drainage Canal in the north of the airport		Sewage area on northern Khlong Prem Prachakorn		Sewage area after airport drainage		Khlong Thanon (Khlong Song)		
		Mar 2015	Aug 2015	Mar 2015	Aug 2015	Mar 2015	Aug 2015	Mar 2015	Aug 2015	
1. pH	-	9.06	7.68	7.19	7.78	7.30	7.95	7.56	7.37	5.0-9.0
2. DO	mg/L	7.4	0.8	1.1	2.8	0.8	3.8	4.2	0.9	≤4.0
3. SS	mg/L	38	62	8	35	9	40	22	13	-
4. BOD_5	mg/L	29.5	20.2	9	14.5	11	11.8	12.8	12.7	12
5. Oil & grease	mg/L	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05	-
6. Nitrate-nitrogen	mg/L	0.48	0.09	0.03	0.05	<0.02	0.04	<0.02	<0.02	≥5.0
7. Pb	mg/L	<0.003	<0.003	<0.003	0.003	<0.003	<0.003	<0.003	<0.003	-
8. Cd	mg/L	<0.0003	0.0013	<0.0003	0.0008	<0.0003	0.0008	<0.0003	0.0012	-
9. Hg	mg/L	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	<0.0005	-

Remark: [1/] The Notification of the Office of National Environment Board No. 8 (B.E.2537) on quality of surface water in surface water source, type 5, dated 24 February 1994

Surface Water Quality Analysis (Chiang Mai International Airport), Fiscal year 2015

Parameter	Unit	Sampling sites						Standard value no more than[1/]
		Drainage by the fences of CNX		Grand Ville Village		Sources receiving wastewater from CNX		
		Jan 2015	Jul 2015	Jan 2015	Jul 2015	Jan 2015	Jul 2015	
1. pH	-	7.11	7.91	7.26	7.74	7.26	8.20	5.0-9.0
2. Turbidity	NTU	21.7	1.2	16.5	7.7	2.9	20.8	-
3. SS	mg/L	50	4.1	6	1.2	22	1.0	-
4. DO	mg/L	5.9	5.9	5.0	25	4.8	42	≤4.0
5. BOD_5	mg/L	5.2	20	3.1	10	5.5	32	≥2.0
6. Oil & Grease	mg/L	<1	4	1	<1	<1	1.0	-
7. Nitrate-nitrogen	mg/L	1.53	1.0	0.49	0.81	1.68	1.7	≥5.0
8. TKN	mg/L	0.84	3.92	2.52	5.6	2.02	9.52	-
9. Phosphate-phosphorus	mg/L	0.442	2.39	0.716	3.22	0.532	11.24	-
10. Total Coliform Bacteria	MPN/100 ml	35,000	17,000	>1,600,000	>1,600,000	>1,600,000	>1,600,000	≥20,000
11. Fecal Coliform Bacteria	MPN/100 ml	9,200	1,700	>1,600,000	>1,600,000	5,400	>1,600,000	≥4,000

Remark: [1/] The standard value of surface water quality type 3 according to the Notification of the Office of National Environment Board No. 8 (B.E.2537), in reliance on the Enhancement and Conservation of the National Environmental Quality Act B.E.2535 (NEQA 1992) on surface water quality in surface water sources, dated 20 January 1994.

Surface Water Quality Analysis (Phuket International Airport), Fiscal year 2014

Parameter	Unit	Sampling sites				Standard value no more than[1/]
		Raw water pool for tap water production (earth reservoir)		Raw water pool for tap water production (cement reservoir)		
		Jan 2015	Jul 2015	Jan 2015	Jul 2015	
1. pH	-	6.88	6.36	6.88	6.14	5-9
2. Turbidity	NTU	2.6	11.8	7.0	9.1	-
3. SS	mg/L	5	<5	7	<5	-
4. Oil & Grease	mg/L	<1	1	<1	4	<0.5
5. DO	mg/L	4.37	7.0	4.48	8.6	≥4.0
6. BOD_5	mg/L	0.9	1.0	0.9	1.7	≤2.0
7. Fe	mg/L	0.88	0.26	0.66	0.37	-
8. Nitrate-nitrogen	mg/L	0.63	1.04	0.38	<0.02	≤5.0
9. Phosphate-phosphorus	mg/L	1.01	2.33	1.39	0.95	-
10. Total Coliform Bacteria	MPN/100 ml	110	490	130	6.8	≤20,000
11. Fecal Coliform Bacteria	MPN/100 ml	<1.8	7.8	6.8	4.0	≤4,000

Remark: [1/] The standard value of surface water quality type 3 according to the Notification of the Office of National Environment Board No. 8 (B.E.2537), in reliance on the Enhancement and Conservation of the National Environmental Quality Act B.E.2535 (NEQA 1992) on surface water quality in surface water sources, dated 20 January 1994.

Surface Water Quality Analysis (Mae Fah Luang - Chiang Rai International Airport), Fiscal year 2015

Parameter	Unit	Sampling sites								Standard value no more than[1/]
		Huay Hua Khrae, 50 meters before airport entrance		Huay Hua Khrae, 50 meters after exiting airport area		Drainage inside the airport		Raw water pool inside the airport (raw water source for tap water production)		
		Jan 2015	Jul 2015	Jan 2015	Jul 2015	Jan 2015	Jul 2015	Jan 2015	Jul 2015	
1. pH	-	6.82	6.65	6.99	6.51	7.03	6.36	6.52	6.81	5.0-9.0
2. Turbidity	NTU	131.2	18.8	1.5	13.6	6.9	14.1	6.8	3.0	-
3. SS	mg/L	228	92	24	36	6	18	11	16	-
4. DO	mg/L	6.8	5.8	6.0	5.5	5.5	4.5	7.8	7.1	≤4.0
5. BOD_5	mg/L	3.2	3.0	1.8	1.2	0.7	1.8	1.3	0.7	≥2.0
6. Nitrate-nitrogen	mg/L	<0.02	3.13	0.38	0.59	<0.02	2.93	0.25	0.32	≥5.0
7. Oil & Grease	mg/L	2	2	<1	1	<1	1	<1	1	-
8. Phosphate-phosphorus	mg/L	4.01	3.71	1.09	1.90	0.89	1.10	1.03	1.02	-
9. Fe	mg/L	5.85	1.97	2.03	3.38	1.14	4.53	0.57	0.62	-
10. Total Coliform Bacteria	MPN/100 ml	35,000	4,900	1,400	3,300	3,300	4,900	79	490	≥20,000
11. Fecal Coliform Bacteria	MPN/100 ml	9,200	2,400	330	240	1,300	490	33	7.8	≥4,000

Remark: [1/] The standard value of surface water quality type 3 according to the Notification of the Office of National Environment Board No. 8 (B.E.2537), in reliance on the Enhancement and Conservation of the National Environmental Quality Act B.E.2535 (NEQA 1992) on surface water quality in surface water sources, dated 20 January 1994.

