

Meilan Airport's Year of the Snake IP 美蘭機場蛇年IP

The color of Meilan Airport's image for the Year of the Snake IP draws inspiration from persimmon, as the "Si Snake" (巳蛇) homophones with persimmon. This connection sparks auspicious blessings like "good things come in pairs" (好柿成雙) and "the arrival of the snake signifies a turn in luck" (蛇來運轉), embodying wishes for travelers to experience safe flight, smooth travels and good fortune in the new year!

美蘭機場蛇年IP形象顏色取自柿子，「巳蛇」與柿子諧音，衍生出「好柿成雙」「蛇來運轉」等吉祥祝福語。這個IP集齊美好寓意，盼新的一年各位旅客朋友起落安妥、出入平安、福氣滿滿！



Centered around the Year of the Snake IP, Custom Innovation Studio (自定義創新工作室) of Meilan Airport has carefully created a series of peripheral products including IP-themed check-in notebooks, New Year postcards, pillows, red envelopes, key chains, portable stands, mouse pads, etc.

圍繞蛇年IP，美蘭機場自定義創新工作室精心打造了IP文創打卡本、新春明信片、抱枕、紅包、鑰匙鏈、便攜支架、鼠標墊等系列週邊產品。



In the future, Meilan Airport will explore and create a comprehensive cultural space that integrates cultural experience, brand display and commercial operations, and expand Meilan Airport's cultural service products through independent development and collaborative partnerships.

未來，美蘭機場將探索及打造集文化體驗、品牌展示與商業運營於一體的綜合文創空間，通過產品自主開發及聯名開發等方式擴充美蘭機場文創服務產品。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

EXECUTIVE DIRECTORS

Mr. Wang Hong, aged 57, obtained a bachelor's degree from Central China Normal University (華中師範大學) in human resources in July 2007. He is currently the chairman, president and the executive director of the Company, and a member of the Nomination Committee and a member of the Strategic Committee. From August 1985 to January 2003, he successively worked as a wireless correspondent at Yichang Station of Civil Aviation (民航宜昌站), the project leader of construction headquarters of Yichang Sanxia Airport (宜昌三峽機場), the deputy director and then the director of the command center of Yichang Sanxia Airport (宜昌三峽機場), the manager of Ground Service Branch of Yichang Sanxia Airport Co., Ltd. ("**Yichang Sanxia Airport**") (宜昌三峽機場有限責任公司地勤服務分公司) and the director of the command center of Yichang Sanxia Airport (宜昌三峽機場). He also successively served as the assistant to the general manager, the deputy general manager, the general manager and then the chairman of the board in Yichang Sanxia Airport (宜昌三峽機場) from January 2003 to July 2017. From July 2017 to March 2018, he successively served as the president of Sanya Phoenix International Airport Co., Ltd. (三亞鳳凰國際機場有限責任公司) ("**Sanya Phoenix Airport**") and the deputy head of the South China Sea modern logistics preparation working group of HNA Modern Logistics Group Co., Ltd. (海航現代物流集團有限公司). He worked as the deputy general manager of the Parent Company from March 2018 to July 2019, and has served as the general manager of the Parent Company from July 2019 to June 2022, served as a director of the Parent Company since July 2019 and the chairman of the Parent Company since 27 June 2022. He has been appointed as the president of the Company since March 2019, as an executive Director since June 2019, and the chairman of the Company since December 2021, re-appointed as the executive director of the Company since December 2024 and re-appointed as the chairman and president of the Company since 17 January 2025. He serves as the vice president of Hainan Airport Group Co., Ltd.* (海南機場集團有限公司) since May 2024.

執行董事

王宏先生，57歲，於二零零七年七月於華中師範大學取得學士學位，主修人力資源專業。彼現任本公司董事長、總裁兼執行董事，並擔任提名委員會和戰略委員會委員。彼曾自一九八五年八月至二零零三年一月先後擔任民航宜昌站無線通信員，宜昌三峽機場建設指揮部項目負責人，宜昌三峽機場指揮中心副主任、主任，宜昌三峽機場有限責任公司(「**宜昌三峽機場**」)地勤服務分公司經理以及宜昌三峽機場指揮中心主任。彼曾自二零零三年一月至二零一七年七月先後擔任宜昌三峽機場總經理助理、副總經理、總經理、董事長。彼自二零一七年七月至二零一八年三月先後擔任三亞鳳凰國際機場有限責任公司(「**三亞鳳凰機場**」)總裁，海航現代物流集團有限公司南海現代物流籌備工作組副組長。彼自二零一八年三月至二零一九年七月擔任母公司副總經理，自二零一九年七月至二零二二年六月擔任母公司總經理，自二零一九年七月起擔任母公司董事，自二零二二年六月二十七日起擔任母公司董事長。彼自二零一九年三月起獲委任為本公司總裁、自二零一九年六月起獲委任為本公司執行董事，並自二零二一年十二月起獲委任為本公司董事長，自二零二四年十二月起獲重新委任為本公司執行董事及自二零二五年一月十七日獲重新委任為本公司董事長兼總裁。彼自二零二四年五月起擔任海南機場集團有限公司副總裁。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Ren Kai, aged 40, obtained a bachelor's degree from Hainan University (海南大學) in July 2009, majoring in accountancy. He is currently an executive director and the chief financial officer of the Company, and a member of the Remuneration Committee and the Strategic Committee. From July 2009 to July 2011, he successively served as the audit assistant and the manager of PricewaterhouseCoopers. From July 2011 to January 2013, he served as the deputy financial manager of Singapore Springland Holdings Co., Ltd (新加坡華地控股有限公司). From January 2013 to March 2016, he served as the head of the finance department of Hainan Yangpu Development and Construction Holdings Co., Ltd. (海南省洋浦開發建設控股有限公司). From March 2016 to August 2019, he served as the head of and the section chief assistant of the finance department of Hainan Development Holdings Co., Ltd. (海南省發展控股有限公司) ("**Hainan Development Holdings**"). From August 2019 to July 2020, he served as the chief financial officer (section chief assistant level) of Hainan Holdings Energy Co., Ltd. (海南海控能源股份有限公司) (formerly known as "HaiNan Tihierg Co., Ltd." (海南天匯能源股份有限公司), listed on the National Equities Exchange and Quotations, stock code: 833042). From May 2020 to May 2021, he also served as a director and chief accountant (section chief assistant level) of Hainan Development Holdings Nanhai Co., Ltd. (海控南海發展股份有限公司) (listed on the Shenzhen Stock Exchange ("**Shenzhen Stock Exchange**"), stock code: 002163.SZ). From May 2021 to June 2022, he successively served as the section chief assistant of the finance department of Hainan Development Holdings, the director of Hainan Development Holding Real Estate Group Co., Ltd. (海南發展控股置業集團有限公司), the director and chief financial officer of Haikou Airport Aircraft Maintenance Engineering Co., Ltd. (海口空港飛機維修工程有限公司) and the director of Hainan Basuo Port Limited (海南八所港務有限責任公司). Since June 2022, he has been serving as the chief financial officer of the Parent Company. Since September 2022, he has been serving as a director of Hainan Ruigang Logistics Co., Ltd. (海南瑞港物流有限公司) ("**Ruigang Logistics**"). Since December 2023, he has been serving as a director and vice-chairman of PipeChina Hainan Province Pipeline Network Co., Ltd. (國家管網集團海南省管網有限公司). He has been serving as a director and the chairman of Sino-Singapore Airport and as a director and the chairman of Hainan Meilan International Airport Cargo Co., Ltd.* (海南美蘭國際機場貨運有限責任公司) since November 2024. He was re-appointed as an executive director of the Company since December 2024 and re-appointed as the chief financial officer of the Company since January 2025. He was re-appointed as a director and the manager of Ruigang Logistics since January 2025.

Mr. Xing Zhoujin, aged 59, graduated from the Anhui Normal University (安徽師範大學), in Wuhu, Anhui Province, the PRC, majoring in financial management in July 1985. He also has a bachelor degree in laws and a title of economist. Mr. Xing has served as the company secretary of the Company since 25 August 2009. He was also re-appointed as an Executive Director of the Company in December 2024. Mr. Xing served as the section chief of personnel division and office director of Sanya Airport and Meilan Airport. He has been engaged in the management and operation of the Company since 2002 and fully participated in the listing of H shares of the Company and worked as the secretary to the board of directors of the Parent Company. He has also been responsible for handling the results disclosure and daily affairs of the Board after the listing of the Company.

任凱先生，40歲，於二零零九年七月獲得海南大學學士學位，主修會計學專業。彼現任本公司執行董事及財務總監，並擔任薪酬委員會和戰略委員會委員。彼曾自二零零九年七月至二零一一年七月先後擔任普華永道會計師事務所項目審計助理、經理。彼曾自二零一一年七月至二零一三年一月擔任新加坡華地控股有限公司財務副經理。彼曾自二零一三年一月至二零一六年三月擔任海南省洋浦開發建設控股有限公司財務部主管。彼曾自二零一六年三月至二零一九年八月擔任海南省發展控股有限公司(「**海南發展控股**」)財務部主管、部長助理。彼曾自二零一九年八月至二零二零年七月擔任海南海控能源股份有限公司(前稱為「海南海控能源股份有限公司」，於全國中小企業股份轉讓系統上市，股票代碼：833042)財務總監(部長助理級)。彼亦曾自二零二零年五月至二零二一年五月擔任海控南海發展股份有限公司(於深圳證券交易所(「**深交所**」)上市，股票代碼：002163.SZ)董事、總會計師(部長助理級)。彼曾自二零二一年五月至二零二二年六月先後擔任海南發展控股財務部部長助理，海南發展控股置業集團有限公司董事，海口空港飛機維修工程有限公司董事、財務總監，海南八所港務有限責任公司董事。彼自二零二二年六月起擔任母公司財務總監。彼自二零二二年九月起擔任海南瑞港物流有限公司(「**瑞港物流**」)董事。彼自二零二三年十二月起擔任國家管網集團海南省管網有限公司董事、副董事長。彼自二零二四年十一月起擔任中新空港董事、董事長，以及擔任海南美蘭國際機場貨運有限責任公司董事、董事長。彼自二零二四年十二月起獲重新委任為本公司執行董事，並於二零二五年一月獲重新聘任為本公司財務總監。彼自二零二五年一月獲重新委任為瑞港物流董事，並兼任經理。

邢周金先生，59歲，於一九八五年七月畢業於位於中國安徽省蕪湖的安徽師範大學經濟管理專業。彼亦擁有法學學士學位和經濟師職稱。邢先生自二零零九年八月二十五日起擔任本公司之公司秘書，及於二零二四年十二月獲重新委任為本公司執行董事。邢先生曾擔任三亞機場和美蘭機場人事處處長、辦公室主任等職務，自二零零二年起即開始從事本公司的治理和運作工作，並全程參與了本公司的H股上市發行工作，同時還擔任了母公司的董事會秘書。彼亦於本公司上市後負責業績披露及董事會日常事務的處理工作。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

NON-EXECUTIVE DIRECTORS

Mr. Wu Jian, aged 47, obtained a master's degree from Beihang University (北京航空航天大學) in June 2016, majoring in software engineering. He is currently the assistant to the president of the Parent Company. From July 1999 to August 2000, he served as the technical engineer of the Parent Company. From April 2001 to July 2008, he served successively as the system maintainer of the customer service department, the development engineer of the application development department, the system engineer of the operation guarantee department, the configuration administrator of the technical support expert group, the service planning administrator of the service planning centre and the service support manager etc. of Hainan HNA Aviation Information System Co., Ltd. (海南海航航空信息系統有限公司) ("**Hainan HNA Information**"). From July 2008 to May 2009, he served successively as the manager of the service support centre of the service operation department and the manager of the service operation department of Hainan HNA Information. From May 2009 to November 2010, he served as the general manager of IT service business department of Hainan HNA Information. From November 2010 to July 2011, he served as the general manager of the information management department of HNA Airport Group Limited (海航機場集團有限公司) ("**HNA Airport Group**"). Concurrently, from November 2010 to December 2011, he also served as the assistant to the executive officer of Hainan HNA Information. From July 2011 to February 2012, he served as the deputy leader of the HNA Smart Airport leading group and the standing office director of HNA Airport Group. From February 2012 to July 2012, he served as the general manager of the operation management department of HNA Airport Group. From July 2012 to November 2012, he served as the deputy general manager of the airport business department of HNA Infrastructure Industry Group Limited (海航基礎產業集團有限公司). From November 2012 to March 2013, he served as the manager of the intelligent construction centre of airport management business department of HNA Industry Holdings (Group) Co., Ltd. (海航實業控股(集團)有限公司). From March 2013 to January 2018, he served as the vice president of the Company. From October 2017 to March 2018, he served as the executive Director of the Company. From September 2017 to April 2018, he served as the vice president of Hainan Traffic & Service Co. Ltd. (海南航旅交通服務有限公司). From April 2018 to July 2020, he served as the vice president and the general manager of the smart airport management department of HNA Airport Group. From July 2020 to December 2021, he has been serving as the assistant to the president of HNA Airport Group. He has been serving as the assistant to the president of the Parent Company from December 2021 to July 2023, the vice president of the Parent Company since July 2023. He has been re-appointed as a non-executive director of the Company since December 2024.

非執行董事

吳健先生，47歲，於二零一六年六月於北京航空航天大學取得碩士學位，主修軟件工程。彼現任母公司副總裁。彼曾自一九九九年七月至二零零零年八月擔任母公司技術工程師。彼曾自二零零一年四月至二零零八年七月先後擔任海南海航航空信息系統有限公司(「**海南海航信息**」)客戶服務部系統維護員、應用開發部開發工程師、運行保障部系統工程員、技術支持專家組配置管理員、服務規劃中心服務規劃管理員及服務支持經理等。彼曾自二零零八年七月至二零零九年五月先後擔任海南海航信息服務運營部服務支持中心經理及服務運營部經理。彼曾自二零零九年五月至二零一零年十一月擔任海南海航信息IT服務事業部總經理。彼曾自二零一零年十一月至二零一一年七月擔任海航機場集團有限公司(「**海航機場集團**」)信息管理部總經理。同時，彼亦曾自二零一零年十一月至二零一一年十二月擔任海南海航信息總裁助理。彼曾自二零一一年七月至二零一二年二月擔任海航機場集團海航智能機場領導小組副組長兼常設辦公室主任。彼曾自二零一二年二月至二零一二年七月擔任海航機場集團運營管理部總經理。彼曾自二零一二年七月至二零一二年十一月擔任海航基礎產業集團有限公司機場事業部副總經理。彼曾自二零一二年十一月至二零一三年三月擔任海航實業控股(集團)有限公司機場管理事業部智能化建設中心經理。彼曾自二零一三年三月至二零一八年一月擔任本公司副總裁。彼曾自二零一七年十月至二零一八年三月擔任本公司執行董事。彼曾自二零一七年九月至二零一八年四月擔任海南航旅交通服務有限公司副總裁。彼曾自二零一八年四月至二零二零年七月擔任海航機場集團副總裁兼智慧機場管理部總經理。彼自二零二零年七月至二零二一年十二月擔任海航機場集團總裁助理。彼自二零二一年十二月至二零二三年七月擔任母公司總裁助理。彼自二零二三年七月起擔任母公司副總裁。彼自二零二四年十二月起獲重新委任為本公司非執行董事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Li Zhiguo, aged 37, obtained a master's degree from Renmin University of China (中國人民大學) in June 2011, majoring in public policy. He is currently the vice president and a director of the Parent Company. From July 2011 to March 2016, he served successively as the text conference secretary of the office text conference unit, the file seal manager of the file security centre and the director of the text secretary centre of HNA Group Co., Ltd. ("**HNA Group**"). From March 2016 to July 2016, he served as the deputy director of the office of the board of directors of HNA Tourism Group Co., Ltd. (海航旅遊集團有限公司). From July 2016 to December 2018, he served successively as the office deputy director, the deputy general manager of the social responsibility department, the executive deputy director of the board of directors office and the committee office director of office of Party and Mass affairs of the human resources department, and the office executive deputy director of HNA Group. From December 2018 to June 2020, he served as the office director of HNA Group. He has been serving as the vice president of the Parent Company since September 2020 and a director of the Parent Company since June 2022. He was re-appointed as a non-executive director of the Company since December 2024.

Mr. Wen Zhe, aged 36, graduated from Nanjing University of Aeronautics and Astronautics (南京航空航天大學) and obtained a master's degree, majoring in business administration. Mr. Wen was re-appointed as a non-executive director of the Company from December 2024. From July 2010 to January 2014, he successively served various positions in Sanya Phoenix Airport, including as the aids to navigation lighting operator (助航燈光操作員) and the aids to navigation lighting electrician (助航燈光電工) in the field security office (場務保障室) of the operation and security department (運行保障部), the quality control assistant in the operation and security department (運行保障部), the assistant and the supervisor of the standard system in the quality control management office of the operation control department (運行控制部質控管理室) and the supervisor of safety information and risk management of the operation supervision office of the quality management department (品質管理部運行監察室). From January 2014 to April 2015, he successively served as the supervisor of the operation information management in the operation quality center of the basic industry business division (基礎產業事業部運行品質中心), the employee of the operation quality center of the airport operations business management department (機場業務管理部) and the security information manager of the safety management committee office (安全管理委員會辦公室) of the basic industry business (基礎產業事業部) of HNA Holding Group Co. Limited (海航實業集團有限公司). From April 2015 to June 2018, he successively served as the information manager and the assistant director of the safety management committee office (安全管理委員會辦公室) of Hainan Airport Infrastructure Co., Ltd. (海南機場設施股份有限公司) (listed on Shanghai Stock Exchange ("**Shanghai Stock Exchange**"), stock code: 600515. SH) ("**Hainan Airport Infrastructure**"), and the manager of the safety supervision center of the safety management office (安全管理辦公室) of HNA Airport Group Co., Ltd (海航機場集團有限公司). From June 2018 to December 2021, he successively served as the deputy general manager, the executive deputy general manager (常務副總經理) and the general manager of the quality management department of Sanya Phoenix Airport. Since December 2021, he has served as the director of the airport safety committee office (安委辦) of Hainan Airport Infrastructure.

