

(Translation)

**Minutes of the Extraordinary General Meeting of Shareholders No. 1/2014  
Airports of Thailand Public Company Limited  
Wednesday, April 30, 2014  
Suvarnabhumi Grand Ballroom, Novotel Suvarnabhumi Hotel**

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**Attending Directors**

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|---------------------------------------|--|
| 1. Squadron Leader Sita Divari        | Chairman   |
| 2. Air Chief Marshal Araya Ngampraman | Vice Chairman, Chairman of<br>Audit Committee and Chairman<br>of Risk Management Committee |
| 3. Mr. Pongsak Semson                 | Vice Chairman, Chairman of<br>Nomination Committee and<br>Chairman of the Executive Board  |
| 4. Mr. Wattana Tiengkul               | Director   |
| 5. Mr. Wisanu Subsonpon               | Director   |
| 6. Mr. Makin Petplai                  | Director and Secretary and<br>President  |

**Absent Directors**

- |                                  |                    |
|----------------------------------|--------------------|
| 1. Mr. Arkhom Termpittayapaisith | Director (engaged) |
| 2. Mr. Tirachai Vutithum         | Director (engaged) |
| 3. Mr. Thanin Angsuwarangsi      | Director (engaged) |
| 4. Miss Suttirat Rattanachot     | Director (engaged) |

**Other Attendees**

- |                             |  |
|-----------------------------|--|
| 1. Mrs. Poolsiri Virojanapa | Senior Executive Vice President<br>(Accounting and Finance) and<br>Chief Financial Officer (CFO) |
| 2. Miss Shanalai Chayakul   | Company Secretary  |
| 3. Mr. Thiti Kummerdee      | Legal Advisor<br>Representative of HNP Legal Ltd.  |

**The Meeting commenced at 14.00 hrs.**

Squadron Leader Sita Divari, Chairman of the Board of Directors, acted as the Chairman of the Meeting pursuant to the Articles of Association of Airports of Thailand Public Company Limited (AOT).

**Chairman** expressed thank to the shareholders for attending the Extraordinary General Meeting of Shareholders No.1/2014 of AOT at this time and informed the Meeting that it is time to commence the Meeting as specified in the Invitation Notice of the Meeting. Therefore, the Chairman informed the Meeting that out of the total number of 1,428,570,000 shares, at the commencement of the Meeting, there were 333 shareholders who hold an aggregate number of 1,353,357 shares attending the

Meeting in person, representing 0.09% of the total shares, and 182 shareholders who hold an aggregate number of 1,208,137,652 shares, attending the Meeting by proxy, representing 84.57% of the total shares. Since the total number of shares registered in the attendance sheet of the Meeting was 1,209,491,009 shares, representing 84.66 % of the total sold shares of AOT, this constituted a quorum.

Prior to the commencement of the Meeting, Chairman introduced the directors, executives and the legal advisor of AOT, who were attending the Meeting, to the Meeting. The Chairman further stated that all executives of AOT attended this Meeting in order to give information and explanation to the shareholders in order to promote good corporate governance in respect of the protection of the rights of shareholders.

For the Extraordinary General Meeting of Shareholders No.1/2014, there were 3 agenda items to be presented at the Meeting, as detailed in the Invitation Notice of the Meeting, which having been distributed to all the shareholders. Then, the Chairman then assigned Miss Shanalai Chayakul, the Company Secretary to explain the procedures of discussion and voting at this meeting.

**Miss Shanalai Chayakul** (Company Secretary) informed the Meeting that, in order for the minutes would be recorded correctly, any person wishing to give any statement shall raise his/her hand. After the Chairman has given permission, such person would make his/her way to the microphone, which was prepared at the Meeting, and stated as follows:

- First name and last name of the person who is permitted to discuss;
- Status of such person as a shareholder or proxy

Then such person can discuss the matter in such agenda item. Since there were a large number of shareholders attending the Meeting, in order to manage the time spent for this meeting, the Company Secretary explained on the voting procedures to the Meeting as follows:

- In casting vote in the Meeting, each shareholder has the equal vote, that is, one vote is allocated for one share.
- With regard to the shareholders attending the Meeting in person, or by proxy as per the proxy form B, their votes shall be cast either for approval, disapproval or abstention, and the votes on each agenda item cannot be divided.
- With regard to the proxies of foreign investors, who had appointed a custodian in Thailand to take custody and depository of their shares and used the proxy form C, their votes in each agenda item can be divided.
- For Agenda Item 2 which is the agenda to consider and approve the election of new directors to replace the directors retiring from the office by rotation, AOT will collect all the ballots from the shareholders and proxies, regardless of whether approval, disapproval or abstention votes are cast. Moreover, the votes cast for each newly elected director will be separated.
- In voting on each agenda item, the shareholders and proxies attending the Meeting will be asked to mark in only one box. The ballot which did not express intention of voter, for instance, the ballot sheets on which more than one box are marked, or the ballots with a cross-out without any initial attached, shall be

considered as void ballots. Accordingly, in the case of correction of the votes, shareholders were kindly requested to cross out the previous votes cast and initial thereto.

**Chairman** In order to comply with the good guideline in attending the shareholders' meeting of the listed companies, the guideline stipulated that in counting the votes of the Meeting, there should be the intermediaries to check the voting to be transparent. Therefore, the Chairman invited two representatives of HNP Legal Ltd., the legal advisors of AOT for this meeting, and two volunteer shareholders were invited, to the vote counting table, to be intermediaries and witnesses for voting. The witnesses comprised the following persons.

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|------------------------------|---------------------------------|
| 1. Mr. Chayuth Niyomdej      | Proxy                           |
| 2. Mr. Phaiboon Komoldis     | Shareholder                     |
| 3. Miss Boonyaorn Phopoonsak | Representative of legal advisor |
| 4. Miss Supasiri Korattana   | Representative of legal advisor |

### **Agenda Item 1 Matter to be informed to the shareholders**

**Chairman** informed the Meeting that AOT held the 2013 Annual General Meeting of Shareholders, on Friday, January 24, 2014. In considering Agenda Item 5 which is the agenda to consider and approve the election of new directors to replace the directors retiring from the office by rotation, the proxy from the Ministry of Finance informed the Meeting that, the Ministry of Finance had discussed on this matter with the Election Commission of Thailand and the Council of State in regard to the performing of duty of the Ministry of Finance due to the House of Representatives' dissolution regarding the issue of appointment of the member of the board of state enterprise whether such appointment violates Section 181 of the Constitution of the Kingdom of Thailand or not. As such matter was under the consideration of both agencies which would give the reply, therefore, if the Ministry of Finance elected the member of the AOT's Board of Directors in the such Annual General Meeting of Shareholders, it might be the action violating Section 181 of the Constitution of the Kingdom of Thailand or the resolution of the Cabinet dated 10 December 2013. Accordingly, for the sake of appropriateness and the prudence, it was deemed appropriate to propose the Annual General Meeting of Shareholders that it was inappropriate to consider on the election of the AOT's Board of Directors in replacement of those who retired by rotation at that Meeting. The Meeting resolved, by a affirmative majority vote of the shareholders attending the Meeting and having voting rights, to approve the proposal of Ministry of Finance that unsuitable for electing the Directors in replacement of those who retired by rotation at that time. As a result, there were only 10 members of the Board of Directors of AOT until the Shareholders' Meeting would further resolve to appoint additional directors.

Later, the Election Commission of Thailand and the Council of State had considered the matter and replied the inquiry. Election Commission of Thailand had the opinion that the nomination of person to be a director of the Board of Directors of the state enterprise and juristic person whose their shares had been held by the Ministry of Finance according to the right of the Ministry of Finance as a shareholder for the consideration of the Board of Directors of each business or for the

consideration of the Shareholders' Meeting, was not required to be proposed and approved by the Election Commission of Thailand in accordance with the Section 181 of the Constitution of the Kingdom of Thailand. The Council of State gave the opinion that in case where any state enterprise was a limited company or limited public company, the appointment of Board of Directors of such state enterprise was the authority of general meeting of shareholders, it was not the authority of the cabinet or minister to appoint them. The nomination of person to be appointed by meeting of shareholders, the voting in general meeting of shareholders for electing person to be directors, were the protection of right of such state agency who was the share owner and to protect the state agency's benefit, accordingly, it was not the action violating Section 181 of the Constitution of the Kingdom of Thailand coupled with the resolution of the Cabinet dated 10 December 2013. Therefore, AOT had held this Extraordinary General Meeting of Shareholders in order to consider and appoint the directors of AOT to be 15 directors according to the Articles of Association of AOT.