Emission

Air quality inspection of Suvarnabhumi Airport's surrounding area, Fiscal year 2015

Measurement stations	Date of measure-ment	Density									
		PM-10 Average per 24 hours (mg/cubic metre)		CO Average per 8 hours (ppm)		NO_2 Average per 1 hours (ppm)		THC Average per 8 hours (ppm)		NMHC Average per 8 hours (ppm)	
		min.	max	min.	max	min.	max	min.	max	min.	max
1. King Mongkut Institute of Technology, Lat Krabang	28 - 31 Mar 2015	0.025	0.045	0.61	1.84	0.0061	0.0296	2.57	3.26	0.06	0.69
	26 - 29 Sep 2015	0.023	0.032	0.26	1.87	0.0020	0.0180	1.49	2.69	0.09	0.51
2. Wat King Kaew	28 - 31 Mar 2015	0.032	0.069	0.65	1.85	0.0065	0.0229	2.27	3.38	0.07	0.69
	26 - 29 Sep 2015	0.023	0.036	0.45	1.16	0.0047	0.0246	1.62	3.04	0.11	0.67
3. Hua Khoo Wararam Temple	28 - 31 Mar 2015	0.029	0.051	0.65	8.90	0.0061	0.0207	2.67	7.79	0.07	5.19
	26 - 29 Sep 2015	0.023	0.027	0.92	1.44	0.0034	0.0250	1.91	2.91	0.23	0.49
4. Rachathewa Moo 10 Community	28 - 31 Mar 2015	0.031	0.093	0.72	2.19	0.0059	0.0218	1.94	3.62	0.14	0.60
	26 - 29 Sep 2015	0.023	0.026	0.48	1.54	0.0026	0.0240	1.92	3.11	0.24	0.55
Standard Values		≤0.12[1/]		≤30[2/]		≤0.17[3/]		-		-	

Remarks: ppm - parts per million

[1/] Notification of the Office of National Environment Board No. 24 (B.E.2547) dated 9 August 2004 on Air quality in general atmosphere

[2/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 33 (B.E.2552).

[3/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 33 (B.E.2552) on nitrogen oxide standard values in the environment

AOT also checked the air quality around Don Mueang International Airport and regional airports. Result of the measurement is as follows:

Air quality inspection of Don Mueang International Airport's surrounding area, Fiscal year 2015

Measurement stations	Date of measurement	Density			
		TSP Average per 24 hours (mg/ppm)	NO_2 Average per 1 hours (ppm)	CO Average per 1 hours (ppm)	THC Average per 24 hours (ppm)
1. Airside Within the project at Airside area (at Air Navigation Aids Station)	19 - 22 Mar 2015 1 - 4 Sep 2015	0.065-0.068 0.039-0.046	0.008-0.045 0.0002-0.023	0.300-0.600 0.11-0.66	0.0023-0.003 0.0025-0.003
2. Bhumibol Adulyadej Hospital	19 - 22 Mar 2015 1 - 4 Sep 2015	0.058-0.071 0.043-0.048	0.006-0.039 0.0038-0.018	0.580-1.120 0.14-1.17	0.0033-0.004 0.0025-0.003
3. Wat Don Mueang School	19 - 22 Mar 2015 1 - 4 Sep 2015	0.117-0.127 0.060-0.075	0.017-0.050 0.00017-0.020	0.200-0.900 0.27-1.27	0.003-0.0031 0.002-0.003
4. Rajabhat Institute	19 - 22 Mar 2015 1 - 4 Sep 2015	0.055-0.068 0.039-0.047	0.004-0.039 0.0024-0.030	0.170-0.880 0.21-1.19	0.003-0.004 0.0022-0.0024
Standard Values		0.33[1/]	0.17[2/]	30[3/]	-

Remarks: ppm - parts per million

[1/] Notification of the Office of National Environment Board No. 24 (B.E.2547) dated 9 August 2004 on Air quality in general atmosphere

[2/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 33 (B.E.2552).

[3/] Notification of the National Environment Board No. 10 (B.E.2538) on Nitrogen Oxide in the atmosphere dated 9 August 2004

- No quality standard for hydrocarbon volume in Thailand has been set

Air quality inspection of Chiang Mai International Airport's surrounding area, Fiscal year 2015