李志國先生，37歲，於二零一一年六月於中國人民大學取得碩士學位，主修公共政策。彼現任母公司副總裁和董事。彼曾自二零一一年七月至二零一六年三月先後擔任海航集團有限公司(「**海航集團**」)辦公室文字會務單元文字會務秘書、檔案保密中心檔案印鑒經理及文字秘書中心主任。彼曾自二零一六年三月至二零一六年七月擔任海航旅遊集團有限公司董事會辦公室副主任。彼曾自二零一六年七月至二零一八年十二月先後擔任海航集團辦公室副主任、社會責任部副總經理、董事局辦公室常務副主任兼人力資源部黨群工作室團委辦公室主任以及辦公室常務副主任。彼曾自二零一八年十二月至二零二零年六月擔任海航集團辦公室主任。彼自二零二零年九月起擔任母公司副總裁，自二零二二年六月起擔任母公司董事。彼於二零二四年十二月起獲重新委任為本公司非執行董事。

文哲先生，36歲，畢業於南京航空航天大學工商管理專業，研究生學歷，主修工商管理專業。文先生於二零二四年十二月起獲重新委任為本公司非執行董事。彼曾自二零一零年七月至二零一四年一月先後擔任三亞鳳凰機場運行保障部場務保障室助航燈光操作員、助航燈光電工、運行保障部品質監控助理、運行控制部質控管理室標準體系助理及主管、品質管理部運行監察室安全信息與風險管理主管。彼曾自二零一四年一月至二零一五年四月先後擔任海航實業集團有限公司基礎產業事業部運行品質中心運行信息管理主管、機場業務管理部運行品質中心職工、基礎產業事業部安全管理委員會辦公室安全信息經理。彼曾自二零一五年四月至二零一八年六月先後擔任海南機場設施股份有限公司(於上海證券交易所(「**上交所**」)上市，股票代碼：600515.SH) (「**海南機場設施**」)安全管理委員會辦公室信息經理及主任助理、海航機場集團安全管理辦公室安全監察中心經理。彼曾自二零一八年六月至二零二一年十二月先後擔任三亞鳳凰機場品質管理部副總經理、常務副總經理及總經理。彼自二零二一年十二月起擔任海南機場設施機場安委辦主任。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

INDEPENDENT NON-EXECUTIVE DIRECTORS

Mr. Fung Ching, Simon, aged 56, graduated from the Queensland University of Technology in Australia with a bachelor's degree, majoring in accountancy. Mr. Fung is currently residing in Hong Kong. He is a fellow member of the CPA Australia and a fellow member of the Hong Kong Institute of Certified Public Accountants. Mr. Fung worked at PricewaterhouseCoopers from 1994 to 2004, and he served as the chief financial officer and secretary to the board of directors of Baoye Group Company Limited (寶業集團股份有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 2355.HK), from 2004 to 2010. Mr. Fung has served in Greentown China Holdings Limited (綠城中國控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 3900.HK), as the chief financial officer and company secretary from August 2010 to December 2019, and served as the chief financial officer of Logan Property Holdings Company Limited (龍光地產控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 3380.HK), from January 2020 to March 2021. Mr. Fung has served as the chief financial officer of Chow Tai Fook Enterprises Limited (周大福企業有限公司) since April 2021. Mr. Fung has almost 20 years of experience in managing finance and accounting functions, mergers and acquisitions, fund raising and investor relations for listed companies in Hong Kong, and has over 10 years of experience in auditing, accounting and business advisory with a "Big-4" international accounting firm. Mr. Fung currently also serves as an independent non-executive director of Baoye Group Company Limited (寶業集團股份有限公司), and an independent non-executive director of China Medical System Holdings Limited (康哲藥業控股有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 0867.HK), since October 2021. Mr. Fung was re-appointed as an Independent Non-executive Director of the Company in December 2024, and served as the chairman of the Audit Committee, the chairman of the Nomination Committee, the chairman of the Strategy Committee and a member of the Remuneration Committee.

獨立非執行董事

馮征先生，56歲，畢業於澳洲昆士蘭科技大學，主修會計並獲得學士學位，現居於香港，是澳洲會計師公會資深會員及香港會計師公會資深會員。馮先生從一九九四年至二零零四年於普華永道會計師事務所工作，二零零四年至二零一零年於寶業集團股份有限公司(於香港聯交所主板上市，股票代碼：2355.HK)擔任財務總監及董事會秘書，二零一零年八月至二零一九年十二月擔任綠城中國控股有限公司(於香港聯交所主板上市，股票代碼：3900.HK)首席財務官及公司秘書，二零二零年一月至二零二一年三月擔任龍光地產控股有限公司(於香港聯交所主板上市，股票代碼：3380.HK)首席財務官。馮先生自二零二一年四月起擔任周大福企業有限公司首席財務官。馮先生擁有約二十年於香港上市公司的財務及會計管理、併購、融資及投資者關係的經驗，以及逾十年於一家「四大」國際會計師事務所從事有關審計、會計及商業諮詢的經驗。馮先生現亦擔任寶業集團股份有限公司的獨立非執行董事，並自二零二一年十月起擔任康哲藥業控股有限公司(於香港聯交所主板上市，股票代碼：0867.HK)的獨立非執行董事。馮先生於二零二四年十二月獲重新委任為本公司獨立非執行董事，並擔任審核委員會主席、提名委員會主席、戰略委員會主席以及薪酬委員會委員。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Ye Zheng, aged 60, obtained a bachelor's degree in accounting and finance from California State University, Long Beach in the United States in May 1993 and a master's degree in business administration in December 1994. Mr. Ye became a member of the American Institute of Certified Public Accountants in September 1998 and a member of the Hong Kong Institute of Certified Public Accountants in May 2003. He worked in Shanghai Municipal Finance Bureau (上海市財政局) from October 1982 to January 1989. Mr. Ye has over 25 years of experience in audit, internal control and consultancy. He served as an auditor in Ernst & Young (安永會計師事務所) from October 1995 to April 2000; an audit manager in KPMG (畢馬威會計師事務所) from May 2000 to December 2001; a senior audit manager in Grant Thornton (香港均富會計師事務所) from January 2002 to July 2005; a director in Ernst & Young (安永會計師事務所) from August 2005 to October 2006; and a practicing director of Mazars CPA Limited from November 2006 to April 2021. Mr. Ye was a consulting expert for the third session of the committee for enterprise internal control standards appointed by the Ministry of Finance from 1 November 2014 to 31 October 2016. Mr. Ye has served as an independent non-executive director of SINOPEC Engineering (Group) Co., Ltd. (中石化煉化工程(集團)股份有限公司), which is listed on the main board of the Hong Kong Stock Exchange (Stock Code: 2386.HK), since April 2013 and has served as a director of Ace Sustainability & Risk Advisors Limited (傑思可持續發展與風險諮詢有限公司) since April 2021. Mr. Ye was re-appointed as an independent non-executive director of the Company in December 2024 and served as a member of the Audit Committee and a member of the Strategy Committee of the Company.

葉政先生，60歲，於一九九三年五月取得美國加州州立大學長灘分校會計和金融學學士學位及於一九九四年十二月取得工商管理碩士學位。葉先生自一九九八年九月起成為美國註冊會計師協會會員；及自二零零三年五月起成為香港會計師公會會員。葉先生於一九八二年十月至一九八九年一月期間在上海市財政局工作。葉先生在審計、內部控制及諮詢領域擁有逾二十五年工作經驗。葉先生於一九九五年十月至二零零零年四月期間在安永會計師事務所任審計師；於二零零零年五月至二零零一年十二月期間在畢馬威會計師事務所任審計經理；於二零零二年一月至二零零五年七月期間在香港均富會計師事務所任高級審計經理；於二零零五年八月至二零零六年十月期間在安永會計師事務所任總監；於二零零六年十一月至二零二一年四月期間任Mazars CPA Limited執業董事。葉先生自二零一四年十一月一日至二零一六年十月三十一日受財政部聘請為第三屆企業內部控制標準委員會諮詢專家。葉先生自二零一三年四月起擔任中石化煉化工程(集團)股份有限公司(於香港聯交所主板上市，股票代碼：2386.HK)的獨立非執行董事，並自二零二一年四月起擔任傑思可持續發展與風險諮詢有限公司董事。葉先生於二零二四年十二月獲重新委任為本公司獨立非執行董事，並擔任本公司審核委員會委員以及戰略委員會委員。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Deng Tianlin, aged 75, is a certified public accountant, a senior member of the Chinese Institute of Certified Public Accountants, a senior accountant and was a guest professor of Hainan University (海南大學). Mr. Deng has extensive experience in the field of finance and accounting. He previously served, among others, as the section chief in the personnel division of Hubei Provincial Department of Finance (湖北省財政廳), a deputy director of Fang County Tax Bureau in Hubei Province (湖北省房縣稅務局), the chief of the loan section of the World Bank Group and a deputy director of the Department of Agricultural Tax (農業稅處). Mr. Deng was appointed by the Organization Department of the CPC Central Committee (中共中央組織部) to Hainan Provincial Department of Finance (海南省財政廳) as a director of the accounting department and the secretary general of Hainan Provincial Institute of Certified Public Accountants (海南省註冊會計師協會) in 1990. Mr. Deng had been an independent director of Hainan Airlines Holding Co., Ltd. (listed on the Shanghai Stock Exchange, stock code: 600221.SH) (“HNA Holding”) from April 2012 to October 2019. He ceased to be the chairman and a member of the Audit Committee from May 2022. Mr. Deng was re-appointed as an independent non-executive Director in December 2024, and served as the chairman of the Remuneration Committee and a member of the Nomination Committee and a member of the Strategic Committee.

Ms. Liu Hongbin, aged 57, obtained a bachelor’s degree in Science from Wuhan University (武漢大學) in July 1989. She also obtained a master’s degree in business administration from Hainan University (海南大學) in June 2007. From December 1991 to March 2001, she served successively as a credit officer in the real estate credit department and the head of the business department at the Haikou Branch, and as a credit officer in the real estate credit department and the person in charge of the personal loan center (preparatory) (個貸中心(籌)) at the Hainan Branch of China Construction Bank Corporation (中國建設銀行股份有限公司, listed on Hong Kong Stock Exchange, stock code: 0939.HK). From April 2001 to November 2002, she served as a secretary at the Listed Companies Secretary Association of Hainan Province (海南省上市公司董秘協會). From December 2002 to July 2007, she served as the deputy secretary-general of the Securities Association of Hainan (海南證券業協會). From August 2007 to August 2022, she successively served as the secretary-general, the vice president and concurrently as the secretary-general of the Securities and Futures Association of Hainan (海南證券期貨業協會). Ms. Liu also concurrently held various positions successively. From January 2012 to January 2022, she served as a member of the sixth and seventh sessions of the Hainan Provincial Committee of the Chinese People’s Political Consultative Conference (中國人民政治協商會議海南省委員會). From January 2015 to December 2021, she served as the vice-president and secretary-general of the Listed Companies Association of Hainan Province (海南上市公司協會). Since June 2020, she has been an independent director of Hainan Development Holdings Nanhai Co., Ltd. (海控南海發展股份有限公司) (listed on the Shenzhen Stock Exchange, stock code: 002163.SZ). Since April 2024, she has been as an independent director of Hainan Rural Commercial Bank Co., Ltd. (海南農村商業銀行股份有限公司). Ms. Liu was appointed as an independent non-executive Director of the Company in December 2024 and has been serving as a member of the Audit Committee since January 2025.

鄧天林先生，75歲，為註冊會計師、中國註冊會計師協會資深會員、高級會計師、曾任海南大學客座教授。鄧先生於財務及會計領域有著豐富經驗。彼曾任（其中包括）湖北省財政廳人事處科長、湖北省房縣稅務局副局長、世界銀行集團貸款科科長及農業稅處副處長。鄧先生於一九九零年經中共中央組織部調派至海南省財政廳，任會計處處長、海南省註冊會計師協會秘書長。鄧先生自二零一二年四月至二零一九年十月出任海南航空控股股份有限公司（於上交所上市，股票代碼：600221.SH）（「海航控股」）獨立董事。彼自二零二二年五月起停止擔任本公司審核委員會主席及委員。鄧先生於二零二四年十二月獲重新委任為本公司獨立非執行董事，並擔任薪酬委員會主席、提名委員會委員以及戰略委員會委員。

劉紅濱女士，57歲，於一九八九年七月畢業於武漢大學，取得理學學士學位。於二零零七年六月畢業於海南大學，取得工商管理碩士。於一九九一年十二月至二零零一年三月，彼曾先後於中國建設銀行股份有限公司（於香港聯交所上市，股票代碼：0939.HK）海口市分行擔任房地產信貸部信貸員及業務部部長、海南省分行擔任房地產信貸部信貸員及個貸中心（籌）負責人。於二零零一年四月至二零零二年十一月，彼曾於海南省上市公司董秘協會擔任秘書。於二零零二年十二月至二零零七年七月，彼曾於海南證券業協會擔任副秘書長。於二零零七年八月至二零二二年八月，彼曾先後於海南證券期貨業協會擔任秘書長、副會長兼秘書長。劉女士亦先後兼任多個職位，於二零一二年一月至二零二二年一月，彼曾擔任中國人民政治協商會議海南省委員會第六屆、第七屆委員。於二零一五年一月至二零二一年十二月，彼曾於海南上市公司協會擔任副會長、秘書長。於二零二零年六月至今，彼於海控南海發展股份有限公司（於深交所上市，股票代碼：002163.SZ）擔任獨立董事。自二零二四年四月至今，彼於海南農村商業銀行股份有限公司擔任獨立董事。劉女士於二零二四年十二月獲委任為本公司獨立非執行董事，並於二零二五年一月起擔任審核委員會委員。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

SUPERVISORS

Mr. Liao Hongyu, aged 46, obtained a bachelor's degree majoring in economic law from Southwest University of Political Science & Law (西南政法大學) in Chongqing City, the PRC in July 2001. Mr. Liao is a deputy to the 13th National People's Congress, a member of the Standing Committee of the 8th Hainan Provincial Committee of the Chinese People's Political Consultative Conference, and a member of the Standing Committee of the 9th Executive Committee of the Federation of Industry and Commerce of Hainan Province (the Chamber of Commerce) (海南省工商業聯合會(總商會)). Mr. Liao successively served as various roles in HNA Group. He served as a legal assistant from October 2001 to May 2004, as a senior legal counsel from May 2004 to October 2007 and as the legal manager from October 2007 to October 2009. He also served as the deputy general manager of comprehensive management department and the deputy general manager of risk control department of HNA Tourism Management Holding Co., Ltd. (海航旅游管理控股有限公司) from October 2009 to January 2010 and from January 2010 to August 2010, respectively. From July 2010 to April 2012, Mr. Liao served as the deputy general manager of compliance department of HNA Holding. Mr. Liao successively held various positions in HNA Tourism Group Co., Ltd. (海航旅游集團有限公司), including as the assistant to president from April 2012 to April 2015, as the chief risk control officer from April 2015 to December 2015 and as the risk control director from December 2015 to January 2016. Mr. Liao also worked as the president of HNA Innovation Co., Ltd. (海航創新股份有限公司) ("HNA Innovation"), which was formerly listed on the Shanghai Stock Exchange (stock code before delisting: 600555.SH), from January 2016 to February 2017 and as the chairman of the board and the president of Sanya Phoenix Airport from February 2017 to April 2017. He also served as the chairman of the board and the president of HNA Airport Group from April 2017 to January 2018. Mr. Liao served as the chairman of the Company, an Executive Director and a member of the Nomination Committee from January 2018 to October 2018. He also served as a member of the Strategic Committee of the Company from January 2018 to March 2019, the vice chairman of the Company from October 2018 to March 2019, and a Non-executive Director from October 2018 to June 2019. He has served as a director of HNA Innovation since August 2020. He worked as the chairman of the board of HNA Innovation from August 2020 to October 2022. He has been serving as the secretary of the party committee of the Hainan HNA No. 2 Trust Management Service Co., Ltd. (海南海航二號信管服務有限公司) since March 2022. He was re-appointed as a supervisor of the Company in December 2024 and was re-elected as chairman of the Supervisory Committee of the Company in January 2025.

監事會成員

廖虹宇先生，46歲，於二零零一年七月於中國重慶市西南政法大學取得學士學位，主修經濟法。廖先生為第十三屆全國人大代表，第八屆海南省政協常委及海南省工商業聯合會(總商會)第九屆執行委員會常委。廖先生曾先後擔任海航集團內不同職位。彼自二零零一年十月至二零零四年五月擔任法務助理，自二零零四年五月至二零零七年十月為高級法務員，以及自二零零七年十月至二零零九年十月為法務經理。彼亦自二零零九年十月至二零一零年一月及自二零一零年一月至二零一零年八月分別擔任海航旅遊管理控股有限公司綜合管理部及風險控制部副總經理。自二零一零年七月至二零一二年四月，廖先生曾任海航控股合規部副總經理。廖先生先後於海航旅遊集團有限公司任職多項職務，包括自二零一二年四月至二零一五年四月擔任總裁助理，自二零一五年四月至二零一五年十二月為首席風控官，以及自二零一五年十二月至二零一六年一月擔任風控總監。廖先生亦自二零一六年一月至二零一七年二月擔任海航創新股份有限公司(「海航創新」)(曾於上交所上市，退市前股票代碼：600555.SH)之總裁，自二零一七年二月至二零一七年四月擔任三亞鳳凰機場董事長及總裁，自二零一七年四月至二零一八年一月擔任海航機場集團董事長及總裁，自二零一八年一月至二零一八年十月擔任本公司董事長、執行董事及提名委員會委員。彼亦於二零一八年一月至二零一九年三月擔任本公司戰略委員會委員，於二零一八年十月至二零一九年三月擔任本公司副董事長，並自二零一八年十月至二零一九年六月擔任非執行董事。自二零二零年八月起擔任海航創新董事，並自二零二零年八月至二零二二年十月擔任海航創新董事長職務。自二零二二年三月起擔任海南海航二號信管服務有限公司黨委書記。彼於二零二四年十二月獲重新委任為本公司監事，並於二零二五年一月獲重新選舉擔任本公司監事會主席。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Hu Yunyun, aged 37, obtained a bachelor's degree from Nanjing Audit University (南京審計大學) (formerly known as Nanjing Audit College (南京審計學院)), majoring in auditing in July 2010. He successively served in HNA Group North Headquarters (Tianjin) Co., Ltd. (海航集團北方總部(天津)有限公司) as a personnel administrator, a labor relations and community administrator and an administrative assistant in the comprehensive management department from October 2010 to August 2011. Mr. Hu served as an auditor of the audit room of the compliance department of HNA Commercial Holdings Co., Ltd. (海航商業控股有限公司) from August 2011 to October 2011. He also successively held several positions in HNA Holding Group Co., Ltd. (海航實業集團有限公司), as the audit head and then the senior audit manager of the compliance and audit department from October 2011 to November 2012, and as the senior auditor of the audit practice center of the compliance management department from January 2014 to May 2015. He served as the audit manager of the audit and legal department of HNA Infrastructure Holdings (Group) Co., Ltd. (海航實業控股(集團)有限公司) from November 2012 to January 2014. From May 2015 to December 2016, Mr. Hu served as the manager of the airport compliance and audit center of HNA Infrastructure Industry Group Limited (海航基礎產業集團有限公司). From December 2016 to June 2018, he served as the deputy general manager of the risk control department of HNA Airport Group. Mr. Hu also served as the deputy general manager of the risk control department of the Company from June 2018 to November 2018. He served as the deputy general manager of the compliance and legal department of HNA Airport Group from November 2018 to December 2021. Since December 2023, he has been serving as a supervisor of PipeChina Hainan Province Pipeline Network Co., Ltd. (國家管網集團海南省管網有限公司). He was re-appointed as a supervisor of the Company in December 2024.