**Resolution** The Meeting acknowledged accordingly.

### **Agenda Item 2 To elect directors**

**Chairman** informed the Meeting that according to Article 36 of the Articles of Association of AOT, it stipulates that "The Company shall have a Board of Directors comprising not less than five (5) directors but no more than fifteen (15) directors elected by the shareholders' meeting, to operate the business of the Company". Moreover, there must be the independent directors at least one-third (1/3) of total directors, but must not exceed three (3) directors, and the directors of not less than the half (1/2) of total directors must have the domicile in the Kingdom. The Directors must have the qualifications as stipulated by law and the Articles of Association. At least one (1) director must have the knowledge and competency in accounting and finance.

The Nomination Committee had nominated the appropriate persons to be additional directors of AOT in order that there would be 15 directors according to the Articles of Association as follows:-

(1) Pol.Gen. Krisna Polananta	Independent Director
(2) Pol.Lt.Gen Pharnu Kerdlarpphon	Director
(3) Mr. Rakop Srisupa-at	Director
(4) Mr.Tongthong Chandransu	Independent Director
(5) Mr. Nantasak Poolsuk	Independent Director

As there was no additional shareholder's inquiry on this agenda item, then, the Chairman asked the shareholders to vote for electing the directors upon person by person basis.

**Resolution** The Meeting resolved to elect the directors of AOT, by the votes as follows:-

(1) Pol.Gen. Krisna Polananta

Independent Director

<b>Votes</b>	<b>Votes Number of votes cast (1 share = 1 vote)</b>	<b>Percentage of the number of shares held by the shareholders attending the Meeting and having the right to vote</b>
<b>Approved</b>	1,241,602,865	99.9000
<b>Disapproved</b>	351,084	0.0300
<b>Abstained</b>	931,310	0.0700
<b>Void ballots</b>	13,190	0.0000

(2) Pol.Lt.Gen Pharnu Kerdlarpphon

Director

<b>Votes</b>	<b>Votes Number of votes cast (1 share = 1 vote)</b>	<b>Percentage of the number of shares held by the shareholders attending the Meeting and having the right to vote</b>
<b>Approved</b>	1,238,058,037	99.6100
<b>Disapproved</b>	3,868,132	0.3100
<b>Abstained</b>	958,790	0.0800
<b>Void ballots</b>	13,490	0.0000

(3) Mr. Rakop Srisupa-at

Director

<b>Votes</b>	<b>Votes Number of votes cast (1 share = 1 vote)</b>	<b>Percentage of the number of shares held by the shareholders attending the Meeting and having the right to vote</b>
<b>Approved</b>	1,237,794,791	99.5900
<b>Disapproved</b>	3,864,298	0.3100
<b>Abstained</b>	1,230,760	0.1000
<b>Void ballots</b>	8,600	0.0000

(4) Mr.Tongthong Chandransu

Independent Director

<b>Votes</b>	<b>Votes Number of votes cast (1 share = 1 vote)</b>	<b>Percentage of the number of shares held by the shareholders attending the Meeting and having the right to vote</b>
<b>Approved</b>	1,234,393,735	99.3200
<b>Disapproved</b>	7,266,154	0.5800
<b>Abstained</b>	1,231,560	0.1000
<b>Void ballots</b>	7,000	0.0000

(5) Mr. Nantasak Poolsuk

Independent Director

<b>Votes</b>	<b>Votes Number of votes cast (1 share = 1 vote)</b>	<b>Percentage of the number of shares held by the shareholders attending the Meeting and having the right to vote</b>
<b>Approved</b>	1,234,475,975	99.3200
<b>Disapproved</b>	7,184,134	0.5800
<b>Abstained</b>	1,225,940	0.1000
<b>Void ballots</b>	12,400	0.0000

### **Agenda Item 3 Other Matters**

**Chairman** asked the Meeting if there were any shareholders who wished to raise questions or provided opinions or not.

**Mr. Kitti Sanitwong Na Ayutthaya** (proxy) inquired on the benefit which Thailand would receive from the AEC's establishment and which SEA country whose its airports have the potential and aviation traffic volume less than Thailand (which is at the first rank).