Measurement stations	Date of measurement	Density				
		TSP Average per 24 hours (mg/m^3)	PM-10 Average per 24 hours (mg/m^3)	CO Average per 1 hours (ppm)	NO_2 Average per 1 hours (ppm)	THC Average per 3 hours (ppm)
1. End of northern runway (Chiang Mai University)	22 - 24 Jan 2015 29 - 31 Aug 2015	0.127-0.135 0.073-0.091	0.067-0.072 0.026-0.037	0.07-3.32 0.81-1.01	0.005-0.013 0.002-0.009	2.100-2.710 1.916-2.855
2. Parking Area infront of Passenger Terminal	22 - 24 Jan 2015 29 - 31 Aug 2015	0.066-0.077 0.031-0.053	0.047-0.057 0.014-0.021	0.01-1.49 0.31-1.00	0.001-0.012 0.005-0.012	1.466-1.821 0.902-1.303
3. End of southern runway opposite Fire Station	22 - 24 Jan 2015 29 - 31 Aug 2015	0.088-0.097 0.039-0.047	0.064-0.067 0.025-0.034	0.25-1.27 0.18-0.81	0.008-0.019 0.003-0.018	0.790-1.470 0.850-1.330
4. Ban Ton Goog (Baan Chang Thong)	22 - 24 Jan 2015 29 - 31 Aug 2015	0.049-0.056 0.037-0.040	0.038-0.041 0.025-0.025	0.42-1.18 0.91-1.12	0.004-0.009 0.002-0.012	2.200-2.800 1.716-2.488
5. Mae Hia Community (Tambon Mae Hia Administration)	22 - 24 Jan 2015 29 - 31 Aug 2015	0.031-0.048 0.034-0.039	0.012-0.014 0.028-0.037	0.01-2.00 0.47-1.32	0.002-0.031 0.001-0.012	1.325-3.020 1.230-2.221
6. Ban Umong Community, Suthep, Mueang	22 - 24 Jan 2015 29 - 31 Aug 2015	0.059-0.076 0.099-0.116	0.033-0.037 0.018-0.027	0.61-0.93 0.72-1.12	0.001-0.020 0.001-0.012	0.760-0.980 1.380-2.570
Standard Values		0.33[2/]	0.12[1/]	30[2/]	0.17[3/]	-

Remarks: ppm - parts per million

[1/] Notification of the Office of National Environment Board No. 24 (B.E.2547) dated 9 August 2004 on Air quality in general atmosphere

[2/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 10 (B.E.2538).

[3/] Notification of the National Environment Board No. 33 (B.E.2552) on Nitrogen Oxide in the atmosphere dated 9 August 2004

Air quality inspection of Phuket International Airport's surrounding area, Fiscal year 2015

Measurement stations	Date of measurement	Density				
		TSP Average per 24 hours (mg/m^3)	PM-10 Average per 24 hours (mg/m^3)	CO Average per 8 hours (ppm)	NO_2 Average per 1 hours (ppm)	THC (ppm)
1. At Airside, near Fire and Rescue Station	28 - 31 Jan 2015	0.092-0.105	0.0039-0.046	0.23-0.35	0.007-0.027	2.67-3.02
	22 - 25 Jul 2015	0.069-0.081	0.030-0.037	0.66-1.29	0.003-0.012	1.82-2.94
2. At parking area in front of Passenger Terminal	28 - 31 Jan 2015	0.076-0.098	0.038-0.048	0.34-0.55	0.007-0.026	2.99-4.20
	22 - 25 Jul 2015	0.085-0.091	0.037-0.049	1.15-1.19	0.002-0.012	1.40-3.10
3. Ban Mai Khao (Ban Mai Khao Station)	28 - 31 Jan 2015	0.058-0.061	0.033-0.034	-	-	-
	22 - 25 Jul 2015	0.033-0.036	0.015-0.018	-	-	-
4. Nurulhibadiyah Baan Mhak Prok Mosque	28 - 31 Jan 2015	0.063-0.095	0.038-0.047	-	-	-
	22 - 25 Jul 2015	0.073-0.087	0.042-0.047	-	-	-
5. Passenger terminal construction site	28 - 31 Jan 2015	0.1363-0.180	0.051-0.072	-	-	-
	22 - 25 Jul 2015	0.121-0.158	0.051-0.079	-	-	-
Standard Values		0.33[1/]	0.12[1/]	9[3/]	0.17[3/]	-

Remarks: ppm - parts per million

[1/] Notification of the Office of National Environment Board No. 24 (B.E.2547) dated 9 August 2004 on Air quality in general atmosphere

[2/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 10 (B.E.2538).

[3/] Notification of the National Environment Board No. 33 (B.E.2552) on Nitrogen Oxide in the atmosphere dated 9 August 2004

Air quality inspection of Mae Fah Luang - Chiang Rai International Airport's surrounding area, Fiscal year 2014

Measurement stations	Date of measurement	Density				
		TSP Average per 24 hours (mg/m^3)	PM-10 Average per 24 hours (mg/m^3)	CO Average per 1 hours (ppm)	NO_2 Average per 1 hours (ppm)	THC Average per 3 hours (ppm)
1.Aircraft Bays	28 - 29 Jan 2015	0.105	0.040	0.16-0.66	0.006-0.020	1.330-1.770
	29 - 30 Jan 2015	0.094	0.040	0.34-0.85	0.007-0.017	1.320-1.780
	30 - 31 Jan 2015	0.110	0.053	0.45-0.81	0.006-0.013	1.350-1.730
2. Fang Min School	28 - 29 Jan 2015	0.068	0.057	0.56-1.46	0.003-0.011	1.400-1.830
	29 - 30 Jan 2015	0.060	0.039	0.48-1.04	0.001-0.010	1.420-2.110
	30 - 31 Jan 2015	0.073	0.053	0.28-0.86	0.002-0.009	1.300-2.200
3. Baan Pa Kook	28 - 29 Jan 2015	0.082	0.034	0.24-0.62	0.003-0.008	1.380-1.900
	29 - 30 Jan 2015	0.067	0.032	0.27-0.86	0.003-0.011	1.360-2.130
	30 - 31 Jan 2015	0.102	0.042	0.20-0.43	0.003-0.009	1.350-2.150
Standard Values		0.33[1/]	0.12[1/]	30[2/]	0.17[3/]	-

Remarks: ppm - parts per million

[1/] Notification of the Office of National Environment Board No. 24 (B.E.2547) dated 9 August 2004 on Air quality in general atmosphere

[2/] Nitrogen Oxide allowed in the environment according to the Notification of the National Environment Board No. 10 (B.E.2538).