Mr. Zheng Yabo, aged 38, graduated from Renmin University of China (中國人民大學) of Beijing, the PRC, majoring in business administration, and currently serves as the general manager of the Company's smart airport management department. Mr. Zheng worked for HNA Holding from February 2011 to August 2011 as a system support engineer in the e-commerce centre of the marketing and sales department. He also successively held several positions including the head of corporate performance in the compensation and performance management centre and the business manager in the planning and policy support centre of the human resources department of HNA Group from July 2011 to June 2016. From September 2017 to February 2018, he was the general manager of the human resources and administration department of Ccoop Field Group Co., Limited (中國集團有限公司). From August 2018 to September 2019, he was successively the deputy general manager of the social responsibility department and the general manager of the human resources and administration department of Hainan Airport Infrastructure (海南機場設施). From September 2019 to December 2021, he successively served as the general manager of the human resources and administration department and the general manager of the party building department of HNA Airport Group. He has been serving as the general manager of the Company's smart airport management department since December 2021 and he was re-appointed as an employee representative supervisor of the Company since December 2024.

胡運運先生，37歲，於二零一零年七月於南京審計大學(原南京審計學院)取得學士學位，主修審計。彼自二零一零年十月至二零一一年八月先後擔任海航集團北方總部(天津)有限公司綜合管理部人事行政管理員、勞動關係及社群管理員以及行政事務助理。胡先生自二零一一年八月至二零一一年十月擔任海航商業控股有限公司合規部審計室審計員。彼亦先後擔任海航實業集團有限公司不同職位，自二零一一年十月至二零一二年十一月擔任合規與審計部審計主管及隨後為高級審計經理，以及自二零一四年一月至二零一五年五月擔任合規管理部審計實務中心高級審計員。彼自二零一二年十一月至二零一四年一月擔任海航實業控股(集團)有限公司審計法務部審計經理。自二零一五年五月至二零一六年十二月，胡先生擔任海航基礎產業集團有限公司機場合規審計中心經理。自二零一六年十二月至二零一八年六月，彼擔任海航機場集團風險控制部副總經理。胡先生亦自二零一八年六月至二零一八年十一月擔任本公司風險控制部副總經理。彼自二零一八年十一月至二零二一年十二月擔任海航機場集團合規法務部副總經理。彼自二零二三年十二月起擔任國家管網集團海南省管網有限公司監事。彼於二零二四年十二月獲重新委任為本公司監事。

鄭亞波先生，38歲，畢業於中國北京的中國人民大學，主修工商管理專業，目前擔任本公司智慧機場管理部總經理。鄭先生自二零一一年二月至二零一一年八月於海航控股市場銷售部電子商務中心擔任系統支持工程師。彼亦自二零一一年七月至二零一六年六月先後擔任海航集團人力資源部薪酬與績效管理中心企業績效主管、規劃與政策支持中心業務經理等職務。自二零一七年九月至二零一八年二月擔任中國集團有限公司人資行政部總經理。自二零一八年八月至二零一九年九月先後擔任海南機場設施社會責任部副總經理、人資行政部總經理。自二零一九年九月至二零二一年十二月先後擔任海航機場集團人資行政部總經理、黨建工作部總經理。彼自二零二一年十二月起擔任本公司智慧機場管理部總經理，彼於二零二四年十二月起獲重新委任為本公司職工代表監事。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

SENIOR MANAGEMENT

Mr. Wang Hong, aged 57, obtained a bachelor's degree from Central China Normal University (華中師範大學) in human resources in July 2007. He is currently the chairman, president and Executive Director of the Company, and is a member of the Nomination Committee and a member of the Strategic Committee. From August 1985 to January 2003, he successively worked as a wireless correspondent at Yichang Station of Civil Aviation (民航宜昌站), the project leader of construction headquarters of Yichang Sanxia Airport (宜昌三峽機場), the deputy director and then the director of the command center of Yichang Sanxia Airport (宜昌三峽機場), the manager of Ground Service Branch of Yichang Sanxia Airport (宜昌三峽機場地勤服務分公司) and the director of the command center of Yichang Sanxia Airport (宜昌三峽機場). He also successively held various positions in Yichang Sanxia Airport (宜昌三峽機場), as the assistant to the general manager, the deputy general manager, the general manager and then the chairman of the board from January 2003 to July 2017. From July 2017 to March 2018, he successively served as the president of Sanya Phoenix Airport and the deputy head of the South China Sea modern logistics preparation working group of HNA Modern Logistics Group Co., Ltd. (海航現代物流集團有限公司). He worked as the deputy general manager of the Parent Company from March 2018 to July 2019, and has served as the general manager of the Parent Company from July 2019 to June 2022, and served as a Director of the Parent Company since July 2019 and the chairman of the Parent Company since 27 June 2022. He was appointed as the president of the Company since March 2019, an executive director of the Company since June 2019, and the chairman of the Company from December 2021, and was re-appointed as the executive director of the Company since December 2024 and the Chairman and the president of the Company from 17 January 2025. He served as the vice president of Hainan Airport Group Co., Ltd. (海南機場集團有限公司) since May 2024.

高級管理人員

王宏先生，57歲，於二零零七年七月於華中師範大學取得學士學位，主修人力資源專業。彼現任本公司董事長、總裁兼執行董事，並擔任提名委員會和戰略委員會委員。彼曾自一九八五年八月至二零零三年一月先後擔任民航宜昌站無線通信員，宜昌三峽機場建設指揮部項目負責人，宜昌三峽機場指揮中心副主任、主任，宜昌三峽機場地勤服務分公司經理以及宜昌三峽機場指揮中心主任。彼曾自二零零三年一月至二零一七年七月先後擔任宜昌三峽機場總經理助理、副總經理、總經理、董事長。彼自二零一七年七月至二零一八年三月先後擔任三亞鳳凰機場總裁，海航現代物流集團有限公司南海現代物流籌備工作組副組長。彼自二零一八年三月至二零一九年七月擔任母公司副總經理，自二零一九年七月至二零二二年六月擔任母公司總經理，自二零一九年七月起擔任母公司董事，自二零二二年六月二十七日起擔任母公司董事長。彼自二零一九年三月起獲委任為本公司總裁，自二零一九年六月起獲委任為本公司執行董事，並自二零二一年十二月起獲委任為本公司董事長，自二零二四年十二月起獲重新委任為本公司執行董事及自二零二五年一月十七日獲重新委任為本公司董事長兼總裁。彼自二零二四年五月起擔任海南機場集團有限公司副總裁。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

Mr. Ren Kai, aged 40, obtained a bachelor's degree from Hainan University (海南大學) in July 2009, majoring in accountancy. He is currently an Executive Director and the chief financial officer of the Company, and members of the Remuneration Committee and the Strategic Committee. From July 2009 to July 2011, he successively served as the audit assistant and the manager of PricewaterhouseCoopers. From July 2011 to January 2013, he served as the deputy financial manager of China Great Land Holdings Ltd. (新加坡華地控股有限公司). From January 2013 to March 2016, he served as the head of the finance department of Hainan Yangpu Development and Construction Holdings Co., Ltd. (海南省洋浦開發建設控股有限公司). From March 2016 to August 2019, he served as the head of and the section chief assistant of the finance department of Hainan Development Holdings. From August 2019 to July 2020, he served as the chief financial officer (section chief assistant level) of Hainan Holdings Energy Co., Ltd. (海南海控能源股份有限公司) (formerly known as "Hainan Tihierg Co., Ltd." (海南天匯能源股份有限公司)), listed on the National Equities Exchange and Quotations, stock code: 833042). From May 2020 to May 2021, he also served as a director and chief accountant (section chief assistant level) of Hainan Development Holdings Nanhai Co., Ltd. (海控南海發展股份有限公司) (listed on the Shenzhen Stock Exchange, stock code: 002163.SZ). From May 2021 to June 2022, he successively served as the section chief assistant of the finance department of Hainan Development Holdings, the director of Hainan Development Holding Real Estate Group Co., Ltd. (海南發展控股置業集團有限公司), the director and chief financial officer of Haikou Airport Aircraft Maintenance Engineering Co., Ltd. (海口空港飛機維修工程有限公司) and the director of Hainan Basuo Port Limited (海南八所港務有限責任公司). Since June 2022, he has been serving as the chief financial officer of the Parent Company. Since September 2022, he has been serving as a director of Ruigang Logistics (瑞港物流). Since December 2023, he has been serving as a director and vice-chairman of PipeChina Hainan Province Pipeline Network Co., Ltd. (國家管網集團海南省管網有限公司). He has been serving as a director and the chairman of Sino-Singapore Airport and a director and the chairman of Hainan Meilan International Airport Cargo Co., Ltd. (海南美蘭國際機場貨運有限責任公司) since November 2024. He was re-appointed as an Executive Director of the Company since December 2024 and re-appointed as the chief financial officer of the Company since January 2025. He was re-appointed as a director and the manager of Ruigang Logistics since January 2025.

任凱先生，40歲，於二零零九年七月獲得海南大學學士學位，主修會計學專業。彼現任本公司執行董事及財務總監，並擔任薪酬委員會和戰略委員會委員。彼曾自二零零九年七月至二零一一年七月先後擔任普華永道會計師事務所項目審計助理、經理。彼曾自二零一一年七月至二零一三年一月擔任新加坡華地控股有限公司財務副經理。彼曾自二零一三年一月至二零一六年三月擔任海南省洋浦開發建設控股有限公司財務部主管。彼曾自二零一六年三月至二零一九年八月擔任海南發展控股財務部主管、部長助理。彼曾自二零一九年八月至二零二零年七月擔任海南海控能源股份有限公司(前稱為「海南天匯能源股份有限公司」，於全國中小企業股份轉讓系統上市，股票代碼：833042)財務總監(部長助理級)。彼亦曾自二零二零年五月至二零二一年五月擔任海控南海發展股份有限公司(於深交所上市，股票代碼：002163.SZ)董事、總會計師(部長助理級)。彼曾自二零二一年五月至二零二二年六月先後擔任海南發展控股財務部部長助理，海南發展控股置業集團有限公司董事，海口空港飛機維修工程有限公司董事、財務總監，海南八所港務有限責任公司董事。彼自二零二二年六月起擔任母公司財務總監。彼自二零二二年九月起擔任瑞港物流董事。彼自二零二三年十二月起擔任國家管網集團海南省管網有限公司董事、副董事長。彼自二零二四年十一月起擔任中新空港董事、董事長，以及擔任海南美蘭國際機場貨運有限責任公司董事、董事長。彼自二零二四年十二月起獲重新委任為本公司執行董事，並於二零二五年一月獲重新聘任為本公司財務總監。彼自二零二五年一月獲重新委任為瑞港物流董事，並兼任經理。

DIRECTORS, SUPERVISORS AND SENIOR MANAGEMENT

董事、監事及高級管理層簡介

JOINT COMPANY SECRETARY

Mr. Xing Zhoujin, aged 59, graduated from the Anhui Normal University (安徽師範大學), in Wuhu, Anhui Province, the PRC, majoring in financial management in July 1985. He also has a bachelor degree in laws and a title of economist. Mr. Xing has served as the company secretary of the Company since 25 August 2009. He was also re-appointed as an Executive Director of the Company in December 2024. Mr. Xing served as the section chief of personnel division and office director of Sanya Airport and Meilan Airport. He has been engaged in the management and operation of the Company since 2002 and fully participated in the listing of H shares of the Company and worked as the secretary to the board of directors of the Parent Company. He has also been responsible for handling the results disclosure and daily operation of the Board after the listing of the Company.

Mr. Chen Yingjie, aged 37, obtained a bachelor's degree from Sichuan University (四川大學) in July 2011, majoring in applied mathematics. He is an senior economist certified by the Ministry of Human Resources and Social Security of the PRC, with qualification certificates of secretary for directorate issued by the Shenzhen Stock Exchange and the Shanghai Stock Exchange, respectively. He also holds a securities practitioner qualification certificate issued by the Securities Association of China and a fund practitioner qualification certificate issued by the Asset Management Association of China. From July 2011 to March 2013, he served as the director of listing affairs of the Office of the Board of the Company. From March 2013 to November 2016, he has successively served as the assistant director of the Office of the Board, business manager, securities affairs representatives and director of the Office of the Board. Due to his extensive experience in compliance matters of listed companies and capital operation, from November 2016 to October 2019, he has successively served as the general manager of the department of strategic investment of HNA Airport Group and deputy general manager of the department of asset management of HNA Logistics Group (海航物流集團有限公司). During his post, he was mainly responsible for investment and M&A matters, including capital market operation and listed company governance matters. From November 2019 to December 2021, he served as the general manager of the Office of the Board. From December 2021 to February 2023, he served as the deputy general manager of the General Office of the Company and was in charge of the Office of the Board of the Company. Since February 2023, he has been acting as the general manager of the department of investment and operation (Office of the Board) of the Company, assisting the Chairman and Mr. Xing Zhoujin, the joint company secretary of the Company to manage the listing affairs of the Company. Since December 2023, he has been serving as a director of PipeChina Hainan Province Pipeline Network Co., Ltd. (國家管網集團海南省管網有限公司). He has been serving as a director of Sino-Singapore Airport since November 2024.

聯席公司秘書

邢周金先生，59歲，於一九八五年七月畢業於位於中國安徽省蕪湖的安徽師範大學經濟管理專業。彼亦擁有法學學士學位和經濟師職稱。邢先生自二零零九年八月二十五日起擔任本公司之公司秘書，及於二零二四年十二月獲重新委任為本公司執行董事。邢先生曾擔任三亞機場和美蘭機場人事處處長、辦公室主任等職務，自二零零二年起即開始從事本公司的治理和運作工作，並全程參與了本公司的H股上市發行工作，同時還擔任了母公司的董事會秘書。彼亦於本公司上市後負責業績披露及董事會日常事務的處理工作。

陳英傑先生，37歲，於二零一一年七月獲得四川大學學士學位，主修應用數學。彼為中國人力資源和社會保障部認證的高級經濟師，分別持有深交所及上交所頒發的董事會秘書資格證書。彼亦持有中國證券業協會頒發的證券從業資格證書，以及持有中國證券投資基金業協會頒發的基金從業資格證書。自二零一一年七月至二零一三年三月，彼擔任本公司董事會辦公室上市事務主管。自二零一三年三月至二零一六年十一月，彼先後擔任本公司董事會辦公室主任助理、業務經理、證券事務代表及董事會辦公室主任。由於彼於上市公司合規事宜及資本運作方面擁有豐富經驗，自二零一六年十一月至二零一九年十月，先後擔任海航機場集團戰略投資部總經理及海航物流集團有限公司資產管理部副總經理，任職期間主要負責有關投資及併購事宜，包括資本市場運作事宜及上市公司治理事宜。自二零一九年十一月至二零二一年十二月，彼擔任本公司董事會辦公室總經理。自二零二一年十二月至二零二三年二月，彼擔任本公司綜合辦公室副總經理，主要分管董事會辦公室。自二零二三年二月起，彼擔任本公司投資運營部(董事會辦公室)總經理，協助董事長及本公司聯席公司秘書邢周金先生管理本公司上市事務。彼自二零二三年十二月起擔任國家管網集團海南省管網有限公司董事。彼自二零二四年十一月起擔任中新空港董事。

REPORT FROM THE BOARD

董事會報告

The annual report together with the audited financial statements of the Group for the year ended 31 December 2024 has been approved for issue by the Board.

PRINCIPAL ACTIVITIES

The Group is principally engaged in both aviation and non-aviation businesses. Its aviation business mainly consists of provision of terminal facilities, ground handling services and passenger services, and its non-aviation business mainly includes leasing of the commercial and retail outlets at Meilan Airport, franchising of the airport-related business, leasing of the advertising spaces and parking lots, provision of cargo handling services and sales of consumable goods.

During the year ended 31 December 2024, the Group operated on a business-side basis: the operation of an airport and an ancillary hotel and provision of related services in the PRC. The Group also operated within one geographical segment and its revenues were primarily generated from its assets located in the PRC, therefore no geographical segment information is presented.

In 2024, the Group's total revenue amounted to RMB2,170,988,338, representing an increase of 4.09% as compared to 2023. The revenue from aviation business amounted to RMB1,081,102,941, representing an increase of 10.93% as compared to 2023. The revenue from non-aviation business amounted to RMB1,089,885,397, representing a decrease of 1.91% as compared to 2023.

During 2024, Meilan Airport recorded passenger throughput in aggregate of 26.8904 million, flight take-offs and landing of 186,117 times and cargo and mail throughput of 209,336 tonnes, representing a year-on-year increase of 10.48%, 7.92% and 19.69%, respectively.