**Chairman** replied the inquiry that, as AOT was responsible for aviation business, accordingly, he would mention only on the benefit which AOT would receive from the AEC's establishment because Thailand had appropriate location. As Thailand had the exit to seas and its areas were adjacent to many neighboring countries, accordingly, Thailand was a leading country of ASEAN. As a result, if AOT had good preparation, AOT would be gateway of country and would have an opportunity to expand its business which might result in increase of profit. Although the past period of time, he used to express that the political uncertainty may cause the large state enterprises to be unable to expand their businesses. But, at present, the

personnel at all levels of organization, regardless of the personnel who had been appointed as new employees of AOT, the senior executives and the Board of Directors of AOT could well coordinate and work together reflecting in the AOT's performance of the previous year. AOT staffs' intention to work and not taking outside issue into organization resulted in stability of AOT although it had effect in decreasing foreign tourists due to the political condition. Then, Chairman asked the President to inform the meeting more details.

**President** informed the Meeting that the cooperation in AEC was advantageous for all member economies and would be positively beneficial to each country and overall economics of 10 countries, and it would result in more economic integration and business operations. Furthermore, Thailand which had less than 100 million populations would also access the economics system that supporting 600 million populations. AOT had run airport business, accordingly, AOT incomes were from passenger traveling. The AOT passengers were classified into 3 types: domestic passengers; business passengers who operated international business and tourist passengers. AEC opening would expand passengers base from one country to ten countries. Furthermore, Thailand had been well known for tourism and had strong tourism industry in Asia Pacific. AEC opening would boost passengers volume that would be beneficial to AOT. In overall preparation, Singapore was the leading country in airport operation because it was the port and had deep sea port. However, Thailand had been considered as the most potential country in location, environment, population and tourism. Air traveling business in Singapore had limitation only in one point whereas AOT provides service in total 6 airports and all were the large airports comparing with Singapore Airport.

**Mr. Kitti Sanitwong Na Ayudhaya** (proxy) said that he read Myanmar Business Review which detailed that total populations of AEC would be approximately 600 million people and if India joined AEC, total population would be 1,700 million people which was more than populations in Europe. Furthermore, he knew that there were some comments on agreement between Thailand and Myanmar regarding the Tawai and Laemchabang Deep Sea Ports building which had not been processed. Thailand had to dig Kra Isthmus to serve additional product volumes and he knew that, currently, Isthmus digging was easy by laser, atomic energy or underground tunnel. Then, he questioned if Thai government be strong and could process Kra Isthmus, transportation volumes among airports in Thailand would increase?

**President** answered the question that if the situation really happened, traffic/transportation volumes would exactly increase in overall because AOT tried to boost tourism and GDP. Passengers volume was like to increase as well. However, Kra Isthmus digging would affect global logistics system because navigation route changed from navigation had to go indirect from Indonesia to Singapore which had to study much details of procedure. But in summary, it would be the benefits to Thailand in every dimension.

**Ms. Krittima Srisomsak** (proxy) questioned about the fact in case of newspaper regarding granting right to operate ground service for Private Jet Terminal at Phuket International Airport to an affiliate of Charoenphokpand PLC.

**Chairman** answered the question that current Passenger Terminal of Phuket Airport could serve approximately 6.5 million passengers whereas there were currently 11 million passengers travelling to Phuket. It was expected that this growth rate would be continuously higher. Therefore, AOT processed the construction of new international passenger terminal to replace the old one which would be renovated as domestic passenger terminal later. However, Phuket International Airport could not fully serve Private Jet because of insufficient ramp. Two potential private service providers submitted proposal for private jet service operation: MJET Co., Ltd. and Siamland Flying Co., Ltd. AOT gained less income from private jet because of small passenger volume with private jet and service charge would be also considered by weight and size of airplane. If the private jet was small, AOT could charge less. However, when comparing with the large airplane containing 200-300 passengers, the private jet passengers could more afford, it would result in more spending. If the private service providers had enough area and such operation was not against the AOT mission or flying activities, AOT would consider the proposal of potential service provider.

**Ms. Krittima Srisomsak** (proxy) questioned that whether there was a bidding for granting right to operate ground service for private jet.

**Chairman** answered the question that AOT consider to giving the right to private service provider who submitted the proposal by mean of remuneration agreement.

**Ms. Krittima Srisomsak** (proxy) questioned about the conditions and transparency in service provider selection for private jet terminal including public information release because she had been informed by newspaper that MJET Co., Ltd. might not knew before about the proposal submission of Siamland Flying Co., Ltd. and she also questioned whether such investment was the joint investment with AOT.

**Chairman** answered the question that AOT did not conduct an auction for such project and did not block any service providers. AOT shall invite service provider who submitted the proposal for discussion. If the compensation of such operation was in line with the condition, AOT will give the permission for operation.