[3/] Notification of the National Environment Board No. 33 (B.E.2552) on Nitrogen Oxide in the atmosphere dated 9 August 2004

Carbon Footprint Calculation Summary

Suvarnabhumi Airport

	Comparison	2012	2013	2014	Change (%)
Scope 1 ($kgCO_2e$)	**Total**	**1,951,755**	**1,878,871**	**1,863,742**	**-0.8%**
	Per Aircraft Movement	6.212	6.313	6.436	1.9%
	Per Passenger	0.037	0.037	0.040	7.5%
Scope 2 ($kgCO_2e$)	**Total**	**86,487,576**	**83,214,282**	**82,082,947**	**-1.4%**
	Per Aircraft Movement	275.264	279.603	283.467	1.4%
	Per Passenger	1.632	1.620	1.768	8.4%
Total Emissions ($kgCO_2e$)	**Total**	**88,439,331**	**85,093,153**	**83,946,689**	**-1.4%**
	Per Aircraft Movement	281.476	285.916	289.903	1.4%
	Per Passenger	1.669	1.657	1.8084	8.4%

Don Mueang International Airport

	Comparison	2013	2014	Change (%)
Scope 1 ($kgCO_2e$)	**Total**	**375,623**	**422,619**	**+12.5%**
	Per Aircraft Movement	2.61	2.45	-6.1%
	Per Passenger	0.023	0.020	-13.9%
Scope 2 ($kgCO_2e$)	**Total**	**42,154,483**	**43,850,293**	**+4.0%**
	Per Aircraft Movement	292.52	253.94	-13.2%
	Per Passenger	2.56	2.04	-20.4%
Total Emissions ($kgCO_2e$)	**Total**	**42,530.106**	**44,272,912**	**+4.1%**
	Per Aircraft Movement	295.13	256.39	-13.1%
	Per Passenger	2.58	2.05	-20.4%

Chiang Mai International Airport

	Comparison	2013	2014	Change (%)
Scope 1 ($kgCO_2e$)	**Total**	**106,966**	**110,751**	**+3.5%**
	Per Aircraft Movement	2.467	2.104	-14.7%
	Per Passenger	0.020	0.017	-14.7%
Scope 2 ($kgCO_2e$)	**Total**	**8,348,089**	**8,672,531**	**+3.9%**
	Per Aircraft Movement	192.503	164.745	-14.4%
	Per Passenger	1.528	1.308	-14.4%
Total Emissions ($kgCO_2e$)	**Total**	**8,455,055**	**8,783,282**	**+3.9%**
	Per Aircraft Movement	194.970	166.849	-14.4%
	Per Passenger	1.547	1.325	-14.4%

Hat Yai International Airport

	Comparison	2013	2014	Change (%)
Scope 1 ($kgCO_2e$)	**Total**	**74,546**	**84,804**	**+13.8%**
	Per Aircraft Movement	4.247	3.800	-10.5%
	Per Passenger	0.029	0.027	-7.7%
Scope 2 ($kgCO_2e$)	**Total**	**2,838,555**	**2,993,025**	**+5.4%**
	Per Aircraft Movement	161.732	134.102	-17.1%
	Per Passenger	1.112	0.951	-14.5%
Total Emissions ($kgCO_2e$)	**Total**	**2,913,101**	**3,077,829**	**+5.7%**
	Per Aircraft Movement	165.979	137.902	-16.9%
	Per Passenger	1.141	0.978	-14.3%

Mae Fah Luang - Chiang Rai International Airport

	Comparison	2013	2014	Change (%)
Scope 1 ($kgCO_2e$)	**Total**	**14,600**	**114,526**	**-0.1%**
	Per Aircraft Movement	15.96	10.43	-34.7%
	Per Passenger	0.11	0.08	-21.1%
Scope 2 ($kgCO_2e$)	**Total**	**2,068,726**	**2,162,457**	**+4.5%**
	Per Aircraft Movement	288.08	196.86	-31.7%
	Per Passenger	1.90	1.57	-17.4%
Total Emissions ($kgCO_2e$)	**Total**	**2,183,326**	**2,276,983**	**+4.3%**
	Per Aircraft Movement	304.04	207.28	-31.8%
	Per Passenger	2.00	1.65	-17.6%

Electricity Consumption and Greenhouse Gas Emission (tCO_2e) from Electricity in 2014 by Airport

Airport	Electricity Consumption	Unit	Emission (tCO_2e)
• Suvarnabhumi	141,205,827.14	kWh	82,082.95
• Don Mueang	75,434,875.02	kWh	43,850.29
• Chiang Mai	14,919,200.00	kWh	8,672.53
• Hat Yai	5,148,847.00	kWh	2,993.03
• Mae Fah Luang - Chiang Rai	3,720,036.00	kWh	2,162.46

Noise Monitoring

Noise monitoring at 13 stations surrounding Suvarnabhumi Airport 2015

Noise Monitoring System Stations	Standard value [1/]	Result				
		Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015
1. Wat Bueng Bua Temple (north of the east runway, 5 km at the end of airport area)	≤70 dBA	55.1-62.8	56.4-59.8	57.2-61.7	56.4-62.4	58.9-63.1
2. Suthatorn Village (east of Zone NE outside NEF30 area)	≤70 dBA	-	-	-	-	-
3. King Mongkut Institute of Technology Lad Krabang (in NEF35-40 area)	≤70 dBA	56.2-64.8	57.2-62.5	57.6-61.7	57.0-65.0	57.5-65.9
4. Commercial Building next to TOT Lad Krabang Branch in NEF30 area, west of Zone NE	≤70 dBA	62.2-64.9	63.0-66.0	63.1-64.6	62.3-75.7*	62.7-65.8
5. Panason Garden Home Village 3 (outside NEF30 area, north of Zone NW)	≤70 dBA	54.3-62.1	55.5-63.8	56.8-63.5	53.3-74.6*	53.5-58.6
6. Happy Place Village (outside NEF 30 area, east of Zone NW)	≤70 dBA	-	-	-	-	-
7. Kehanakhon 2 Village (within NEF30 area, east of Zone NW)	≤70 dBA	59.0-65.5	60.7-66.1	62.9-67.2	58.4-66.6	58.3-63.9
8. Lad Krabang Canal Community in Soi King Kaew 56/3 (west of Zone NW, in NEF 30 area)	≤70 dBA	55.1-68.1	59.0-64.4	58.6-64.5	55.3-62.6	57.2-60.3
9. Sawitree Apartment, Wat Bang Phli Yai Nai Temple Community (outside NEF 30 area, west of Zone SW)	≤70 dBA	56.1-68.8	56.2-61.6	57.1-64.2	57.7-71.6*	58.0-74.0*
10. Green Lake Village (in NEF30 area, west of Zone SW)	≤70 dBA	58.3-65.8	55.6-64.4	56.5-62.6	55.9-65.0	58.1-62.3
11. Moo 6, Bang Chaloang (within NEF 30 area of Zone SE)	≤70 dBA	-	53.0-60.7	-	48.7-62.0	45.5-62.6
12. Krirk University area (within NEF 30 area of Zone SE)	≤70 dBA	58.7-71.9*	61.9-64.3	61.8-64.8	59.5-65.0	60.1-66.2
13. Wat Bang Chaloang Nai School (within NEF30 area of Zone SE)	≤70 dBA	63.5-68.7	-	-	-	-