In non-aviation business, the franchise income of the Group accumulated to RMB507,297,738, representing a year-on-year decrease of 18.49%; hotel income reached RMB112,077,141, representing a year-on-year increase of 1.67%; freight and packaging income amounted to RMB106,625,031, representing a year-on-year increase of 22.58%; rental income reached RMB98,243,419, representing a year-on-year increase of 28.33%; VIP room income reached RMB62,565,676, representing a year-on-year increase of 59.50%.

董事會同意謹將本集團截至二零二四年十二月三十一日止的年度報告連同經審核的帳目呈覽。

主要業務

本集團主要從事航空及非航空業務。航空業務主要包括提供航站樓設施、地勤服務以及旅客服務；非航空業務則主要包括出租美蘭機場的商業及零售舖位、機場相關業務特許經營、廣告位、停車場、貨物處理及出售消費品。

在截至二零二四年十二月三十一日止的年度內，本集團以一種業務環節經營業務：即在中國經營機場及配套酒店並提供相關服務。本集團亦在一個地域環節內營運，因本集團之收入皆主要來自位於中國的資產，因此，並無呈列地區分部資料。

於二零二四年，本集團之總收入為人民幣2,170,988,338元，較二零二三年增長4.09%。來自航空業務的收入為人民幣1,081,102,941元，較二零二三年增長10.93%；來自非航空業務的收入為人民幣1,089,885,397元，較二零二三年下降1.91%。

美蘭機場二零二四年全年共計完成旅客吞吐量2,689.04萬人次，航班起降186,117架次，貨郵吞吐量209,336噸，同比分別增長10.48%、7.92%和19.69%。

非航空業務收入中，本集團特許經營權收入累計達人民幣507,297,738元，同比下降18.49%；酒店收入達人民幣112,077,141元，同比增長1.67%；貨運及包裝收入達人民幣106,625,031元，同比增長22.58%；租金收入達人民幣98,243,419元，同比增長28.33%；貴賓室收入達人民幣62,565,676元，同比增長59.50%。

REPORT FROM THE BOARD

董事會報告

OPERATING RESULTS AND FINANCIAL POSITION

The Group's operating results for the year ended 31 December 2024 prepared in accordance with the Accounting Standards for Business Enterprises, Hong Kong Companies Ordinance and the relevant disclosure requirements of Hong Kong Stock Exchange, and the financial positions of the Group and the Company as at that date are set out in page 211 to page 219 of this annual report.

BUSINESS REVIEW

For details of the business review of the Group for the year ended 31 December 2024, please refer to page 33 to page 40 of this annual report.

ENVIRONMENTAL POLICIES AND PERFORMANCE

During 2024, the Group launched the "Green Airport" project in full swing to put the sustainable and low-carbon strategy into practice. For detailed measures and efforts in respect of environmental protection of the Group during 2024, please refer to the "Environmental, Social and Governance Report" set out in page 126 to page 204 of this annual report.

As of 31 December 2024, the Group conducted its business operations in compliance with the relevant environmental laws and regulations.

經營業績及財務狀況

本集團按企業會計準則、香港公司條例以及香港聯交所有關披露規定編製的截至二零二四年十二月三十一日止年度的經營業績，及本集團和本公司於該日之財務狀況，載於本年報第211頁至第219頁。

業務回顧

本集團截至二零二四年十二月三十一日止年度的業務回顧，請參閱本年報第33頁至第40頁。

環境政策及表現

二零二四年，為切實踐行可持續低碳發展戰略，本集團全面開展「綠效機場」建設。關於本集團二零二四年度環境保護之具體措施與成果請詳見本年報第126頁至第204頁的「環境、社會和管治報告」。

截至二零二四年十二月三十一日止，本集團的業務經營遵守相關環保法律法規。

REPORT FROM THE BOARD

董事會報告

MAJOR OPERATION RISKS

In 2024, the Company made a scientific analysis into, and classification of, the deficiencies or potential risks found in the business operations and identified such key risks that may affect the Company's operations in the future. Risks that may affect the normal operations of the Company and the measures taken by the Company to alleviate/eliminate such risks were as follows:

主要經營風險

本公司於二零二四年度內針對工作開展過程中發現的本公司經營不足或潛在風險進行了科學分析及梳理，識別出未來可能影響本公司經營運作的關鍵風險點。影響本公司正常經營的關鍵風險及本公司出台的弱化／規避措施具體如下：

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Operation risk – bird strike risk	Birds may collide with aircrafts during flight or ground operation, which may result in damage to the aircraft's structure, engine failure, flight control system failure, and even the occurrence of aviation accidents and threatening flight safety.	(i) Personnel Training Enhance the precision of the relevant personnel in relation to bird identification and conduct emergency disposal exercises to practice the relevant personnel's emergency response capabilities by training; (ii) Birds driving equipment Use of birds driving equipment efficiently, and delay in birds' adaptability to the equipment and facilities in the field; (iii) Master the bird conditions around the airport Conduct research on the ecological environment of bird conditions in the airport area, pay attention to the ponding area and the surrounding forests of the area in a timely manner for birds strike risk research.
運營風險－鳥擊風險	鳥類與航空器在飛行或地面運行過程中發生碰撞，可能導致航空器結構損壞、發動機故障、飛行控制系統失靈等，嚴重時甚至引發航空事故，威脅飛行安全。	(一) 人員培訓方面 通過培訓，提高相關人員對鳥類辨識的精確程度，開展應急處置演練，鍛煉人員應急處突能力； (二) 驅鳥設備使用方面 高效使用驅鳥設備，通過設備設施輪換，延緩場區鳥類對各項設備設施的適應性； (三) 機場周邊鳥情掌握方面 及時開展機場區域鳥情生態環境調研，關注積水區域、圍界周邊樹林等，做好鳥擊風險研判。

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Operation risk – missing inspection risk	The relevant personnel do not conduct inspection on outbound passengers and baggage in accordance with the operational procedures, and there occurs verification missing inspection, personal missing inspection, startup missing inspection or package missing inspection, risky personnel or contraband entering the boarding area or boarding, which results in security loopholes and increasing flight risk.	(i) Personnel Training Conduct regular training and assessment on the personnel who are engaged in verification inspection, personal inspection, startup inspection, package inspection to ensure on-the-job staff are able to master and strictly enforce the standard operation process; collect various safety accident cases, and organize staff learning, analyze the causes and consequences of various safety incidents caused by missing inspection and enhance the employees' awareness and attach great importance to the risk of missing inspection.
		(ii) Technology and Equipment Timely update and upgrade the security equipment, improve testing precision and reliability of the equipment, reduce the cases of missing inspection due to equipment reasons; Leveraging technology such as artificial intelligence and big data, to develop an intelligent security inspection auxiliary system which provides analysis and pre-warn for security data to facilitate the security personnel to better identify concerns and risks.
運營風險－漏檢風險	相關崗位人員未按操作流程對出港旅客和行李進行檢查，發生驗證漏檢、人身漏檢、開機漏檢或開包漏檢，風險人員或違禁品進入候機區、登機，造成安全漏洞，增加飛行風險。	(一) 人員培訓方面 定期對驗證、人身、開機、開包等崗位人員進行操作流程的培訓和考核，確保在崗員工都能熟練掌握並嚴格執行標準操作流程；收集各類因漏檢導致安全事故案例，組織員工學習，分析原因和後果，提高員工對漏檢風險的認識和重視程度。 (二) 技術設備方面 及時更新和升級安檢設備，提高設備的檢測精度和可靠性，減少因設備原因導致的漏檢；利用人工智能、大數據等技術，開發智能安檢輔助系統，對安檢數據進行分析和預警，幫助安檢人員更好地發現疑點和風險。

REPORT FROM THE BOARD

董事會報告

Risks 風險名稱	Descriptions 風險描述	Responses 應對措施
Operation risk – construction management risk within the airfield	During the construction and maintenance work within the airport airfield, if the relevant personnel, vehicles and materials are not effectively managed, it may increase the risk of foreign object debris and airfield incursions.	<p>(i) Personnel Management</p> <p>Strictly review the background and qualifications of construction and maintenance personnel to ensure skills and quality meet standards. Regularly conduct safety education and training to enhance personnel's safety awareness and familiarize them with airfield regulations and risk prevention. Equip personnel with identification badges and positioning devices for easy identification and tracking, preventing unauthorized personnel from entering.</p> <p>(ii) Vehicle Management</p> <p>Regular inspections and maintenance of vehicles entering the airfield are conducted to ensure performance and prevent loosening or detachment of components. Plan vehicle routes, install monitoring equipment, conduct real-time monitoring, and promptly alert and correct vehicles deviating from the route. Specialized training for airfield vehicle drivers to familiarize them with road and safety regulations, ensuring compliance in driving.</p> <p>(iii) Materials Management</p> <p>Establish dedicated storage areas, regulate the stacking of materials, ensure stability and safety, and prevent wind dispersal and falling. In the storage area, clear signs and protective facilities such as warning signs and fences are set up to prevent accidental collisions by vehicles and aircraft. Regularly inventory materials to ensure accurate quantities and promptly address any loss or omission.</p>
運營風險-飛行區內施工管理風險	在機場飛行區內進行施工作業和維護工作的過程中，倘若未能有效地對相關人員、車輛和相關物資材料進行有效管理，可能增加外來物以及飛行區入侵的相關風險。	<p>(一) 人員管理方面</p> <p>嚴格審核施工及維護人員背景與資質，確保技能、素質達標。定期開展安全教育培訓，提升人員安全意識，熟悉飛行區規定與風險防範。為人員配備標識牌與定位設備，便於識別、跟蹤，防止未授權人員進入。</p> <p>(二) 車輛管理方面</p> <p>定期檢查、維護進入飛行區的車輛，保障性能，防止零部件鬆動、脫落。規劃車輛行駛路線，安裝監控設備，實時監控，對偏離路線車輛及時預警、糾正。對飛行區車輛駕駛員專門培訓，使其熟知道路與安全規定，依規駕駛。</p> <p>(三) 物資材料管理方面</p> <p>設立專門存放區，規範堆放物資材料，保障穩定性與安全性，防風吹散、掉落。在堆放區設明顯標識與防護設施，如警示標誌、圍欄，防車輛、飛機誤撞。定期盤點物資，確保數量準確，及時處理丟失、遺落情況。</p>

In the future, the Company will continue to explore and improve the long-term risk management and internal working system, by which the Company would, on one hand, inspect the overall rectification of the weakness identified during the previous year, and, on the other hand, update timely the key business process and the risk database for internal audit in accordance with latest operation progress during the current year, ensuring the Company is up-to-date and building a strong risk firewall for the ordinary operations and such key tasks of the Company.

未來，本公司將繼續探索完善長效的風險管理及內部工作機制，一方面檢查前一年度薄弱環節的整改及消除情況，另一方面，及時根據當年工作最新情況更新內審重點業務流程及風險庫，確保與時俱進，為本公司日常業務及重點工作的開展建立堅固的風險防火牆。

EVENT AFTER THE REPORTING PERIOD

As disclosed in the announcement of the Company dated 31 December 2024 and the circular of the Company dated 28 January 2025, pursuant to the New Syndicated Loan Agreement, CDB Hainan Branch and ICBC Haikou Jiangdong Sub-branch agreed to grant New Syndicated Loan to the Company and the Parent Company on a jointly and severally liable basis. Pursuant to the New Syndicated Loan Allocation Agreement, the Company was allocated RMB3.181635 billion (representing 50% of the New Syndicated Loan). Not more than RMB4.776 billion of the New Syndicated Loan was utilized for the repayment of the outstanding amount of the Original Syndicated Loan and the remaining RMB1.58727 billion of the New Syndicated Loan was utilized for the Airport Project. The New Syndicated Loan Agreement and the New Syndicated Loan Allocation Agreement were approved by the shareholders of the Company at the extraordinary general meeting held on 7 March 2025.

Save as disclosed above, no events occurred which had a significant impact on the Group after 31 December 2024.

CHARITABLE DONATIONS

In 2024, Meilan Airport supported 1 impoverished employee with a total funding of RMB20,000 via the Charity Foundation. Meanwhile, the Company raised over RMB250,000 for 6 impoverished employees through internal initiatives, which effectively solved the urgent needs of employees and demonstrated the Company's spirit of mutual assistance among employees; the Company organized 15 condolence activities, with a total investment of over RMB6.18 million.

In addition, the Company actively carried out social activities for public good, and demonstrated corporate social responsibility and commitment. In 2024, the Company organized volunteer blood donations which were participated by 287 employees, donating 70,950ml of blood in total, which demonstrated the spirit of care and commitment of Meilan Airport on the staff level. The Company have selected a business elite to act as the first secretary of village to Liangfeng Village, Dongge Town, Wenchang City, Hainan Province, members of the rural revitalization team, full participation in the revitalization of villages. Through Joint efforts on Party building, employing villagers, helping the widows and the elderly, building toilets for villagers, broadening the distribution channels of agricultural products, the Company fully participates in the rural revitalization work. At the same time, the Company donated RMB100,000 for the improvement of the infrastructure of Liangfeng Village, which effectively solved the irrigation problem of 600-odd acres of farmland around Liangfeng Village and prevented sea water pouring problems.

報告期後事項

誠如本公司日期為二零二四年十二月三十一日之公告及本公司日期為二零二五年一月二十八日之通函所披露，根據新銀團貸款協議，國家開發銀行海南分行及工商銀行海口江東支行同意在互負連帶責任的基礎上向本公司及母公司授出新銀團貸款。根據新銀團貸款分配協議，本公司獲分配人民幣31.81635億元(佔新銀團貸款的50%)。新銀團貸款中不多於人民幣47.76億元用於償還原銀團貸款之未償還金額及新銀團貸款餘下的人民幣15.8727億元用於機場項目。新銀團貸款協議及新銀團貸款分配協議已獲本公司於二零二五年三月七日召開之股東特別大會批准。

除上文披露者外，於二零二四年十二月三十一日後，並無發生任何對本集團有重大影響的事件。

慈善捐款

二零二四年，美蘭機場通過愛心基金會平台，幫扶1名困難員工，資助金額共人民幣2萬元。同時，通過內部發起倡議的形式，為6名困難員工募集善款逾人民幣25萬元，有效解決了員工的燃眉之急，展現出了本公司與員工和衷共濟、守望相助的情懷；組織慰問活動15次，合計投入慰問資金超人民幣618萬元。

此外，本公司積極開展社會公益活動，展現企業社會責任擔當。二零二四年，組織開展無償獻血活動，共有287名員工參與獻血，總獻血量達70,950ml，彰顯了美蘭機場員工的大愛與擔當。選派業務骨幹擔任海南省文昌市東閣鎮良豐村駐村第一書記、鄉村振興工作隊員，通過黨建共建、解決村民就業、幫扶孤寡老人、援建村民廁所、拓寬農產品銷路等方式全面參與鄉村振興工作；同時，捐贈人民幣10萬元以供良豐村進行基礎設施改造，有效解決了良豐村周邊600餘畝農田灌溉問題及防止海水倒灌問題。

REPORT FROM THE BOARD

董事會報告

FUTURE DEVELOPMENT

Aviation Business

In 2025, Meilan Airport will enhance market sensitivity, take the initiative to respond to changes in the market, introduce incentives in line with market demand, and practically increase flight execution rates and Passenger load factor. In conjunction with Hainan Free Trade Port, the Company will speed up the opening up paces, insist on “Going Out, Bringing In”, continue to promote the “Airport + Airport + Airlines” model, and continue to expand the “Free Trade Port Express” team, and expand the coverage networks among domestic and overseas cities, and increase flight frequency of routes in areas, such as other domestic areas, Southeast Asia, Australian and New Zealand. In addition, the Company will actively advance the opening of passenger routes of seventh freedom of the air as soon as possible.

Non-aviation Business

In 2025, Meilan Airport will gear up in different dimensions to cope with the negative impact of the passengers’ negative consumption sentiments. Through Sino-Singapore Airport, it actively explores new resources, explore new points and reduce idle stores of the Airport to attract merchants, at the same time, by making use of public areas such as setting up pop up stores to achieve higher sales volume; it makes full efforts to facilitate advertising companies to increase the rent rate of the advertising sites; it focus on optimizing the ancillary resources of VIP business segment, expands naming business and increase the lease space of VIP display sites; it focus on setting up the online business and strengthens marketing efforts.

FINAL DIVIDEND

The Board expected that, in 2025, the Company will have a relatively large capital demand, mainly because the overall operating performance of Meilan Airport is still in the growth period and the out-of-pocket costs are also relatively high after the official operation of the Phase II Expansion Project. In view of the actual needs of the Company’s future development capital, the Board recommended no payment of final dividend for the year ended 31 December 2024.

During the Year, there was no arrangement under which any shareholders of the Company has waived or agreed to waive any dividend.

未來發展

航空業務

二零二五年，美蘭機場將增強市場敏銳性，主動應對市場變化，出台符合市場需求的激勵政策，切實提升航班執行率及客座率；結合海南自貿港加快擴大開放，堅持「走出去、引進來」，繼續推廣「機場+機場+航空公司」模式，壯大「自貿港快線」隊伍，擴大境內外城市航點網絡覆蓋，加密國內其他地區、東南亞、澳新等區域航線網絡；此外，積極爭取第七航權航線盡早實現突破。

非航空業務

二零二五年，美蘭機場將多方位發力以應對旅客消費意願減弱的負面影響，通過中新空港，在招商方面積極挖掘航站樓新資源、探尋新點位並減少閒置店舖，同時借助公共區域設快閃店等形式爭取實現銷售額的提升；全力協助廣告公司提高廣告點位出租率；著重優化貴賓業務板塊資源配套、拓展冠名業務及增加貴賓廳展示點位租賃；聚焦設立線上商業業務及強化市場營銷推廣工作。

末期股息

董事會預計二零二五年本公司資金需求量較大，主要由於二期擴建項目正式投入使用後，美蘭機場整體經營業績仍處於爬坡期，付現成本費用也較高。鑒於本公司未來發展資金的實際需要，董事會建議不派發截至二零二四年十二月三十一日止年度之末期股息。

本年度內，概無本公司股東放棄或同意放棄任何股息的安排。

DIVIDEND POLICY

The Articles of Association stipulates that the Company distributes dividends according to an ordinary resolution of the shareholders' general meeting. After consideration of the Company's financial conditions and adherence to the provisions of applicable laws and regulations, shareholders' meeting may authorise the board of directors to distribute and pay interim dividends by an ordinary resolution of the shareholders' meeting. When the Company convenes an annual general meeting to consider the annual profit distribution plan, it may consider and approve the conditions, the proportional limits, and the upper amount limits and other matter for the distribution of interim cash dividend for the subsequent year, provided that the upper limit of the interim dividends shall not exceed the net profit attributable to the Company's shareholders for the corresponding period. Subject to profit distribution conditions, the board of directors should formulate a specific interim profit distribution plan which conforms with the conditions of profits distribution according to the resolution of the shareholders' meeting. The interim dividend is calculated on the basis of the latest audited undistributed profit and is considered to be reasonable. In accordance to the Articles of Association, the Company may distribute dividends in the form of cash, shares and other forms permitted by applicable laws and regulations, separately or concurrently.