**President** stated that the granting right to operate ground service for private jet terminal was to increase capacity of Phuket International Airport for bay management to cover demand and economics value added of Phuket. The investment plan must use private land because AOT had no land. Then, Siamland Flying Co., Ltd. informed that it was ready to operate such service. AOT would negotiate and set the operation conditions in complying with related law and benefits of AOT.

**Ms. Krittima Srisomsak** (proxy) questioned that the concession of Don Mueang International Airport would terminate soon, whether AOT would open bidding to other service providers beside MJET Co., Ltd. or would do the auction among several investors for transparency or not.

**Chairman** stated that, in overall, Bangkok had 2 airports which were Suvarnabhumi Airport and Don Mueang International Airport. Suvarnabhumi Airport

had no private jet service but Don Mueang did. If AOT exploited the private jet area for other business, AOT would gain more benefits but AOT had to provide private jet service because it was the country's infrastructure. Therefore, when the contract with MJET Co., Ltd. terminated in the future, AOT had not yet had development plan for the land. However, land exploitation for commercial purpose had to consider the business which could generate more profits. The essential factor to be considered was that if AOT did not provide private jet service, Thailand would have no airport for private jet landing.

**President** clarified at the Meeting that although the business of private jet services would not gain more incomes, but AOT supported to add more service area for private jet services. If any company submitted operation plan with own service area, AOT would consider all proposals.

**Ms. Krittima Srisomsak** (proxy) questioned that in case Phuket International Airport had passenger terminal building for personal airplane service, and a private service provider got concession, Would such service provider get Exclusive Right with all nationalities of airplane or all Thai private jets have to use service here?

**President** answered the question by stating that the one receiving service may be either Thai or foreigner. As for Exclusive Right concession, further details must be taken into account whether the service area was suitable for business. If three entrepreneurs might conduct business together, AOT might allow all three to act as service providers. However, if the size of the clients made it appropriate that only one private sector should act as service provider, then AOT would oversee that the service provider can also conduct business.

**Mr. Kitti Sanitwong Na Ayutthaya** (proxy) asked if AOT had taken into consideration that in the future Suvarnabhumi Airport would reach its maximum service quotient and the clients might have to use other airports since the business would grow very fast. An example of an airport with maximum service quotient would be Don Mueang International Airport. Also, did AOT consider if Utapao airport would be able to provide personal planes and how would it be handled. Moreover, did AOT consider building a new airport after Suvarnabhumi Airport using computer simulator to assist the consideration. The purpose of all of these was to support the business growth because of the border opening of ASEAN in the future. Business growth would accelerate and if Korkodkra canal should be excavated or a cross over tunnel was dug, AOT would be able to increase its market share in Asian flight controlling, placing more in Thailand. For Korkodkra canal excavation, the countries that gave very strong support were Japan and China as the shorter distance would save fuel and made fuel reservation no longer necessary. Therefore, the inquiry would be whether AOT had considered business expansion by building a new airport and in what province.

**President** answered that Suvarnabhumi Airport was built to support 45 million passengers per year. Currently, there are 53 million passengers per year. AOT began the second phase of Suvarnabhumi Airport in order to support 60 million passengers per year. However, at present the number of passengers had already reached 53 million per year. When the project was finished, the number of passenger would immediately change to 60 million people. According to the initial plan, Phase

Two construction should have commenced immediately once the construction work of Suvarnabhumi Airport was completed in 2006, and the Phase Two construction was expected to be completed within 2011 in order to accommodate 60 million passengers annually. However, as it was a rather big project and needed to pass the approval of many related units, the proceeding met with obstacles. Currently, only the designing part of the project was done and was in the process of being auctioned by various construction parties. Therefore, it was discussed that there should be a construction of domestic terminal to support an additional 15 - 20 million passengers alongside the construction of phrase two. As for expanding to have a third airport, when taking into consideration the number of passengers in the next 10 - 20 or even 30 years, it would be unnecessary. At present, when it appeared as if the Suvarnabhumi Airport had reached its service quotient, it was because it was only a phrase one quotient which was only 45 million passengers per year. Therefore, when phrase 2 - 3 were carried out, according to the current airport plan the terminal would be in the north and a terminal which would hold 45 million passengers would be built in the south, the South Terminal. Phrase two would be the building of Midfield Terminal which would be in the middle with connecting trains. On the south, there would be rails passing Midfield Terminal to South Terminal, capable of supporting roughly 120 million passengers. As for Don Mueang International Airport, there were three buildings: Terminal 1, 2 and Domestic Terminal building. The Terminal 1 building could support an approximate of 18.5 million passengers and is currently at its full service quotient. As for Terminal 2 and Domestic Terminal building, they could support roughly 10 million passengers each. At the moment the Terminal 2 building is under renovation and is expected to be finished within this year. When the Terminal 2 building was back in service, the Don Mueang International Airport would be able to support 30 million passengers. In addition, when the second phrase was finished at Suvarnabhumi Airport, it could support a greater number of passengers. Therefore, a new airport was not yet necessary.