Remarks: - [1/] Notification of the Office of National Environment Board No. 15 (B.E.2540) dated 12 March 1996 on General Noise Standard
- March 2015 - Sept 2015 and no result: noise monitoring system under improvement and therefore could not collect data
* For some stations where the values were not within standard value range, the result could be affected by activities from temples or educational institutes or communities near the noise monitoring stations that caused loud noise

Noise Monitoring at 11 Stations surrounding Don Mueang International Airport, fiscal year 2015

Noise Monitoring System Stations	Date	Noise level [dB(A)]		
		Max (Lmax)	24-hour average (Leq(24))	Day-night average sound level (Ldn)
1. North of the taxiway	19 - 21 Mar 2015 2 - 4 Sep 2015	84.3-87.8 92.5-95.8	64.4-65.8 74.0-79.9	68.8-72.0 76.6-84.1
2. South of the taxiway	19 - 21 Mar 2015 2 - 4 Sep 2015	99.2-102.9 92.5-95.7	67.0-67.8 71.8-77.4*	70.7-71.9 75.9-84.4
3. Krai Lat Sueksa School	19 - 21 Mar 2015 2 - 4 Sep 2015	86.4-93.1 91.9-97.5	56.0-58.4 60.6-62.4	60.4-64.3 65.3-66.2
4. Bhumibol Adulyadej Hospital	19 - 21 Mar 2015 2 - 4 Sep 2015	83.2-90.4 82.9-102.9	60.8-64.6 59.6-64.9	66.5-67.9 65.0-67.9
5. Wat Don Mueang Temple	19 - 21 Mar 2015 2 - 4 Sep 2015	89.6-92.7 93.3-99.4	63.3-65.2 67.1-69.0	69.6-69.7 70.4-72.8
6. Pathai Udom Sueksa School,	19 - 21 Mar 2015 2 - 4 Sep 2015	84.1-108.7 91.6-104.5	62.2-64.5 67.4-68.2	66.8-68.2 70.2-72.7
7. Ek Pathum School	19 - 21 Mar 2015 2 - 4 Sep 2015	83.0-89.9 86.4-104.8	62.0-62.1 63.4-68.7	67.5-67.8 69.5-77.5
8. Suan Ek Village	19 - 21 Mar 2015 2 - 4 Sep 2015	82.9-89.2 82.7-84.1	58.7-59.3 57.8-59.3	62.8-64.2 62.3-63.3
9. Wat Samien Naree School	19 - 21 Mar 2015 2 - 4 Sep 2015	92.7-95.5 92.0-103.3	61.0-72.4* 69.9-75.0*	65.6-72.9 70.7-75.2
10. Kasetsart University	19 - 21 Mar 2015 2 - 4 Sep 2015	86.41-92.7 90.5-97.6	59.0-62.2 60.7-63.4	62.8-64.6 63.6-66.8
11. Rajabhat Phra Nakhon Institute	19 - 21 Mar 2015 2 - 4 Sep 2015	88.2-104.4 88.7-107.9	63.3-64.3 62.0-64.6	67.2-67.7 65.9-68.1
Standard values[1/]		115[1/]	70[1/]	-

Remarks: - [1/] Notification of the Office of National Environment Board No. 15 (B.E.2540) dated 12 March 1996 on General Noise Standard
- No standard of average noise level during day and night time
* For some stations where the values were not within standard value range, the result could be affected by activities from temples or educational institutes or communities near the noise monitoring stations that caused loud noise.

Noise Monitoring at 6 Stations surrounding Chiang Mai International Airport, fiscal year 2015

Noise Monitoring System Stations	Date	Noise level [dB(A)]		
		Max (Lmax)	24-hour average (Leq(24))	Day-night average sound level (Ldn)
1. End of north run way (CNX)	23 - 25 Apr 2015 18 - 20 Sep 2015	91.3-95.2 87.9-103.5	63.8-65.5 63.8-67.8	69.3-71.0 67.5-70.3
2. Parking area in front of Passenger Terminal	23 - 25 Apr 2015 18 - 20 Sep 2015	86.0-103.0 90.6-96.2	62.4-66.5 66.4-67.8	66.6-69.0 69.7-70.9
3. South runway, in front of fire station	23 - 25 Apr 2015 18 - 20 Sep 2015	90.5-93.8 86.1-102.7	60.7-63.9 62.0-65.5	65.0-67.7 66.1-68.9
4. Ban Ton Goog Community (Ban Chang Thong)	23 - 25 Apr 2015 18 - 20 Sep 2015	88.9-89.3 84.8-87.8	60.4-66.8 59.7-61.8	65.7-72.9 65.2-66.2
5. Mae Hia Community (Tambon Mae Hia Administration)	23 - 25 Apr 2015 18 - 20 Sep 2015	87.8-96.0 90.6-92.2	59.9-61.2 60.7-61.7	63.5-64.0 63.6-65.3
6. Ban Umong, Suthep, Mueang	23 - 25 Apr 2015 18 - 20 Sep 2015	86.2-92.6 94.6-106.7	61.4-65.4 59.2-80.9	8.4-74.5 63.9-82.1
Standard values		115[1/]	70[1/]	-[2/]

Remarks: - [1/] Notification of the Office of National Environment Board No. 15 (B.E.2540) dated 12 March 1996 on General Noise Standard
- [2/] According to Ldn standard by the US Department of Housing and Urban Development, acceptable noise level is <65dBA, normally unacceptable level is 65-75 dBA and unacceptable level is >75 dBA.