In accordance with the provisions of the Company Law and the Articles of Association, the Company shall, in distributing after-tax profits for the current year, provide ten percent (10%) of the profits for statutory reserve fund. Where the cumulative amount of the Company's statutory reserve fund is more than fifty percent (50%) of the Company's registered capital, no further provision is needed. Where the Company's statutory reserve fund is not sufficient to make up losses of the Company in the previous year, profits for the current year shall be first used for making up losses before providing for statutory reserve fund in accordance with the provisions in the previous section. The Company may, after providing for statutory reserve fund from the after-tax profits, provide for discretionary reserve fund by resolution of the shareholders' general meeting. After making up losses and providing for reserve fund, the remaining profits of the Company shall be distributed in accordance with the proportion of shares held by the shareholders. The Company's outstanding credit facilities do not impose any restrictions on its ability to pay dividends.

In accordance with the provisions of the Articles of Association, if the shareholders' meeting approves a resolution on profit distribution, the board of directors shall distribute profits within six (6) months after the resolution is passed at the shareholders' meeting; if the board of directors of the Company formulates specific proposals for the distribution of interim dividend and makes a resolution of the board of directors based on the terms of the interim dividend and the upper limit approved for the following year as approved by the annual general meeting, the Company shall complete the distribution of the interim dividend within two (2) months from the date of the resolution of the board of directors. However, if the Listing Rules provide otherwise for the time limit for completing profit distribution and interim dividend distribution, such provisions shall prevail.

股息政策

《公司章程》規定本公司依據股東大會普通決議案分配股利。經考慮公司的財務狀況並遵守適用的法律法規的規定，股東大會可通過普通決議案授權董事會分配和支付中期股利，即公司召開股東週年大會審議年度利潤分配方案時，可審議批准下一年中期現金分紅的條件、比例上限、金額上限等，中期分紅上限不應超過相應期間歸屬於公司股東的淨利潤；董事會根據股東會議在符合利潤分配的條件下制定具體的中期分紅方案，中期分紅以最近一期經審計未分配利潤為基準，合理考慮當期利潤情況。根據《公司章程》，本公司可以分別或同時以現金、股票及適用的法律法規允許的其他形式分配股利。

根據《公司法》和《公司章程》的規定，在分配當年稅後利潤時，本公司應當提取利潤的百分之十(10%)列入公司法定公積金；公司法定公積金累計額為公司註冊資本的百分之五十(50%)以上的，可以不再提取。公司的法定公積金不足以彌補以前年度虧損的，在依據前述規定提取法定公積金之前，應當先用當年利潤彌補虧損。公司在從稅後利潤中提取法定公積金後，經股東大會決議，還可以從稅後利潤中提取任意公積金。公司彌補虧損和提取公積金後所餘稅後利潤，按照股東所持有的股份比例分配。本公司尚未償還的信貸備用額對本公司支付股息能力不設任何限制。

根據《公司章程》的規定，股東大會作出分配利潤的決議的，董事會應當在股東大會決議作出之日起六(6)個月內進行分配；公司董事會根據股東週年大會審議通過的下一年中期分紅條件和上限制定具體方案並作出董事會決議的，公司應當在董事會作出決議之日起兩(2)個月內完成中期分紅的派發。但如上市規則對完成利潤分配和中期分紅派發的期限另有規定，則從其規定。

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The distribution of dividend payment will be dependent upon the Company's earnings, financial conditions, cash requirements and availability, the provisions of the Company Law and the Articles of Association. There is no assurance as to whether the dividend distribution will occur as intended, the amount of dividend payment or the timing of such payment.

The Articles of Association stipulate that the Company shall declare and pay share dividends and other monies to shareholders of domestic shares in Renminbi. Dividends shall be paid in Renminbi. The Company shall declare and pay share dividends and other monies to H shareholders in Renminbi. Dividends shall be paid in Renminbi or foreign currency (including but not limited to Hong Kong dollars). The foreign currency required to pay dividends to H shareholders shall be obtained according to national foreign exchange management regulations. The Company shall make withholdings for income tax from the dividends of individual shareholders according to the regulations of the China Tax Law.

分派之股息金額將視本公司的盈利、財務狀況、現金需求及可用現金、《公司法》及《公司章程》的規定及其他因素而定。本公司不能保證是否會如計劃一般分派股息，亦不能保證股息的金額或在何時分派股息。

《公司章程》規定公司向內資股股東支付股利以及其他款項，以人民幣計價和宣佈，以人民幣支付；公司向H股股東支付股利及其他款項，以人民幣計價和宣佈，以人民幣或外幣(包括但不限於港幣)支付。公司向H股股東支付的外幣，將按照中國有關外匯管理的規定辦理。公司應當按照中國稅法的規定，代扣並代繳個人股東股利收入的應納稅金。

ANNUAL GENERAL MEETING AND CLOSURE OF REGISTER OF MEMBERS

The Company will announce the date of the annual general meeting and the period of closure of register of members in due course.

股東週年大會及暫停辦理股東登記

本公司將適時公佈股東週年大會日期及暫停辦理股東登記期間。

SYNDICATED LOAN

Details of the Original Syndicated Loan are set out in Notes X(IV)2 to the financial statements; details of the New Syndicated Loan are set out in the notes X(IV)2 and XII(I) to the financial statements.

銀團貸款

原銀團貸款的詳情載於財務報表附註十(四)2；新銀團貸款的詳情載於財務報表附註十(四)2及附註十二(一)。

PROPERTY, PLANT AND EQUIPMENT

The Group holds the Terminal Complex Project (Haikou Meilan Airport comprehensive transportation hub GTC phase I) located in Meilan Airport Road, Meilan District, Haikou City, Hainan Province, the PRC for the year ended 31 December 2024. The commercial building and parking building of the project are investment properties of the Company, which are used for commercial and parking purposes. The usage period of such buildings is from May 2017 to September 2049. Details of the property, plant and equipment as at 31 December 2024 and the changes in the property, plant and equipment of the Group and the Company for the year ended 31 December 2024 are set out in Note V(I)10 and Note V(I)11 to the financial statements.

物業、機器及設備

截至二零二四年十二月三十一日止年度，本集團持有坐落於中國海南省海口市美蘭區美蘭機場路之站前綜合體項目(海口美蘭機場綜合交通樞紐GTC一期)，該項目商業樓及停車樓為本公司投資性房地產，用途為商業及停車用途，使用年限自二零一七年五月起至二零四九年九月止。本集團及本公司於二零二四年十二月三十一日之物業、機器及設備及截至二零二四年十二月三十一日止年度之物業、機器及設備的變動情況載列於財務報表附註五(一)10和附註五(一)11。

TAXATION

Details of taxation of the Group and the Company (including all tax preferences) for the year ended 31 December 2024 are set out in Note IV to the financial statements.

稅項

本集團及本公司截至二零二四年十二月三十一日止年度的稅項詳情(包括任何稅項優惠)載列於財務報表附註四。

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RESERVES

Details of reserves of the Group and the Company during the year ended 31 December 2024 are set out in Note V(l)33 and Note V(l)35 to the financial statements.

DISTRIBUTABLE RESERVES

As at 31 December 2024, the balance of capital surplus and statutory surplus reserve of the Company amounted to approximately RMB699,484,654 and approximately RMB246,394,231 respectively, which were determined in accordance with the Company Law and China's accounting standards and regulations. In addition, pursuant to the Articles of Association, the retained profits available for dividend distribution of the Company amounted to approximately RMB2,714,860,693.

SUBSIDIARIES

Details of the Company's subsidiaries as at 31 December 2024 are set out in Note VI(l) to the financial statements.

MAJOR CUSTOMERS AND SUPPLIERS

The largest customer and the top five largest customers of the Group represented 18.12% and 45.69% of the total sales of the Group for the year ended 31 December 2024, respectively.

The largest supplier and the top five largest suppliers of the Group represented 7.28% and 9.77% of the total operating costs of the Group, respectively for the year ended 31 December 2024. The Group and its customers and suppliers have maintained close co-operations based on the principle of fairness, transparency and friendliness for a couple of years. The Group believes that as our business scope and business volume expand, the Group will reach a strong relationship with more customers and suppliers in accordance with compliant procurement and audit systems.

At any time during the year ended 31 December 2024, none of the Directors, Supervisors, their close associates or, to the knowledge of the Directors, any shareholder holding more than 5% of the issued shares (excluding Treasury Shares, if any) of the Company was interested in any of the top five largest customers or suppliers of the Group.

RELATIONSHIP WITH EMPLOYEES

The Group maintains a sound relationship with its employees through meticulous staff caring initiatives and various social welfare campaigns. Please refer to the "Environmental, Social and Governance Report" on page 126 to page 204 in this annual report of the Company for details.

儲備

本集團及本公司於截至二零二四年十二月三十一日止年度之儲備詳情載列於財務報表附註五(一)33和附註五(一)35。

可供分派儲備

於二零二四年十二月三十一日，根據《公司法》、中國會計準則及規定釐定，本公司資本公積餘額約為人民幣699,484,654元，法定盈餘公積金餘額約為人民幣246,394,231元。此外，根據《公司章程》，本公司未分配利潤約為人民幣2,714,860,693元可作股息予以分派。

子公司

本公司於二零二四年十二月三十一日止之子公司詳情載列於財務報表附註六(一)。

主要客戶及供應商

截至二零二四年十二月三十一日止年度，本集團經營業務中，最大的客戶及五位最大的客戶分別佔本集團總銷售額的18.12%及45.69%。

截至二零二四年十二月三十一日止年度，本集團經營業務中，最大的供貨商及五位最大的供貨商分別佔本集團運營成本的7.28%及9.77%。本集團與客戶及供應商之間遵照公允、透明、友好的原則，已合作多年。本集團相信，隨著業務範圍的擴張及業務量的增長，本集團將會遵從合規的採購和審計制度與更多的客戶及供應商達成良好合作關係。

於截至二零二四年十二月三十一日止年度任何時間，概無董事、監事、其緊密連絡人或就董事所知擁有本公司已發行股份(不包括庫存股份(如有))超過5%的股東於本集團五大客戶或供貨商當中任何一方擁有權益。

與僱員之關係

本集團通過細緻入微的員工關愛行動、豐富多彩的社會公益活動等與本集團員工保持良好的僱主與僱員關係。詳情請參見本年報第126頁至第204頁的「環境、社會與管治報告」。

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SHARE CAPITAL STRUCTURE

As at 31 December 2024, the total number of issued share capital of the Company was 473,213,000, of which:

		Numbers of shares	Percentage of total issued shares
		股數	佔已發行總股份比例
Domestic shares	內資股	246,300,000	52%
H shares	H股	226,913,000	48%
Total	總數	473,213,000	100%

During the Year, the Group did not hold or sell any treasury shares.

SUBSTANTIAL SHAREHOLDERS' INTERESTS IN SHARES

As at 31 December 2024, so far as known to the Directors, supervisors or chief executive of the Company, the following persons (other than a Director, Supervisor or chief executive of the Company) had interests or short positions in the shares and underlying shares of the Company which were required to be recorded in the register to be kept by the Company under section 336 of the Securities and Futures Ordinance (the “SFO”) (Chapter 571 of the Laws of Hong Kong).

Domestic Shares

Name of Shareholders	Capacity	Number of ordinary shares	Percentage of Domestic shares issued	Percentage of total issued share capital
股東名稱	身份	普通股數目	佔已發行內資股百分比	佔已發行總股本百分比
Haikou Meilan International Airport Company Limited.* (Note 1)	Beneficial owner	237,500,000(L)	96.43%	50.19%
海口美蘭國際機場有限責任公司(附註1)	實益擁有人			
Hainan Airport Industrial Investment Co., Ltd.* (Note 1)	Interest of controlled corporations	237,500,000(L)	96.43%	50.19%
海南機場實業投資有限公司(附註1)	受控制公司權益			
Hainan Development Holdings Co., Ltd.* (Note 1)	Interest of controlled corporations	237,500,000(L)	96.43%	50.19%
海南省發展控股有限公司(附註1)	受控制公司權益			

股本結構

於二零二四年十二月三十一日，本公司已發行之總股本為473,213,000股，其中：

本年度內，本集團未持有或出售任何庫存股份。

主要股東的股份權益

於二零二四年十二月三十一日，就本公司董事、監事或主要行政人員所知，以下人士(本公司董事、監事或主要行政人員除外)於本公司股份及相關股份中擁有須記錄於本公司根據香港法例第571章證券及期貨條例(「證券及期貨條例」)第336條須備存的登記冊內的權益或淡倉。

內資股

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H Shares

H股

Name of shareholders	Type of interest	Number of ordinary shares	Percentage of H shares issued	Percentage of total issued share capital
股東名稱	權益類別	普通股數目	佔已發行H股百分比	總股本百分比
UBS Group AG (Note 2)	Interest of controlled corporations	22,152,128(L)	9.76%	4.68%
UBS Group AG(附註2)	受控制公司權益			
M&G Plc (Note 3)	Interest of controlled corporations	20,378,000(L)	8.98%	4.31%
M&G Plc(附註3)	受控制公司權益			
Feng Global Fund SPC – Feng Global SP	Investment manager	18,235,000(L)	8.04%	3.85%
Feng Global Fund SPC – Feng Global SP	投資經理			
	Beneficial owner	5,418,043(L)	2.39%	1.14%
	實益擁有人	4,384,543(S)	1.93%	0.93%
JPMorgan Chase & Co.(Note 4)	Person having a security interest in shares	4,676,000(L)	2.06%	0.99%
JPMorgan Chase & Co.(附註4)	對股份持有保證權益的人士			
	Approved lending agent	1,268,498(P)	0.56%	0.27%
	核准借出代理人			

Notes:

附註：

1. Haikou Meilan International Airport Company Limited* (海口美蘭國際機場有限責任公司) is established in the PRC and is the controlling shareholder of the Company.

According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, Hainan Development Holdings Co., Ltd.* (海南省發展控股有限公司) holds 100% interests in Hainan Airport Group Co., Ltd.* (海南機場集團有限公司), Hainan Airport Group Co., Ltd. holds 56.00% interests in Hainan Airport Industrial Investment Co., Ltd.* (海南機場實業投資有限公司), and Hainan Airport Industrial Investment Co., Ltd. holds 46.71% interests in the Parent Company. Therefore, both Hainan Development Holdings Co., Ltd. and Hainan Airport Industrial Investment Co., Ltd. are deemed to be interested in the 237,500,000 domestic shares in long position held by the Parent Company.

2. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, UBS Group AG holds 100% interests in each of (i) UBS Asset Management (Hong Kong) Ltd; (ii) UBS Asset Management (Singapore) Ltd; (iii) UBS Fund Management (Switzerland) AG; (iv) UBS AG; (v) UBS Switzerland AG; and (vi) UBS Asset Management (Europe) S.A. Therefore, UBS Group AG is deemed to be interested in 1,206,000, 317,300, 534,000, 3,345,728, 2,363,175 and 14,385,925 H shares in long position held by the aforesaid companies, respectively.