**Mr. Kitti Sanitwong Na Ayutthaya** (proxy) stated his opinion to the Meeting concerning the construction of the Suvarnabhumi Airport. He said that he remembered the time when Field Marshal Thanom Kittikajorn was the Prime Minister, Northtrot Company Ltd. which intended to ask for concession to build Suvarnabhumi Airport was unable to proceed as they were pressured by political power. Moreover, political problems made the building of Suvarnabhumi Airport stretched as long as thirty years. If AOT did not plan ahead, problems might arise at the time of AEC and might cause problems for the future generations.

**President** explained that AOT would take into consideration the suggestions of shareholders. As for future planning, AOT had studied the airport business in Europe region which housed many international airports. Even though Thailand also had many international airports such as Phuket International Airport, Hat Yai International Airport, Chiang Mai International Airport and Mae Fah Luang Chiang Rai Airport in Chiang Rai, Thai people were still more accustomed to using the airports in Bangkok for international travel. However, when said airports had been renovated and developed, it was highly likely that more people would use these airports for international travel. Moreover, the current set of executives would proceed without delay and the decision would not be based on carelessness so that AOT's airports would be able to support a greater number of passengers in the future.

**Mrs. Nantana Phuwadakorn** (shareholder) expressed her opinion that during her travel to various provinces such as Phuket and Krabi, she was of the opinion that AOT only paid attention to the construction and development of the airports. No importance was placed on the transportation from the airports to other places and there were often problems with various public transportations. She would like to ask AOT to take care of said problems at every airport and also whether AOT had plans to improve said situation and how.

**President** replied the inquiry on the management of the transport system of entrance-exit of airport was the most important issue as the first priority of AOT from last year to present. AOT had improved the system by using new supporting technology, for instance, the car parking system, counter system management and coordination with taxi to be able to render the service to customer adequately at all times. Accordingly, AOT was pleased to consider the shareholders' recommendations and to further take action.

**Chairman** additionally explained to the Meeting in regard to Phuket International Airport that AOT not only had the policy on the facilitation but also emphasized the security of passengers. Currently, AOT was installing the system for using IT system, for instance, radio for communicating with the drivers and the installation of GPS for tracking the service cars which changed the route. Besides, AOT had the idea to construct pier in the airport area for increasing the convenience and to be alternative of the passengers. At present, AOT was surveying and coordinating with the Ministry of Transport. AOT would further inform the progress on this matter to the shareholders.

**Flying Officer Weeraphol Puthawanna** (proxy) inquired whether AOT had considered the guideline of action and measure to prevent from the problem on the missing of Malaysian airline, MH370 flight, or not and how.

**Chairman** replied the inquiry that AOT's Board of Directors had already discussed on such matter and urged the operation department to perform the duty prudently and carefully by increasing the strictness of inspection. Moreover, AOT had already completed preparations for such case. However, the information in relation to some preparations was confidential and could not be disclosed. Then, the Chairman asked the President to explain this matter to the Meeting for boosting the shareholders' confidence.

**President** explained this matter to the Meeting that AOT had summarized important events regarding the airport business on monthly basis. AOT had studied in dept and followed up the news of missing of Malaysian airline, MH370 flight constantly. Besides, AOT had studied the simulation and possibility of such incident in various forms and AOT had already increased the guideline of practice and strictness on the security of 6 airports.

**Mr. Somchai Jensathirapan** (shareholder) verbally thanked the Chairman in regard to his expounding to the Meeting that AOT would not bring political issues to be discussed in the organization which was a beneficial thing. Then, he asked about news in a newspaper that AOT's staffs welcomed the Anti-Government Mob and took part in blowing whistles. This shareholder wanted to know that who were this group

of AOT personnel and they had somehow related with the Mob? Also, he wanted to know that had AOT coordinated on such matter with AOT Labour Union, because he was anxious that if the AOT Labour Union had involved with politics, perhaps the profits of AOT's business could suffer a loss as well as other firms in this business.