Noise Monitoring at 5 Stations surrounding Phuket International Airport, fiscal year 2015

Noise Monitoring System Stations	Date	Noise level [dB(A)]			
		Max (Lmax)	24-hour average (Leq(24))	Day-night average sound level (Ldn)	L90
1. Airside at fire and rescue station	29 - 31 Jan 2015 23 - 25 Jul 2015	101.9-104.4 110.7-113.7	77.4-77.7 84.4-84.8	83.3-83.5 81.1-90.5	50.9-69.4 58.3-72.9
2. Parking area in front of Passenger Terminal	29 - 31 Jan 2015 23 - 25 Jul 2015	85.6-92.6 81.8-84.8	64.6-65.3 59.6-60.8	69.2-71.2 64.9-65.4	51.6-68.8 50.7-64.8
3. Baan Mai Khao Public Health Center	29 - 31 Jan 2015 23 - 25 Jul 2015	81.7-83.1 83.2-90.0	52.5-52.7 59.4-61.1	59.2-60.6 67.0-68.4	39.3-53.1 46.5-61.3
4. Nurul Ibadiyah Mosque	29 - 31 Jan 2015 23 - 25 Jul 2015	87.5-89.0 69.0-70.7	65.3-65.9 60.9-63.6	70.7-71.1 69.0-70.7	45.3-60.4 45.5-65.2
5. Ban Laem Sai Mosque (Dejadhul Jannah Mosque)	29 - 31 Jan 2015 23 - 25 Jul 2015	85.6-90.2 85.0-87.5	60.0-60.3 58.5-60.6	64.9-65.5 64.4-64.7	40.5-48.6 34.1-62.9
6. Construction site next to Passenger Terminal	29 - 31 Jan 2015 23 - 25 Jul 2015	94.1-96.6 93.0-95.7	63.1-68.8 66.2-68.6	63.3-68.9 72.9-74.2	38.3-55.5 54.8-66.9
Standard values		115[1/]	70[1/]	-[2/]	-

Remarks: - [1/] Notification of the Office of National Environment Board No. 15 (B.E.2540) dated 12 March 1996 on General Noise Standard
- [2/] According to Ldn standard by the US Department of Housing and Urban Development, acceptable noise level is <65dBA, normally unacceptable level is 65-75 dBA and unacceptable level is >75 dBA.

Noise Monitoring at 3 Stations surrounding Mae Fah Luang - Chiang Rai International Airport, fiscal year 2015

Noise Monitoring System Stations	Date	Noise level [dB(A)]		
		Max (Lmax)	24-hour average (Leq(24))	Day-night average sound level (Ldn)
1. Aircraft parking area	29 Jan 2015 30 Jan 2015 31 Jan 2015	83.5 83.2 81.2	57.7 58.3 57.7	59.2 59.7 59.6
2. Ban Pa Goog Community	29 Jan 2015 30 Jan 2015 31 Jan 2015	82.5 98.6 85.8	58.3 57.2 55.9	62.0 60.9 59.9
3. Chiang Rai Government Complex (Chiang Rai Provincial Public Works and Town Office)	29 Jan 2015 30 Jan 2015 31 Jan 2015	90.4 89.7 89.7	59.2 60.2 59.3	60.4 61.5 60.6
Standard values		115[1/]	70[1/]	-

Remarks: - [1/] Notification of the Office of National Environment Board No. 15 (B.E.2540) dated 12 March 1996 on General Noise Standard
- No standard values for the day-night average sound level

GRI Index

GENERAL STANDARD DISCLOSURES				
This report is prepared in accordance with the G4 Guideline of the Global Reporting Initiatives (GRI), covering various indicators in accordance with Core Option				
Standard Disclosure	Disclosure Requirements	Page	Status	Remark
STRATEGY AND ANALYSIS				
G4-1	Provide a statement from the most senior decision-maker of the organization (such as CEO, chair, or equivalent senior position) about the relevance of sustainability to the organization and the organization's strategy for addressing sustainability.	4, 6	Full	
G4-2	Provide a description of key impacts, risks, and opportunities.	8, 14 - 18, 34 - 39	Full	
ORGANIZATIONAL PROFILE				
G4-3	Report the name of the organization.	9	Full	
G4-4	Report the primary brands, products, and services.	10, 118 - 119	Full	
G4-5	Report the location of the organization's headquarters.	9	Full	
G4-6	Report the number of countries where the organization operates, and names of countries where either the organization has significant operations or that are specifically relevant to the sustainability topics covered in the report.	10, 118 - 119	Full	
G4-7	Report the nature of ownership and legal form.	10	Full	
G4-8	Report the markets served (including geographic breakdown, sectors served, and types of customers and beneficiaries).	10 - 11	Full	
G4-9	Report the scale of the organization.	10 - 11, 118 - 119	Full	
G4-10	a. Report the total number of employees by employment contract and gender. b. Report the total number of permanent employees by employment type and gender. c. Report the total workforce by employees and supervised workers and by gender. d. Report the total workforce by region and gender. e. Report whether a substantial portion of the organization's work is performed by workers who are legally recognized as self-employed, or by individuals other than employees or supervised workers, including employees and supervised employees of contractors. f. Report any significant variations in employment numbers (such as seasonal variations in employment in the tourism or agricultural industries).	52 - 54, 125 - 128	Full	
G4-12	Describe the organization's supply chain.	20 - 21	Full	
G4-14	Report whether and how the precautionary approach or principle is addressed by the organization.	34 - 39	Full	
G4-15	List externally developed economic, environmental and social charters, principles, or other initiatives to which the organization subscribes or which it endorses.	11, 85 - 86	Full	
G4-16	List memberships of associations (such as industry associations) and national or international advocacy organizations.	11	Full	
IDENTIFIED MATERIAL ASPECTS AND BOUNDARIES				
G4-17	a. List all entities included in the organization's consolidated financial statements or equivalent documents. b. Report whether any entity included in the organization's consolidated financial statements or equivalent documents is not covered by the report.	10	Full	
G4-18	a. Explain the process for defining the report content and the Aspect Boundaries. b. Explain how the organization has implemented the Reporting Principles for Defining Report Content.	19	Full	
G4-19	List all the material Aspects identified in the process for defining report content.	19	Full	
G4-23	Report significant changes from previous reporting periods in the Scope and Aspect Boundaries.	12 - 13	Full	
STAKEHOLDER ENGAGEMENT				
G4-24	Provide a list of stakeholder groups engaged by the organization.	22 - 26	Full	
G4-25	Report the basis for identification and selection of stakeholders with whom to engage.	23	Full	
G4-26	Report the organization's approach to stakeholder engagement, including frequency of engagement by type and by stakeholder group, and an indication of whether any of the engagement was undertaken specifically as part of the report preparation process.	23 - 26	Partial	