1. 海口美蘭國際機場有限責任公司在中國境內成立，為本公司之控股股東。

根據於香港聯交所網站列載之權益披露，海南省發展控股有限公司持有海南機場集團有限公司100%權益，海南機場集團有限公司持有海南機場實業投資有限公司56.00%權益，而海南機場實業投資有限公司持有母公司46.71%權益。因此，海南省發展控股有限公司及海南機場實業投資有限公司均被視為於母公司持有的237,500,000股內資股好倉股份中擁有權益。

2. 根據香港聯交所網站列載之權益披露，UBS Group AG持有(i)UBS Asset Management(Hong Kong)Ltd；(ii)UBS Asset Management(Singapore)Ltd；(iii)UBS Fund Management(Switzerland)AG；(iv)UBS AG；(v)UBS Switzerland AG；及(vi)UBS Asset Management(Europe)S.A.的100%權益。因此，UBS Group AG被視為於上述公司分別所持有的1,206,000股、317,300股、534,000股、3,345,728股、2,363,175股及14,385,925股H股好倉股份中擁有權益。

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3. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, M&G Plc holds 100% interests in M&G Group Regulated Entity Holding Company Limited, which holds 100% interests in M&G Group Limited. M&G Plc also holds 100% interests in The Prudential Assurance Company. M&G Group Limited holds 100% interests in M&G FA Limited, which holds 100% interests in M&G Luxembourg S.A., M&G Investment Management Limited, M&G Securities Limited and M&G Investments (Singapore) Pte. Ltd. Therefore, M&G Plc is deemed to be interested in 1,808,000, 20,378,000, 18,570,000 and 20,378,000 H shares in long position held by M&G Luxembourg S.A., M&G Investment Management Limited, M&G Securities Limited and M&G Investments (Singapore) Pte. Ltd, respectively.
4. According to the disclosure of interests filed on the website of the Hong Kong Stock Exchange, (i) JPMorgan Chase & Co. holds 100% interests in JPMorgan Chase Holdings LLC and JPMorgan Chase Bank, National Association; (ii) JPMorgan Chase Bank, National Association holds 100% interests in J.P. Morgan International Finance Limited; (iii) J.P. Morgan International Finance Limited holds 100% interests in J.P. Morgan SE and J.P. MORGAN CAPITAL HOLDINGS LIMITED; (iv) J.P. MORGAN CAPITAL HOLDINGS LIMITED holds 100% interests in J.P. MORGAN SECURITIES PLC; (v) JPMorgan Chase Holdings LLC holds 100% interests in J.P. Morgan Broker-Dealer Holdings Inc.; and (vi) J.P. Morgan Broker-Dealer Holdings Inc. holds 100% interests in J.P. Morgan Securities LLC. Therefore, JPMorgan Chase & Co. is deemed to be interested in 272,000, 4,000, 1,268,498 and 9,818,043 H shares of the Company in long position held by J.P. Morgan Securities LLC, J.P. Morgan SE, JPMorgan Chase Bank, National Association and J.P. MORGAN SECURITIES PLC, and 35,000 and 4,349,543 H shares of the Company in short position held by J.P. Morgan Securities LLC and J.P. MORGAN SECURITIES PLC, respectively.
5. (L), (S) and (P) represent long position, short position and shares available for lending, respectively.
3. 根據香港聯交所網站列載之權益披露，M&G Plc持有M&G Group Regulated Entity Holding Company Limited(持有M&G Group Limited 100%權益)的100%權益。M&G Plc亦持有The Prudential Assurance Company的100%權益。M&G Group Limited持有M&G FA Limited(持有M&G Luxembourg S.A.、M&G Investment Management Limited、M&G Securities Limited及M&G Investments(Singapore)Pte. Ltd 100%權益)的100%權益。因此，M&G Plc被視為於M&G Luxembourg S.A.、M&G Investment Management Limited、M&G Securities Limited及M&G Investments (Singapore)Pte. Ltd分別所持的1,808,000股、20,378,000股、18,570,000股及20,378,000股H股好倉股份中擁有權益。
4. 根據香港聯交所網站列載之權益披露，(i) JPMorgan Chase & Co.持有JPMorgan Chase Holdings LLC及JPMorgan Chase Bank, National Association 100%權益；(ii) JPMorgan Chase Bank, National Association持有J.P. Morgan International Finance Limited 100%權益；(iii) J.P. Morgan International Finance Limited持有J.P. Morgan SE及J.P. MORGAN CAPITAL HOLDINGS LIMITED 100%權益；(iv) J.P. MORGAN CAPITAL HOLDINGS LIMITED持有J.P. MORGAN SECURITIES PLC 100%權益；(v) JPMorgan Chase Holdings LLC持有J.P. Morgan Broker-Dealer Holdings Inc. 100%權益；及(vi) J.P. Morgan Broker-Dealer Holdings Inc.持有J.P. Morgan Securities LLC 100%權益。因此，JPMorgan Chase & Co.被視為於J.P. Morgan Securities LLC、J.P. Morgan SE、JPMorgan Chase Bank, National Association及J.P. MORGAN SECURITIES PLC分別所持本公司的272,000股、4,000股、1,268,498及9,818,043股H股好倉股份以及J.P. Morgan Securities LLC及J.P. MORGAN SECURITIES PLC所持本公司的35,000股及4,349,543股H股淡倉股份中擁有權益。
5. (L)、(S)及(P)分別代表好倉、淡倉及可供借出的股份。

Save as disclosed above, as at 31 December 2024, so far as known to the Directors, supervisors and chief executive of the Company, there was no other person (other than the Directors, supervisors or chief executive of the Company) who had interests or short positions in the shares or underlying shares of the Company which were required to be recorded in the register to be kept by the Company under section 336 of the SFO.

除上文披露者外，於二零二四年十二月三十一日，就本公司董事、監事及主要行政人員所知，概無其他人士(本公司董事、監事或主要行政人員除外)於本公司股份或相關股份中擁有須記錄於本公司根據證券及期貨條例第336條須備存的登記冊內的權益或淡倉。

INTERESTS OF DIRECTORS, SUPERVISORS AND CHIEF EXECUTIVE IN SHARES

As at 31 December 2024, no Directors, supervisors or chief executive of the Company had any interests or short positions in the shares, underlying shares or debentures of the Company or any of its associated corporations (within the meaning of Part XV of the SFO), which were required to be recorded in the register required to be kept by the Company under section 352 of the SFO, or required to be notified to the Company and the Hong Kong Stock Exchange pursuant to the Model Code.

CONNECTED TRANSACTIONS

The Parent Company is the controlling shareholder of the Company as it holds 50.19% interest in the Company, and accordingly is a connected person of the Company. Details of connected transactions between the Parent Company and the Company are set below:

1. The New Syndicated Loan Agreement

On 31 December 2024, the Company, the Parent Company and CDB Hainan Branch and ICBC Haikou Jiangdong Sub-branch (collectively referred to as the “**New Lenders**”) entered into the New Syndicated Loan Agreement, details of which are set out below:

Date: 31 December 2024

Parties:

- (1) New Lenders:
 - (i) CDB Hainan Branch, as the lead bank, the agent bank and the original lender; and
 - (ii) ICBC Haikou Jiangdong Sub-branch, as the original lender; and
- (2) Borrowers: the Parent Company and the Company. On the joint and several liability basis, and each of the Parent Company and the Company is also liable for the indebtedness incurred by the others under the New Loan.

Subject matters: According to the New Syndicated Loan Agreement, the New Lenders agreed to grant the loans to the Company and the Parent Company on a joint and several liability basis in the principal amount of RMB6.36327 billion for a period of 20 years, of which not more than RMB4.776 billion was used for repayment of the outstanding amount of the Original Syndicated Loan and the remaining RMB1.58727 billion of the Syndicated Loan was used for the airport projects.

For details of the New Syndicated Loan Agreement, please refer to the announcement of the Company dated 31 December 2024 and the circular dated 28 January 2025 of the Company.

董事、監事及主要行政人員的股份權益

於二零二四年十二月三十一日，本公司董事、監事或主要行政人員概無於本公司或其任何相聯法團（定義見證券及期貨條例第XV部）的股份、相關股份或債權證中擁有須記錄於本公司根據證券及期貨條例第352條須備存的登記冊內，或根據標準守則須知會本公司及香港聯交所的權益或淡倉。

關連交易事項

母公司持有本公司50.19%的股權，為本公司的控股股東，因此亦為本公司的關連人士。本公司與母公司的關連交易的詳情列載如下：

1. 新銀團貸款協議

於二零二四年十二月三十一日，本公司、母公司及國家開發銀行海南分行及工商銀行海口江東支行（合稱「**新貸款人**」）訂立新銀團貸款協議，其詳情載列如下：

日期：二零二四年十二月三十一日

訂約方：

- (1) 新貸款人：
 - (i) 國家開發銀行海南分行，作為牽頭銀行、代理銀行及初始貸款人；及
 - (ii) 工商銀行海口江東支行，作為初始貸款人；及
- (2) 借款人：母公司及本公司，在互負連帶責任的基礎上，母公司及本公司各自亦須承擔另一方於新貸款項下所產生的債務。

主體內容：根據新銀團貸款協議，新貸款人同意在互負連帶責任的基礎上向本公司及母公司授出貸款，本金為人民幣63.6327億元，為期20年，其中不多於人民幣47.76億元用於償還原銀團貸款之未償還金額及新銀團貸款中餘下的人民幣15.8727億元用於機場項目。

有關新銀團貸款協議的詳情，請參閱本公司日期為二零二四年十二月三十一日的公告及日期為二零二五年一月二十八日的通函。

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2. New Syndicated Loan Allocation Agreement

On 31 December 2024, the Company and the Parent Company entered into the New Syndicated Loan Allocation Agreement to specify the allocation of the New Syndicated Loan under the New Syndicated Loan Agreement between the parties, details of which are set out below:

Date: 31 December 2024

Parties: the Company and the Parent Company

Subject matters: According to the New Syndicated Loan Allocation Agreement, the Company agreed to be allocated RMB 3.181635 billion (50% of the New Syndicated Loan) and the Parent Company agreed to be allocated RMB 3.181635 billion (50% of the New Syndicated Loan).

For details of the New Syndicated Loan Allocation Agreement, please refer to the announcement of the Company dated 31 December 2024 and the circular of the Company dated 28 January 2025.

3. 2023 Supplemental Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the assets in relation to Meilan Airport Phase I runway (“**Phase I Runway Assets**”) to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, and entered into the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement on 21 August 2021 and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement on 17 September 2023, details of which are set below:

Date: 17 September 2023

Parties: the Company and the Parent Company

Pursuant to the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement, the Company and the Parent Company unanimously agreed to make the following amendments to the 2020 Parent Company Domestic Shares Subscription Agreement and 2021 Supplemental Parent Company Domestic Shares Subscription Agreement:

- (i) The Parent Company agreed to subscribe for not more than 140,926,000 domestic shares to be issued by the Company as the consideration for the transfer of the Phase I Runway Assets, which was determined based on the aggregate appraised asset value of approximately RMB1.52 billion of the Phase I Runway Assets as at 31 July 2023 (the “**2023 Valuation**”); and

2. 新銀團貸款分配協議

於二零二四年十二月三十一日，本公司與母公司訂立新銀團貸款分配協議，以訂明雙方之間有關新銀團貸款協議項下新銀團貸款的分配，其詳情載列如下：

日期：二零二四年十二月三十一日

訂約方：本公司與母公司

主體內容：根據新銀團貸款分配協議，本公司同意獲分配人民幣31.81635億元(佔新銀團貸款的50%)及母公司同意獲分配人民幣31.81635億元(佔新銀團貸款的50%)。

有關新銀團貸款分配協議的詳情，請參閱本公司日期為二零二四年十二月三十一日的公告及日期為二零二五年一月二十八日的通函。

3. 二零二三年母公司內資股認購補充協議

母公司計劃向本公司轉讓美蘭機場一期跑道相關資產(「**一期跑道相關資產**」)以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，於二零二一年八月二十一日訂立二零二一年母公司內資股認購補充協議，於二零二三年九月十七日訂立二零二三年母公司內資股認購補充協議，詳情載列如下：

日期：二零二三年九月十七日

訂立方：本公司及母公司

根據二零二三年母公司內資股認購補充協議，本公司與母公司一致同意對二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議作出以下修訂：

- (i) 母公司同意認購不超過140,926,000股本公司將予發行的內資股作為轉讓一期跑道相關資產的代價，該代價以一期跑道相關資產於二零二三年七月三十一日的評估資產總值約人民幣15.2億元(「**二零二三年估值**」)為基礎確定；及

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- (ii) The Parent Company and the Company further consented that if, in accordance with the requirements of domestic laws and regulations or regulatory authorities, a relevant valuation report is required to be issued by a domestic appraisal entity, and if there is any difference between the valuation results and the 2023 Valuation, the lower appraised value will be adopted by both parties as the consideration for the Parent Company Subscription by the Parent Company with a view to protect the interests of minority shareholders. Accordingly, where the domestic appraised value is greater than the 2023 Valuation at that time, the consideration for the Parent Company Subscription shall be determined with reference to the 2023 Valuation without any adjustment; where the domestic appraised value is less than the 2023 Valuation at that time, the consideration for the Parent Company Subscription shall be determined based on such lower appraised value. The parties agreed to make necessary written confirmation or sign a supplemental agreement (if required) in accordance with the final valuation results at that time.

The Board will seek approval from the shareholders at the extraordinary general meeting and the class meetings to authorize the Board and/or persons designated by the Board to determine the final consideration if there is no material difference (within a difference not more than 1% between the 2023 Valuation and any domestic appraised value).

The 2020 Parent Company Domestic Shares Subscription Agreement and 2021 Supplemental Parent Company Domestic Shares Subscription Agreement which were amended by the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement would continue to remain valid and legally binding on the parties thereto. The provisions of the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement shall prevail in case of any inconsistency. The price mechanism of the Parent Company Subscription remained unchanged as contained in the 2020 Parent Company Domestic Shares Subscription Agreement. The total consideration for the Parent Company Subscription and the maximum number of domestic shares to be issued were only slightly adjusted and was determined with reference to the 2023 Valuation and assets attributable to the Phase I Runway Assets.

For details of the 2020 Parent Company Domestic Shares Subscription Agreement, the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement, please refer to the announcement dated 24 July 2020, the circular dated 20 August 2020, the announcement dated 22 August 2021, the circular dated 21 September 2021, the announcement dated 17 September 2023 and the circular dated 16 November 2023 of the Company. The validity period of Shareholders' resolutions and authorisation granted to the Board in relation to the Parent Company Subscription and the New H Shares Issue has expired on 17 September 2024.

- (ii) 母公司與本公司進一步同意，如根據境內法律法規或者監管機關的要求，需要境內評估實體相應出具評估報告，且如評估結果與二零二三年估值之間存在差異，為保護中小股東利益，雙方將以評估值較低者作為母公司進行母公司認購事項的代價。據此，如屆時境內評估值大於二零二三年估值，則母公司認購事項的代價參考二零二三年估值確定，不涉及調整；如屆時境內評估值小於二零二三年估值，則母公司認購事項的代價將以評估值較低者為基礎確定。雙方同意，屆時將按照最終評估結果，作出必要書面確認或者簽署補充協議（如需）。

倘無重大差異（二零二三年估值與任何境內評估值之間的差異不超過1%），董事會將在股東特別大會及類別股東大會上尋求股東批准授權董事會及／或董事會的指定人士釐定最終代價。

經二零二三年母公司內資股認購補充協議修訂的二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議將繼續保持有效並對訂約各方具有法律約束力。倘若存在任何衝突，以二零二三年母公司內資股認購補充協議的條文為準。母公司認購事項的定價方式將與二零二零年母公司內資股認購協議所載者維持不變。母公司認購事項的總代價及將予發行的內資股最高數目僅一項輕微調整，乃經參考二零二三年估值以及歸入一期跑道相關資產之資產而釐定。

有關二零二零年母公司內資股認購協議、二零二一年母公司內資股認購補充協議及二零二三年母公司內資股認購補充協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告、日期為二零二零年八月二十日的通函、日期為二零二一年八月二十二日的公告、日期為二零二一年九月二十一日的通函、日期為二零二三年九月十七日的公告及日期為二零二三年十一月十六日的通函。有關母公司認購事項及新H股發行的股東決議案及授予董事會權限之有效期已於二零二四年九月十七日屆滿。

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4. The Lease Agreement

As the Airport Project invested and constructed jointly by the Company and the Parent Company commenced operation on 2 December 2021, in order to ensure the stable operation of the Company's business and to facilitate the long-term development of the Company, the Parent Company agreed to lease the relevant operation and supporting assets of Meilan Airport Phase I and Meilan Airport Phase II (the "**Leased Assets**") held by the Parent Company to the Company. As at 9 November 2022, the Company and the Parent Company entered into a lease agreement (the "**Lease Agreement**"), details of which are set out below:

Date: 9 November 2022

Parties: the Company and the Parent Company

Term: From 1 January 2023 to 31 December 2025.

The Leased Assets comprise:

- (1) Meilan Airport Phase I: lands, buildings, structures and equipment, which includes the domestic shares subscription assets; and
- (2) Meilan Airport Phase II: lands, buildings, structures and equipment, such as the airport runways, security inspection assets, water and power supply assets, logistics and support assets (including lands, buildings, structures, and equipment).

In light of the large scale of the Leased Assets under the Lease Agreement, and in order to ensure the continuous operation of Meilan Airport and enhance the commercial operability of the Parties, the Parties agreed that the scope and subject matter of the Leased Assets under the Lease Agreement may be reasonably adjusted pursuant to the then conditions and use of the Leased Assets (including but not limited to the use of necessary substitute assets and/or the renovated Leased Assets), provided that the variation of the aggregate rental fee under the Lease Agreement payable by the Company to the Parent Company during the term of the lease in accordance with the terms of the Lease Agreement is within the range of 5%.

4. 租賃協議

由於本公司與母公司共同投資建設的機場項目已於二零二一年十二月二日投入運營，為確保本公司業務運營的穩健及促進本公司的長遠發展，母公司同意向本公司出租其所持有的美蘭機場一期、美蘭機場二期相關運營和配套資產（「**租賃資產**」），本公司與母公司於二零二二年十一月九日訂立租賃協議（「**租賃協議**」），詳情載列如下：

日期：二零二二年十一月九日

訂約方：本公司及母公司

租期：自二零二三年一月一日起至二零二五年十二月三十一日止。

租賃資產：

- (1) 美蘭機場一期：土地、建築物、構築物及設備，包括內資股認購資產；及
- (2) 美蘭機場二期：土地、建築物、構築物及設備，如機場跑道、安檢資產、水電供應資產、後勤保障資產（包括土地、建築物、構築物及設備）。

鑒於租賃協議項下的租賃資產規模較大，為確保美蘭機場的持續經營並增強訂約方的商業可操作性，訂約方同意，租賃協議項下的租賃資產範圍及標的事項可根據租賃資產當時的條件及用途合理調整（包括但不限於使用必要的替代資產及／或翻新後的租賃資產），惟本公司根據租賃協議的條款於租賃期限內應付母公司的租賃協議項下總租金的變動幅度在5%的範圍內。

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Rental Fee and Payment: The aggregate annual rental fee for the Leased Assets payable by the Company to the Parent Company under the Lease Agreement shall be approximately RMB557 million (equivalent to approximately HK\$652 million) (calculated on the basis of 365 days per year and excluding VAT), subject to potential adjustment within a range of 5% due to change in the scope and subject matter of the Leased Assets as set out in the sub-section headed “Leased Assets” above. If there is any change to the scope of the Leased Assets within the term of the Lease Agreement (including but not limited to the acquisition of the ownership or state-owned land use rights of any part of the Leased Assets by the Company due to any other transaction arrangements, loss of any part of the Leased Assets for reasons other than the Company or the reasonable adjustment of the scope and subject matter of the Leased Assets by the Parties in accordance with the Lease Agreement), the Parties shall adjust the rental fee for the Leased Assets accordingly.

In the event of early termination of the Lease Agreement or expiry of the term of the lease of any part of the Leased Assets prior to the expiry of the Lease Agreement, the rental fee for the Leased Assets shall be calculated as follows:

The actual number of days during which the relevant part of the Leased Assets is leased by the Company * Daily rental fee (Note)

Note: Daily rental fee = Annual rental fee/365

The rental fee under the Lease Agreement has been determined based on the fair and just principles, after arm's length negotiations between the Parties with reference to the aggregated market rental fee of approximately RMB557 million (equivalent to approximately HK\$652 million) as appraised by the Valuer, (a) in relation to the valuation of the leased value of the lands, adopting the market approach and (b) in relation to the valuation of the leased value of the buildings, structures and equipment, based on their market value, which is arrived at by adopting the depreciated replacement cost approach, and the discounted capitalisation rates.