**Chairman** responded to a query that there was not such incident in AOT and so-called event perhaps happened in other organization and caused misunderstanding. However, he insisted that AOT staff-to-be, basic level staffs, AOT Labour Union, high executives, and all AOT directors had unity in doing their duties for the organization. Though AOT, in the recent past, was known to be involved with politics or some hearsay informed that AOT directors approved certain amount of money to help the government's rice pledging scheme. This news caused confusion and brought misunderstanding to AOT staffs. Nevertheless, AOT had assembled a meeting with its staffs for correct understanding. The main point was to describe that AOT did not do anything like that, because AOT could not use its fund in a wrong way. Moreover, every investment of AOT was controlled by AOT's own regulations and the Stock Exchange of Thailand's stipulations. Aside from aforementioned data, AOT instilled its staffs the sense of strong unity in the organization in order to create harmonious understanding, trust, and cordial coordination. AOT's profits in the last year were very favourable and the organization paid bonuses to all the staffs appropriately, according to the data all the shareholders were notified. Therefore, AOT could be called a successful organization, possessed the sense of strong unity within the corporation, had favourable profits, and be able to grow prosperously in the future. At length, he insisted that there would strictly be no other issue than doing business in the organization.

**Mr. Somchai Jensathirapan** (shareholder) said that he agreed with AOT to organize safeguard teams for this Meeting and asked the Chairman to explain the incident that a neurotic can pass several checkpoints and was in an airplane of certain airlines. He wanted to know how would AOT prepare preventing measures for such an incident to be happened no more?

**Chairman** asked the President to explain the issue to the Meeting.

**President** explained to the Meeting about such incident that there was a man, to be known later as a neurotic, who was arrived at Hat Yai International Airport by way of a route cab, entered the passengers' building. This man passed several checkpoints until he reached the passengers' checkpoint at the second floor and sat somewhere among seats provided. When the times came for the plane to launch, he walked along with other passengers into the cabin. However, when a flight attendant asked him for an ID card and a ticket, he had nothing. So, the airlines informed the matter to an Airport staff. From a preliminary investigation, it revealed that the man was just a neurotic. Therefore, AOT had reported to a nearby Police Station in order to make a record according to relevant regulations. The policemen freed this neurotic, but still follow him closely to inspect his actions. From in-depth probing, there was nothing concerns with terrorism at all. Both AOT and Hat Yai International Airport assembled for a Meeting to find the cause of such incident. The outcomes had two points: firstly, there was not a one by one inspection at the checkpoint; secondly, during such period there were too many passengers passed along the checkpoint, so it was very difficult to have close inspection for every passenger. AOT organized a

press conference to apologize for such incident and explained about its cause, along with issuing the preventing measures, such as a one by one inspection, the formulation of policy to provide adequate employees, officers, for the number of passengers whose their ID cards must be checked every 3 hours before the planes' taking-off and landing, the preparation of CCTV to be able to record images according to actual situation, CCTV must be reviewed every half an hour and the security officers must conduct patrol at every risky point. Moreover, AOT had already informed such measures to all airports and had already prepared the personnel to check the cautiousness and strictness in taking such action.

As there was no other shareholder inquired or suggested, therefore, Chairman thanked all of shareholders attending the Meeting today, the shareholders who witnessed the Meeting and Legal Advisor and informed that if any shareholder had questions about the Company, he or she was welcomed after the Meeting by contacting Investor Relations Center, Tel. 02-535-5900 or email: [aotir@airportthai.co.th](mailto:aotir@airportthai.co.th).

**The Meeting adjourned at 15.10 hrs.**

In conclusion, there were 603 shareholders attending the Meeting in person and by proxy, who hold an aggregate number of 1,245,386,168 shares representing 87.18 % of the total sold shares of AOT, and AOT had already checked the votes.

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 Vice Chairman  
 (PONGSAK SEMSON) as assigned by Chairman

\_\_\_\_\_  
 Director and Secretary to  
 (MAKIN PETPLAI) the Board of Directors

\_\_\_\_\_  
 Company Secretary  
 (SHANALAI CHAYAKUL)