Standard Disclosure	Disclosure Requirements	Page	Status	Remark
G4-27	Report key topics and concerns that have been raised through stakeholder engagement, and how the organization has responded to those key topics and concerns, including through its reporting. Report the stakeholder groups that raised each of the key topics and concerns.	23 - 26	Full	
REPORT PROFILE				
G4-28	Reporting period (such as fiscal or calendar year) for information provided.	9	Full	
G4-29	Date of most recent previous report (if any).	9	Full	
G4-30	Reporting cycle (such as annual, biennial).	9	Full	
G4-31	Provide the contact point for questions regarding the report or its contents.	9	Full	
G4-32	a. Report the 'in accordance' option the organization has chosen. b. Report the GRI Content Index for the chosen option. c. Report the reference to the External Assurance Report, if the report has been externally assured. GRI recommends the use of external assurance but it is not a requirement to be 'in accordance' with the Guidelines.	145	Full	
GOVERNANCE				
G4-34	Report the governance structure of the organization, including committees of the highest governance body. Identify any committees responsible for decision-making on economic, environmental and social impacts.	27 - 33	Full	
G4-36	Report whether the organization has appointed an executive-level position or positions with responsibility for economic, environmental and social topics, and whether post holders report directly to the highest governance body.	28	Full	
G4-39	Report whether the Chair of the highest governance body is also an executive officer (and, if so, his or her function within the organization's management and the reasons for this arrangement).	28	Full	
G4-40	Report the nomination and selection processes for the highest governance body and its committees, and the criteria used for nominating and selecting highest governance body members.	28	Full	
G4-45	a. Report the highest governance body's role in the identification and management of economic, environmental and social impacts, risks, and opportunities. Include the highest governance body's role in the implementation of due diligence processes. b. Report whether stakeholder consultation is used to support the highest governance body's identification and management of economic, environmental and social impacts, risks, and opportunities.	36 - 37	Partial	
G4-46	Report the highest governance body's role in reviewing the effectiveness of the organization's risk management processes for economic, environmental and social topics.	36 - 37	Full	
G4-47	Report the frequency of the highest governance body's review of economic, environmental and social impacts, risks, and opportunities.	36 - 38	Full	
ETHICS AND INTEGRITY				
G4-56	Describe the organization's values, principles, standards and norms of behavior such as codes of conduct and codes of ethics.	27	Full	

SPECIFIC STANDARD DISCLOSURES				
Standard Disclosure	Disclosure Requirements	Page	Status	Remark
CATEGORY: ECONOMIC				
ASPECT: ECONOMIC PERFORMANCE				
G4-DMA	Generic Disclosures on Management Approach	43 - 45	Full	
G4-EC1	Direct economic value generated and distributed	11	Full	
ASPECT: MARKET PRESENCE				
AO1	Total number of passengers annually, broken down by passengers on international and domestic flights, and broken down by origin-and-destination and transfer passengers, including transit passengers	11, 42, 121	Full	
AO2	Total annual number of aircraft movements by day and by night, broken down by commercial passenger, commercial cargo, general aviation, and state aviation flights	11, 42, 121 - 124	Full	
AO3	Total amount of cargo tonnage	11, 42, 124	Full	

Standard Disclosure	Disclosure Requirements	Page	Status	Remark
ASPECT: INDIRECT ECONOMIC IMPACTS				
G4-DMA	Generic Disclosures on Management Approach	90 - 92	Full	
G4-EC7	Development and impact of infrastructure investments and services supported	93 - 97, 104 - 106, 110	Full	
G4-EC8	Significant indirect economic impacts, including the extent of impacts	46, 93 - 97, 104 - 106, 110	Full	
CATEGORY: ENVIRONMENTAL				
G4-DMA	Generic Disclosures on Management Approach	80 - 81	Full	
ASPECT: ENERGY				
G4-DMA	Generic Disclosures on Management Approach	87	Full	
G4-EN3	Energy consumption within the organization	140 - 141	Partial	
G4-EN5	Energy intensity	140 - 141	Partial	
G4-EN6	Reduction of energy consumption	87	Partial	
ASPECT: WATER				
G4-DMA	Generic Disclosures on Management Approach	109 - 110		
G4-EN8	Total water withdrawal by source	130	Full	
G4-EN10	Percentage and total volume of water recycled and reused	130	Partial	
AO4	Quality of storm water by applicable regulatory standards	134 - 136	Full	
ASPECT: BIODIVERSITY				
G4-DMA	Generic Disclosures on Management Approach	73, 101 - 102, 106 - 107, 109	Full	
G4-EN11	Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	73, 101 - 102, 106 - 107, 110 - 112	Partial	
G4-EN12	Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas	73, 101 - 102, 106 - 107, 110 - 112	Partial	
G4-EN13	Habitats protected or restored	101 - 102, 106 - 107, 110 - 112	Partial	
ASPECT: EMISSIONS				
G4-DMA	Generic Disclosures on Management Approach	85, 101 - 102	Full	
G4-EN15	Direct greenhouse gas (GHG) emissions (Scope 1)	86	Partial	
G4-EN16	Energy indirect greenhouse gas (GHG) emissions (Scope 2)	86	Partial	
G4-EN18	Greenhouse gas (GHG) emissions intensity	140 - 141	Partial	
G4-EN19	Reduction of greenhouse gas (GHG) emissions	141	Partial	
G4-EN21	NO_x, SO_x, and other significant air emissions	137 - 139	Full	
AO5	Ambient air quality levers according to poppulant concentrations in microgram per cubic meter (µg/m3) or parts per million (PPM) by regulatory rejime.	137 - 139	Full	
ASPECT: EFFLUENTS AND WASTE				
G4-DMA	Generic Disclosures on Management Approach	100	Full	
G4-EN22	Total water discharge by quality and destination	130 - 133	Full	
G4-EN23	Total weight of waste by type and disposal method	100, 129	Full	
ASPECT: NOISE				
G4-DMA	Generic Disclosures on Management Approach	82 - 83	Full	
AO7	Number and percentage change of people residing in areas affected by noise	84, 142 - 144	Full	
CATEGORY: SOCIAL				
SUB-CATEGORY: LABOR PRACTICES AND DECENT WORK				
ASPECT: EMPLOYMENT				
G4-DMA	Generic Disclosures on Management Approach	55 - 58	Full	
G4-LA1	Total number and rates of new employee hires and employee turnover by age group, gender and region	52 - 54, 125 - 127	Full	
G4-LA2	Benefits provided to full-time employees that are not provided to temporary or part-time employees, by significant locations of operation	46 - 49, 55	Partial	
G4-LA3	Return to work and retention rates after parental leave, by gender	128	Full	
ASPECT: LABOR/MANAGEMENT RELATIONS				
G4-LA4	Minimum notice periods regarding operational changes, including whether these are specified in collective agreements	55	Full	