If the passenger throughput of Meilan Airport decreases during the term of the Lease Agreement due to force majeure such as pandemic, the Parties shall reduce or exempt the rental fee after negotiation based on the objective circumstances and the principles of fairness and reasonableness.

Unless otherwise agreed between the Parties, the rental fee together with VAT shall be settled and paid on a monthly basis. The Company shall pay, upon the end of each month, the rental fee for the Leased Assets together with any VAT on the rental fee based on the then applicable rate for the previous month to the bank account designated by the Parent Company within fifteen (15) Business Days after receipt of the invoices issued by the Parent Company (or any later date as then agreed by the Parties).

For details of the Lease Agreement, please refer to the announcement dated 9 November 2022 and the circular dated 14 December 2022 of the Company.

租金及支付：本公司根據租賃協議應付母公司的租賃資產年度租金總額約為人民幣557百萬元（相當於約港幣652百萬元）（按每年365日計算及不包括增值稅），可能因上文「租賃資產」分節所載租賃資產的範圍及標的事項的變動予以調整，調整範圍在5%以內。租賃資產的範圍在租賃協議期限內如有任何變動（包括但不限於本公司由於任何其他交易安排收購任何部分租賃資產的擁有權或國有土地使用權，由於本公司以外的原因喪失任何部分租賃資產，或訂約方根據租賃協議合理調整租賃資產的範圍及標的事項），訂約方應相應調整租賃資產的租金。

倘租賃協議提前終止，或於租賃協議屆滿之前，任何部分租賃資產的租賃期限屆滿，則租賃資產的租金應按如下方式計算：

本公司租賃相關部分租賃資產的實際天數*每日租金（附註）

附註：每日租金=年度租金／365

租賃協議項下的租金已按照公平公正的原則，經訂約方公平磋商並參考估值師評估的市場租金總額約人民幣557百萬元（相當於約港幣652百萬元）（由估值師(a)採納市場法計算得出土地租賃價值的估值，及(b)根據建築物、構築物及設備的市場價值（採納折舊重置成本法得出）以及資本化率折現後計算得出建築物、構築物及設備租賃價值的估值）。

倘美蘭機場的旅客吞吐量於租賃協議期限內由於疫情等不可抗力因素而減少，訂約方應在基於客觀情況及公平合理原則磋商後調減或豁免租金。

除非訂約方另行約定，租金及增值稅稅款按月結算和支付。本公司應於每月結束後在收到母公司開出的發票後十五(15)個營業日(或訂約方屆時約定的任何較遲日期)內向母公司指定的銀行賬戶支付租賃資產的上月租金，連同基於當時適用稅率就租金應繳的任何增值稅。

有關租賃協議的詳情，請參閱本公司日期為二零二二年十一月九日之公告及日期為二零二二年十二月十四日之通函。

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5. 2021 Supplemental Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the Phase I Runway Assets to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, and entered into the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement on 21 August 2021, details of which are set below:

Date: 21 August 2021

Parties: the Company and the Parent Company

Pursuant to the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement, the Company and the Parent Company unanimously agreed to make the following amendments to the 2020 Parent Company Domestic Shares Subscription Agreement:

- (i) The Parent Company agreed to subscribe for not more than 140,741,000 domestic shares to be issued by the Company as the consideration for the transfer of the Phase I Runway Assets, which was determined based on the aggregate appraised asset value of the Phase I Runway Assets as at 30 June 2021 (the “**2021 Valuation**”); and
- (ii) The Parent Company and the Company further consented that if, in accordance with the requirements of domestic laws and regulations or regulatory authorities, a relevant valuation report is required to be issued by a domestic appraisal entity, and if there is any difference between the valuation results and the 2021 Valuation, the lower appraised value will be adopted by both parties as the consideration for the Parent Company Subscription by the Parent Company with a view to protect the interests of minority shareholders of the Company. Accordingly, where the domestic appraised value is greater than the 2021 Valuation at that time, the consideration for the Parent Company Subscription shall be determined with reference to the 2021 Valuation without any adjustment; where the domestic appraised value is less than the 2021 Valuation at that time, the consideration for the Parent Company Subscription shall be determined based on such lower appraised value. The parties agreed to make necessary written confirmation or sign a supplemental agreement (if required) in accordance with the final valuation results at that time.

The Board will seek the shareholders at the extraordinary general meeting and the class meetings to authorize the Board and/or persons designated by the Board to determine the final consideration if there is no material difference (within a difference not more than 1% between the 2021 Valuation and any domestic appraised value).

5. 二零二一年母公司內資股認購補充協議

母公司計劃向本公司轉讓一期跑道相關資產以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，於二零二一年八月二十一日訂立二零二一年母公司內資股認購補充協議，詳情載列如下：

日期：二零二一年八月二十一日

訂立方：本公司及母公司

根據二零二一年母公司內資股認購補充協議，本公司與母公司一致同意對二零二零年母公司內資股認購協議作出以下修訂：

- (i) 母公司同意認購不超過140,741,000股本公司將予發行的內資股作為轉讓一期跑道相關資產的代價，該代價以一期跑道相關資產於二零二一年六月三十日的評估資產總值（「二零二一年估值」）為基礎確定；及
- (ii) 母公司與本公司進一步同意，如根據境內法律法規或者監管機關的要求，需要境內評估實體相應出具評估報告，且如評估結果與二零二一年估值之間存在差異，為保護本公司中小股東利益，雙方將以評估值較低者作為母公司進行母公司認購事項的代價。據此，如屆時境內評估值大於二零二一年估值，則母公司認購事項的代價參考二零二一年估值確定，不涉及調整；如屆時境內評估值小於二零二一年估值，則母公司認購事項的代價將以評估值較低者為基礎確定。雙方同意，屆時將按照最終評估結果，作出必要書面確認或者簽署補充協議（如需）。

倘無重大差異（二零二一年估值與任何境內評估值之間的差異不超過1%），董事會將在股東特別大會及類別股東大會上尋求股東授權董事會及／或董事會的指定人士釐定最終代價。

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The 2020 Parent Company Domestic Shares Subscription Agreement which are amended by the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement would continue to remain valid and legally binding on the parties thereto. The price mechanism and the maximum number of domestic shares to be issued for the Parent Company Subscription remained unchanged as contained in the 2020 Parent Company Domestic Shares Subscription Agreement. The total consideration for the Parent Company Subscription was only slightly adjusted and was determined with reference to the 2021 Valuation.

For details of the 2020 Parent Company Domestic Shares Subscription Agreement and the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement, please refer to the announcement dated 24 July 2020, the circular dated 20 August 2020, the announcement dated 22 August 2021 and the circular dated 21 September 2021 of the Company.

6. 2020 Parent Company Domestic Shares Subscription Agreement

As the Parent Company planned to transfer the Phase I Runway Assets to the Company as the consideration for subscribing for new domestic shares, the Company and the Parent Company entered into the 2020 Parent Company Domestic Shares Subscription Agreement on 24 July 2020, the details of which are set out as follows:

Date: 24 July 2020

Parties: the Company and the Parent Company

Pursuant to the 2020 Parent Company Domestic Shares Subscription Agreement, the Parent Company agreed to subscribe for the Subscription Shares, being not more than 140,741,000 new domestic shares as consideration for the transfer of the Phase I Runway Assets by the Parent Company to the Company. The total subscription price for the Subscription Shares is approximately RMB1.520 billion, being the consideration for the transfer of the Phase I Runway Assets, which is determined based on the aggregate appraised asset value of the Phase I Runway Assets as at 30 June 2020 (i.e. approximately RMB1.520 billion).

For details of the 2020 Parent Company Domestic Shares Subscription Agreement, please refer to the announcement of the Company dated 24 July 2020 and the circular of the Company dated 20 August 2020.

經二零二一年母公司內資股認購補充協議修訂的二零二零年母公司內資股認購協議將繼續保持有效並對訂約各方具有法律約束力。就母公司認購事項將予發行的內資股定價方式及最高數目將與二零二零年母公司內資股認購協議所載者維持不變。母公司認購事項的總代價僅略有調整，乃經參考二零二一年估值而釐定。

有關二零二零年母公司內資股認購協議及二零二一年母公司內資股認購補充協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告、日期為二零二零年八月二十日的通函、日期為二零二一年八月二十二日的公告和日期為二零二一年九月二十一日的通函。

6. 二零二零年母公司內資股認購協議

母公司計劃向本公司轉讓一期跑道相關資產以認購新內資股，本公司與母公司於二零二零年七月二十四日訂立二零二零年母公司內資股認購協議，詳情載列如下：

日期：二零二零年七月二十四日

訂立方：本公司及母公司

根據二零二零年母公司內資股認購協議，母公司同意認購認購股份（即作為母公司向本公司轉讓一期跑道相關資產代價的不超過140,741,000股新內資股）。認購股份之總認購價約為人民幣15.20億元（即轉讓一期跑道相關資產之代價），乃根據一期跑道相關資產於二零二零年六月三十日之總評估值（即約人民幣15.20億元）釐定。

有關二零二零年母公司內資股認購協議的詳情，請參閱本公司日期為二零二零年七月二十四日的公告和日期為二零二零年八月二十日的通函。

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7. Supplemental Investment and Construction Agreement

Reference is made to the announcement of the Company dated 21 August 2015 and the circular of the Company dated 7 October 2015 in relation to, among others, the investment and construction agreement for the airport project of the Phase II Expansion Project (the “**Phase II Expansion Investment and Construction Agreement**”), pursuant to which the Company and the Parent Company agreed to construct the Airport Project with an estimated aggregate investment amount of approximately RMB13.838 billion. Considering the adjustment of the estimated aggregate investment amount of the Airport Project, on 11 May 2020, the Company and the Parent Company entered into the Supplemental Investment and Construction Agreement, details of which are set out below:

Date of agreement: 11 May 2020

Parties: the Company and the Parent Company

Subject matter: Considering the adjustment of the estimated aggregate investment amount of the Airport Project, on 11 May 2020 (after trading hours), the Company and the Parent Company entered into the Supplemental Investment and Construction Agreement to make certain amendments to the Phase II Expansion Investment and Construction Agreement in order to, among others, specify the allocation of investment amount between the Company and the Parent Company and arrange further financing for the Airport Project. Pursuant to the Supplemental Investment and Construction Agreement, the Company and the Parent Company have agreed that, due to the adjustment of the estimated aggregate investment amount of the Airport Project, the Company shall provide funds, amounting to approximately RMB7.646 billion, to construct the Company Construction Project, and the Parent Company shall provide funds, amounting to approximately RMB7.184 billion, to construct the Parent Company Construction Project.

The final amount of funds that the Company shall provide for constructing the Company Construction Project shall be subject to the actual investment amount to be set out in the project completion and settlement report of the Airport Project to be approved (if required) by relevant authorities and the allocation of the assets of the Airport Project between the Company and the Parent Company upon completion and acceptance of the Airport Project. The Company and the Parent Company shall have the right to engage an independent third party to audit such project completion and settlement report of the Airport Project.

Consideration: Pursuant to the Supplemental Investment and Construction Agreement, the Company will provide funds covering all the costs and expenses in the construction of the Company Construction Project of an estimated total amount of approximately RMB7.646 billion, comprising (i) construction costs of approximately RMB5.336 billion; (ii) other incidental expenditures of approximately RMB1.595 billion; (iii) preparation fee of approximately RMB291 million; and (iv) loan interest of approximately RMB424 million.

7. 投資建設補充協議

茲提述本公司日期為二零一五年八月二十一日之公告及本公司日期為二零一五年十月七日之通函，內容有關(其中包括)二期擴建項目中機場項目之投資建設協議(「二期擴建投資建設協議」)，據此，本公司及母公司同意興建機場項目，估計總投資金額約為人民幣138.38億元。考慮到機場項目估計總投資金額有所調整，本公司與母公司於二零二零年五月十一日訂立投資建設補充協議，投資建設補充協議的詳情載列如下：

協議日期：二零二零年五月十一日

訂約方：本公司及母公司

主體事項：考慮到機場項目估計總投資金額有所調整，於二零二零年五月十一日(交易時段後)，本公司與母公司訂立投資建設補充協議，對二期擴建投資建設協議進行若干修訂，以(其中包括)明確本公司與母公司之間的投資金額劃分以及就機場項目安排進一步融資。根據投資建設補充協議，本公司及母公司已同意，鑒於機場項目估計總投資金額有所調整，本公司應提供資金約人民幣76.46億元興建本公司建設項目，而母公司應提供資金約人民幣71.84億元興建母公司建設項目。

本公司應提供之興建本公司建設項目資金之最終金額以相關部門批准(如需要)的機場項目之工程竣工結算報告載列之實際投資金額以及機場項目完工及驗收後本公司與母公司之間對機場項目相關資產的劃分為準。本公司及母公司有權委託獨立第三方對機場項目之工程竣工結算報告進行審核。

代價：根據投資建設補充協議，本公司將提供涵蓋興建本公司建設項目所有成本及開支之資金，估計總金額約為人民幣76.46億元，包括(i)約為人民幣53.36億元之建設成本；(ii)約為人民幣15.95億元之其他雜項支出；(iii)約為人民幣2.91億元之預備費；及(iv)約為人民幣4.24億元之貸款利息。

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Subject to the project completion and settlement report of the Airport Project to be approved (if required) by relevant authorities and the assets invested by and registered under the name of the Company upon completion and acceptance of the Airport Project, such estimated maximum investment amount shall be further adjusted. The Company shall seek approval from the shareholders of the Company and make further disclosure pursuant to the applicable compliance requirements under the Listing Rules (if necessary) if and when the aggregate investment amount for the construction of the Company Construction Project is expected to exceed RMB7.646 billion due to any unforeseeable reasons that may be beyond the control of the Company.

For details of the Phase II Expansion Investment and Construction Agreement and the Supplemental Investment and Construction Agreement, please refer to the announcement dated 21 August 2015, the circular dated 7 October 2015, the announcement dated 11 May 2020 and the circular dated 20 August 2020 of the Company.

8. Original Syndicated Loan Agreement

To raise the fund required for the construction of the Airport Project, the Company, the Parent Company and the original lenders (including CDB, ICBC Hainan Branch and ABC Hainan Branch) entered into the Original Syndicated Loan Agreement on 1 February 2018, details of which are set out below:

Date: 1 February 2018

Parties:

- (1) Lenders:
 - (i) CDB as the mandated lead manager and agent bank; and
 - (ii) ICBC Hainan Branch and ABC Hainan Branch as participant banks; and
- (2) Borrowers: The Parent Company and the Company, on a joint and several basis whereby each of the Parent Company and the Company is also liable for the indebtedness incurred by the other party under the loan.

Subject matters: According to the Original Syndicated Loan Agreement, the Lenders agreed to grant the loans to the Company and the Parent Company on a joint and several basis. The principal was RMB7.8 billion for a term of 20 years and could only be used for the construction of the Airport Project.

For details of the Original Syndicated Loan Agreement, please refer to the announcement of the Company dated 1 February 2018 and the circular of the Company dated 6 March 2018.

根據相關部門批准(如需要)的機場項目之工程竣工結算報告以及機場項目完工及驗收後本公司所投資及以本公司名義登記的資產，該估計最高投資金額可作進一步調整。若預期建設本公司建設項目的總投資金額因出現任何本公司控制範圍以外的無法預見之因素而超出人民幣76.46億元時，本公司將根據上市規則(如需要)適用的合規規定尋求本公司股東批准及作出進一步披露。

有關二期擴建投資建設協議及投資建設補充協議的詳情，請參閱本公司日期為二零一五年八月二十一日之公告、日期為二零一五年十月七日的通函、日期為二零二零年五月十一日的公告及日期為二零二零年八月二十日的通函。

8. 原銀團貸款協議

為籌集機場項目所需建設資金，於二零一八年二月一日，本公司、母公司及原貸款人(包括國家開發銀行、工商銀行海南省分行及農業銀行海南省分行)訂立原銀團貸款協議，其詳情載列如下：

日期：二零一八年二月一日

訂約方：

- (1) 貸款人：
 - (i) 國家開發銀行，作為獲授權牽頭經辦人及代理銀行；及
 - (ii) 工商銀行海南省分行及農業銀行海南省分行，作為參與銀行；及
- (2) 借款人：母公司及本公司，在互負連帶責任的基礎上，母公司及本公司各自亦須承擔另一方於貸款下所產生的債務。

主體內容：根據原銀團貸款協議，貸款人同意在互負連帶責任的基礎上向本公司及母公司授出貸款，本金為人民幣78億元，為期20年，僅可用於建設機場項目。

有關原銀團貸款協議的詳情，請參閱本公司日期為二零一八年二月一日的公告及日期為二零一八年三月六日的通函。

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9. Original Syndicated Loan Allocation Agreement

On 1 February 2018, the Company and the Parent Company entered into the Original Syndicated Loan Allocation Agreement to specify the allocation of the Original Syndicated Loan under the Original Syndicated Loan Allocation Agreement between the parties, details of which are set out below:

Date: 1 February 2018

Parties: the Company and the Parent Company

Subject matters: According to the Original Syndicated Loan Allocation Agreement, the Company agreed to be allocated RMB3.9 billion (50% of the Original Syndicated Loan) and the Parent Company agreed to be allocated RMB3.9 billion (50% of the Original Syndicated Loan).

For details of the Original Syndicated Loan Allocation Agreement, please refer to the announcement of the Company dated 1 February 2018 and the circular of the Company dated 6 March 2018.

10. The Phase II Expansion Investment and Construction Agreement

Pursuant to the relevant approval from the National Development and Reform Commission in respect of the Phase II Expansion Project, the Parent Company shall act as the project representative of the Airport Project, with an estimated aggregate investment amount of approximately RMB13.838 billion, and the Company has agreed to provide funds amounting to approximately RMB7.158 billion to construct the Company Construction Project after taking account of various benefits. On 21 August 2015, the Company and the Parent Company entered into the Phase II Expansion Investment and Construction Agreement, details of which are set out below:

Date: 21 August 2015

Parties: the Company and the Parent Company

Subject matters: pursuant to the Phase II Expansion Investment and Construction Agreement, the Company has agreed to provide funds to construct the Company Construction Project, with the amount of approximately RMB7.158 billion. The Parent Company will act as the project representative of the Airport Project, responsible for organizing and supervising the implementation of construction plan of the Airport Project and the funds raising for the Parent Company's construction project until its completion and acceptance.