Standard Disclosure	Disclosure Requirements	Page	Status	Remark
ASPECT: OCCUPATIONAL HEALTH AND SAFETY				
G4-DMA	Generic Disclosures on Management Approach	64 - 65	Full	
G4-LA5	Percentage of total workforce represented in formal joint management-worker health and safety committees that help monitor and advise on occupational health and saftey programs	64	Full	
G4-LA6	Type of injury and rates of injury, occupational diseases, lost days, and absenteeism, and total number of work-related fatalities, by region and by gender	66	Full	
G4-LA8	Health and safety topics covered in formal agreements with trade unions	64 - 65	Full	
ASPECT: TRAINING AND EDUCATION				
G4-DMA	Generic Disclosures on Management Approach	55	Full	
G4-LA9	Average hours of training per year per employee by gender, and by employee category	59, 128	Full	
G4-LA10	Programs for skills management and lifelong learning that support the continued employability of employees and assist them in managing career endings	56 - 57, 60 - 61	Full	
G4-LA11	Percentage of employees receiving regular performance and career development reviews, by gender and by employee category	62 - 63	Partial	
ASPECT: DIVERSITY AND EQUAL OPPORTUNITY				
G4-LA12	Composition of governance bodies and breakdown of employees per employee category according to gender, age group, minority group membership, and other indicators of diversity	52	Partial	
SUB-CATEGORY: HUMAN RIGHTS				
ASPECT: INVESTMENT				
G4-HR2	Total hours of employee training on human rights policies or procedures concerning aspects of human rights that are relevant to operations, including the percentage of employees trained	57	Partial	
ASPECT: SECURITY PRACTICES				
G4-HR7	Percentage of security personnel trained in the organization's human rights policies or procedures that are relevant to operations	56 - 57	Partial	
SUB-CATEGORY: SOCIETY				
ASPECT: LOCAL COMMUNITIES				
G4-DMA	Generic Disclosures on Management Approach	88 - 92, 98, 101 - 103, 106, 109	Full	
G4-SO1	Percentage of operations with implemented local community engagement, impact assessments, and development programs	93 - 97, 101 - 105, 107 - 108, 110 - 113	Full	
ASPECT: ANTI-CORRUPTION				
G4-DMA	Generic Disclosures on Management Approach	-	Full	http://airportthai.co.th/corporate/th/643-gcg1
ASPECT: PUBLIC POLICY				
G4-DMA	Generic Disclosures on Management Approach	103	Full	
G4-SO6	Total value of political contributions by country and recipient/beneficiary	105	Full	
SUB-CATEGORY: PRODUCT RESPONSIBILITY				
ASPECT: CUSTOMER HEALTH AND SAFETY				
G4-DMA	Generic Disclosures on Management Approach	67 - 71	Full	
G4-PR1	Percentage of significant product and service categories for which health and safety impacts are assessed for improvement	67 - 73	Full	
AO9	Total annual number of wildlife strikes per 10,000 aircraft movements	73	Full	
ASPECT: PRODUCT AND SERVICE LABELING				
G4-DMA	Generic Disclosures on Management Approach	74, 98	Full	
G4-PR3	Type of product and service information required by the organization's procedures for product and service information and labeling, and percentage of significant product and service categories subject to such information requirements	46 - 49, 75 - 77, 120	Full	
G4-PR5	Results of surveys measuring customer satisfaction	12, 112	Partial	
ASPECT: BUSINESS CONTINUATION AND EMERGENCY PREPAREDNESS				
G4-DMA	Generic Disclosures on Management Approach	34, 69 - 72	Full	
ASPECT: PROVISION OF SERVICE OR FACILITIES FOR PERSONS WITH SPECIAL NEEDS				
G4-DMA	Generic Disclosures on Management Approach	74, 77, 97	Full	


AOT OPERATES
THE WORLD'S
SMARTEST
AIRPORTS

Airports of Thailand Public Company Limited [AOT]
333 Cherdwutagard Road, Srikan Subdistrict,
Don Mueang District, Bangkok 10210, Thailand

Tel : (66) 2535 1192
Fax : (66) 2535 4061
E-mail : aotcsr@airportthai.co.th

www.airportthai.co.th

"Printed on EPO paper of eco-friendly type and used soy ink in the printing process"