Unless otherwise agreed between the Company and the Parent Company, the Parent Company has agreed to register the ownership of the relevant assets constituting the Company Construction Project under the name of the Company upon the completion and acceptance of the Airport Project, including but not limited to the land use rights and property ownership of the buildings. The ownership of assets of the Parent Company's construction project will be held by the Parent Company.

9. 原銀團貸款分配協議

於二零一八年二月一日，本公司與母公司訂立原銀團貸款分配協議，以訂明雙方之間有關原銀團貸款分配協議項下原銀團貸款的分配，其詳情載列如下：

日期：二零一八年二月一日

訂約方：本公司與母公司

主體內容：根據原銀團貸款分配協議，本公司同意獲分配人民幣39億元(佔原銀團貸款的50%)及母公司同意獲分配人民幣39億元(佔原銀團貸款的50%)。

有關原銀團貸款分配協議的詳情，請參閱本公司日期為二零一八年二月一日的公告及日期為二零一八年三月六日的通函。

10. 二期擴建投資建設協議

根據國家發改委關於二期擴建項目的相關批復，母公司作為機場項目之項目代表，估計總投資金額約為人民幣138.38億元，經考慮各項裨益，本公司同意提供金額約為人民幣71.58億元興建本公司建設項目。於二零一五年八月二十一日，本公司與母公司訂立二期擴建投資建設協議，詳情載列如下：

日期：二零一五年八月二十一日

訂約方：本公司及母公司

主體內容：根據二期擴建投資建設協議，本公司同意提供興建本公司建設項目之資金，金額約為人民幣71.58億元。母公司將作為機場工程的項目代表，直至其完工及驗收前負責組織及監督機場項目建設計劃的實施以及母公司建設項目的集資事宜。

除非本公司及母公司另有協定，母公司已同意於機場項目完成及驗收後以本公司名義登記構成本公司建設項目之相關資產之擁有權，包括但不限於土地使用權及樓宇之物業擁有權。母公司建設項目資產之擁有權將由母公司持有。

REPORT FROM THE BOARD

董事會報告

The Parent Company has irrevocably agreed, undertaken and confirmed that the Company has the right to occupy, utilize and benefit from and dispose of assets comprising the Company Construction Project without making any payment to the Parent Company to the extent permitted by applicable PRC laws before the registration of ownership of the assets comprising the Company Construction Project under the name of the Company.

For details of the Phase II Expansion Investment and Construction Agreement, please refer to the announcement dated 21 August 2015 and the circular dated 7 October 2015 of the Company.

11. Terminal Expansion Project Investment and Construction Agreement (the “Expansion Project Investment and Construction Agreement”)

The Company agreed to provide the Parent Company with the funds required for the terminal expansion project, and the Parent Company shall be responsible for the construction of the terminal expansion project and shall transfer the project assets to the Company after the completion of the project. On 12 December 2012, the Company and the Parent Company entered into the Expansion Project Investment and Construction Agreement, details of which are set out below:

Date: 12 December 2012

Parties: the Company and the Parent Company

Subject matters: pursuant to the Expansion Project Investment and Construction Agreement, the Parent Company shall continue to complete the construction of the terminal expansion project (the “**Project**”) carried out by the Parent Company according to the original schedule previously agreed by the Company and the Parent Company, unless the schedule of the Project is adjusted due to the reasons beyond the control of the Company and the Parent Company.

The funds provided by the Company to the Parent Company under the Expansion Project Investment and Construction Agreement could be used to pay for the consideration for the transfer of the Project as agreed between the parties in the future. The Parent Company and the Company agree that the actual construction cost of the Project as audited by a competent independent auditor upon completion of the construction of the Project shall not exceed 110% of the estimated construction cost of RMB876,500,000.

母公司已不可撤回地同意、承諾及確認，於以本公司名義登記構成本公司建設項目之資產擁有權前，本公司有權於無須向母公司支付任何款項之情況及中國適用法律批准下，佔用、使用、受益及出售構成本公司建設項目之資產。

有關二期擴建投資建設協議的詳情，請參閱本公司日期為二零一五年八月二十一日的公告及日期為二零一五年十月七日的通函。

11. 航站樓擴建工程之投資建設協議 (「擴建工程投資建設協議」)

本公司同意向母公司提供航站樓擴建工程所需資金，由母公司負責航站樓擴建項目施工，並在項目竣工後向本公司轉讓該項目資產。於二零一二年十二月十二日，本公司與母公司訂立擴建工程投資建設協議，詳情載列如下：

日期：二零一二年十二月十二日

訂約方：本公司及母公司

主體內容：根據擴建工程投資建設協議，母公司將繼續根據本公司與母公司過往協議的原訂時間表完成由母公司進行的航站樓擴建工程（「**項目**」），除非該項目的時間表因本公司及母公司未能控制的原因而被調整。

本公司根據擴建工程投資建設協議向母公司提供的資金可用於支付雙方未來達成的項目轉讓的對價。母公司及本公司同意於該項目竣工後，經符合資格的獨立核數師審核，該項目實際施工成本將不得超過預計建築成本人民幣876,500,000元之110%。

REPORT FROM THE BOARD

董事會報告

Consideration: under the Expansion Project Investment and Construction Agreement, the Company will provide funds to the Parent Company according to the progress of the construction of the Project based on the estimated construction cost of the Project in the amount of RMB876,500,000 and the land use right in the amount of RMB150,180,000, which in total is RMB1,026,680,000. The amount of RMB439,000,000 which has already been paid by the Company to the Parent Company according to the acquisition agreement (entered between the Company and the Parent Company dated 26 August 2011) prior to the termination of such agreement shall be used to offset the total investment under the Expansion Project Investment and Construction Agreement. The accumulated Project construction fee payments made by the Company to the Parent Company as of 31 December 2024 amounted to RMB733,361,200 (31 December 2023: RMB733,361,200).

For details of the Expansion Project Investment and Construction Agreement, please refer to the announcement of the Company dated 12 December 2012.

The Company has no non-exempt continuing connected transactions which are subject to the annual review requirements according to the requirements under Chapter 14A of the Listing Rules for the year ended 31 December 2024.

Save as disclosed in this section headed “Connected Transactions”, other related party transactions as disclosed in Note X to the consolidated financial statements did not constitute connected transactions or continuing connected transactions under the Listing Rules or are exempt from compliance with reporting, announcement, annual review and independent shareholders’ approval requirements and the Company has complied with the disclosure requirements in accordance with Chapter 14A of the Listing Rules.

代價：本公司將根據擴建工程投資建設協議，在項目預計的建築成本人民幣876,500,000元，以及土地使用權價值人民幣150,180,000元，合計人民幣1,026,680,000元內，按照項目建設的進度向母公司提供資金。本公司於收購協議（由母公司與本公司於二零一一年八月二十六日簽訂）終止前根據該協議向母公司支付的人民幣439,000,000元金額將用以抵銷根據擴建工程投資建設協議作出的投資總額。截至二零二四年十二月三十一日止，本公司已向母公司累計支付項目建設資金人民幣733,361,200元（二零二三年十二月三十一日：人民幣733,361,200元）。

有關擴建工程投資建設協議的詳情，請參閱本公司日期為二零一二年十二月十二日的公告。

於截至二零二四年十二月三十一日止年度內，本公司並無根據上市規則第14A章的規定須進行年度審閱的非豁免持續關連交易。

除於本「關連交易事項」小節披露者外，於合併財務報表附註十披露之其他關聯方交易不構成上市規則項下的關連交易或持續關連交易，或獲豁免遵守申報、公告、年度審閱及獨立股東批准規定，而本公司已根據上市規則第14A章遵守披露規定。

REPORT FROM THE BOARD

董事會報告

SERVICE CONTRACTS OF DIRECTORS AND SUPERVISORS

The Directors and Supervisors as at the date of this annual report are as follows:

Executive Directors

Mr. Wang Hong
(re-appointed on 27 December 2024)
Mr. Ren Kai
(re-appointed on 27 December 2024)
Mr. Xing Zhoujin
(re-appointed on 27 December 2024)

Non-executive Directors

Mr. Wu Jian
(re-appointed on 27 December 2024)
Mr. Li Zhiguo
(re-appointed on 27 December 2024)
Mr. Wen Zhe
(re-appointed on 27 December 2024)

Independent Non-executive Directors

Mr. Fung Ching, Simon
(re-appointed on 27 December 2024)
Mr. Ye Zheng
(re-appointed on 27 December 2024)
Mr. Deng Tianlin
(re-appointed on 27 December 2024)
Ms. Liu Hongbin
(duly appointed on 27 December 2024)

Supervisors

Mr. Liao Hongyu
(re-appointed on 27 December 2024)
Mr. Hu Yunyun
(re-appointed on 27 December 2024)
Mr. Zheng Yabo
(re-appointed on 27 December 2024)

The Directors and Supervisors who have resigned during the year and up to the date of this annual report are as follows:

Mr. Wang Zhen
(duly resigned as a Non-executive Director on 12 June 2024)
Mr. George F Meng
(duly retired as an Independent Non-executive Director on 27 December 2024)

董事與監事之服務合約

以下為截至本年報刊發日期的本公司董事及監事：

執行董事

王 宏先生
(於二零二四年十二月二十七日連續獲委任)
任 凱先生
(於二零二四年十二月二十七日連續獲委任)
邢周金先生
(於二零二四年十二月二十七日連續獲委任)

非執行董事

吳 健先生
(於二零二四年十二月二十七日連續獲委任)
李志國先生
(於二零二四年十二月二十七日連續獲委任)
文 哲先生
(於二零二四年十二月二十七日連續獲委任)

獨立非執行董事

馮 征先生
(於二零二四年十二月二十七日連續獲委任)
葉 政先生
(於二零二四年十二月二十七日連續獲委任)
鄧天林先生
(於二零二四年十二月二十七日連續獲委任)
劉紅濱女士
(於二零二四年十二月二十七日獲正式委任)

監事

廖虹宇先生
(於二零二四年十二月二十七日連續獲委任)
胡運運先生
(於二零二四年十二月二十七日連續獲委任)
鄭亞波先生
(於二零二四年十二月二十七日連續獲委任)

本年度直至本年報刊發日期離任的董事及監事如下：

王 貞先生
(於二零二四年六月十二日正式辭任非執行董事)
孟繁臣先生
(於二零二四年十二月二十七日正式離任獨立非執行董事)

REPORT FROM THE BOARD

董事會報告

Brief biographical details of the Directors and Supervisors are set out on page 80 to page 88 of this annual report. There is no relationship among the Directors that is required to be disclosed under the Listing Rules.

Each of the Directors and Supervisors had entered into a service contract with the Company for a term of three years. None of the Directors or Supervisors had entered into any service contract with the Group which is not determinable by the Company within one year without payment of compensation, other than statutory compensation.

THE RIGHTS OF DIRECTORS AND SUPERVISORS TO ACQUIRE SHARES OR DEBENTURES

During the year ended 31 December 2024, neither the Company nor any of its subsidiaries had entered into any arrangement to enable the Directors or Supervisors to acquire any benefit by means of acquisition of shares in, or debentures of, the Company or any other body corporate, and none of the Directors or Supervisors or their respective spouses or children under the age of 18 has been granted any rights to subscribe for shares in or debentures of the Company or any other body corporate or has exercised any of such rights.

DIRECTORS' AND SUPERVISORS' INTERESTS IN TRANSACTIONS, ARRANGEMENTS OR CONTRACTS OF SIGNIFICANCE

Save as disclosed in this annual report, there was no other transaction, arrangement or contract of significance to which the Company or any of its subsidiaries was a party, and in which a Director or Supervisor or an entity connected with a Director or Supervisor is or was materially interested, either directly or indirectly, subsisted during or at the end of the year ended 31 December 2024.

DIRECTORS' AND SUPERVISORS' INTERESTS IN COMPETING BUSINESS

None of the Directors or Supervisors holds any interests in any competing businesses against the Company or any of its jointly controlled entities or subsidiaries during the year ended 31 December 2024.

CONTROLLING SHAREHOLDERS' INTERESTS IN COMPETING BUSINESS

None of the controlling shareholders holds any interests in any competing businesses against the Company or any of its jointly controlled entities or subsidiaries during the year ended 31 December 2024.

董事與監事的簡歷載列於本年報第80頁至第88頁。董事之間不存在任何上市規則項下應予以披露的關係。

各董事與監事分別與本公司訂立的服務合約為期三年。董事或監事並無與本集團簽訂任何本公司須於一年內不可在不予賠償(法定賠償除外)的情況下終止的服務合約。

董事及監事購買股份或債權證之權利

於截至二零二四年十二月三十一日止年度，本公司或其任何附屬公司概無訂立任何安排，以使董事或監事可藉由購買本公司或任何其他法人團體的股份或債權證而獲得利益，且概無董事或監事或彼等各之配偶或十八歲以下的子女獲授予任何權利以認購本公司或任何其他法人團體的股份或債權證或已行使任何該等權利。

董事及監事於重要交易、安排或合約中的權益

除本年報中所披露者外，本公司及其任何附屬公司概無訂有董事或監事，或與董事或監事有關連的實體於當中仍然或曾經擁有直接或間接重大權益，並且於截至二零二四年十二月三十一日止年度或年終時仍然生效的任何其他重要交易、安排或合約。

董事及監事在競爭業務的權益

於截至二零二四年十二月三十一日止的年度內，董事及監事概無於與本公司或其共同控制實體或子公司存在競爭的業務中持有權益。

控股股東在競爭業務的權益

於截至二零二四年十二月三十一日止的年度內，控股股東無於與本公司或其共同控制實體或子公司存在競爭的業務中持有權益。

REPORT FROM THE BOARD

董事會報告

PERMITTED INDEMNITY PROVISION

The Company has arranged the liability insurance for the Directors, Supervisors and other senior management. The coverage of liability insurance includes but not limited to indemnity for Company's securities, indemnity for supervisory crisis, indemnity for Company's improper employment, indemnity for the loss of key personnel and indemnity for the intellectual property, etc.

REMUNERATION OF DIRECTORS, SUPERVISORS AND CHIEF EXECUTIVE

Pursuant to the service contracts entered into between the Company and the Directors and Supervisors and the resolution passed at the annual general meeting, the allowance (after tax) paid to the Executive Directors, Non-executive Directors and Independent Non-executive Directors in 2024 was RMB70,000, RMB50,000 and RMB100,000 per person, respectively; and the allowance (after tax) paid to the Supervisors was RMB20,000 per person. The allowances of the Directors and Supervisors shall be approved by the shareholders at the general meeting of the Company, and other remuneration shall be determined by the Board with reference to their duties, responsibilities and performance.

The Directors and Supervisors as recommended by the Parent Company proposed that the Directors and Supervisors recommended by the Parent Company would not enjoy allowance for holding the position. But they were entitled to receive respective salaries according to their respective positions taken in the Company. Besides, Mr. Wu Jian, Mr. Li Zhiguo and Mr. Wen Zhe will not receive any Director's emoluments from the Company; Mr. Hu Yunyun and Mr. Zheng Yabo will not receive any Supervisor's emoluments from the Company. Details of remuneration packages for the Directors, Supervisors and chief executive of the Company were set out in Note X(II)7 to the financial statements.

THE HIGHEST PAID INDIVIDUALS

The five highest paid individuals of the Group during the Reporting Period were either Directors or senior management of the Company. Details of their remuneration are set out in Note X(II)8 to the financial statements.

MANAGEMENT CONTRACTS

No contracts concerning the management and administration of the whole or any substantial part of any business of the Company were entered into by the Company or subsisted as of 31 December 2024.

獲准許的彌償條文

本公司已為董事、監事和其他高級管理人員購買了責任險。責任險涵蓋範圍包括但不限於公司有價證券賠償、監管危機事件賠償、公司不正當僱傭行為賠償、重要人員損失賠償、知識產權責任賠償等。

董事、監事及最高行政人員酬金

根據本公司與董事、監事簽署的服務合約，二零二四年度，依據股東週年大會決議，支付予執行董事的津貼標準(稅後)為人民幣70,000元/人；非執行董事為人民幣50,000元/人；獨立非執行董事為人民幣100,000元/人；監事的津貼標準(稅後)為人民幣20,000元/人。董事、監事的津貼須於本公司股東大會上獲得股東批准，其他酬金須經董事會參照其職務、責任及表現後釐定。

經由母公司推薦的董事、監事提議，由母公司推薦的董事、監事繼續不享受相應的董事、監事酬金津貼，但將根據其在本公司擔任的具體職務獲得相應的工資報酬。另外，吳健先生、李志國先生及文哲先生將不向本公司收取任何董事酬金；胡運運先生及鄭亞波先生將不會向本公司收取任何監事酬金。本公司董事、監事及最高行政人員薪酬詳情載列於財務報表附註十(二)7。

最高酬金人士

報告期內本集團最高酬金五名人士均為公司董事或高級管理人員，報酬詳情載列於財務報表附註十(二)8。

管理合約

截至二零二四年十二月三十一日止，本公司並無就本公司的全部或任何重大部分業務的管理或行政工作簽訂或存有任何合約。

REPORT FROM THE BOARD

董事會報告

MATERIAL CONTRACTS

Save as disclosed in the section headed “Connected Transactions” in this annual report, during the year ended 31 December 2024, the Company or any of its subsidiaries did not enter into any other material contract with the controlling shareholder or any of its subsidiaries, nor had any other material contract been entered into for the provision of services by the controlling shareholder or any of its subsidiaries to the Company or any of its subsidiaries.

TAX RELIEF

The Company is not aware of any relief from taxation available to the shareholders by reason of their holdings in the Shares.

PREEMPTIVE RIGHTS

According to the provisions of the Company Law, where an increase in registered capital of a joint stock limited company is made by means of issue of new shares, the shareholders do not have any pre-emptive right unless the articles of association provides otherwise or the shareholders’ general meeting resolves that the shareholders shall have pre-emptive right. There is no provision on pre-emptive rights under the Articles of Association. Therefore, unless it is resolved at the general meeting, the Company is not required to offer new shares, if any, to its existing shareholders on a pro-rata basis.

TRANSACTIONS IN ITS SECURITIES AND EQUITY-LINKED AGREEMENTS

During the year ended 31 December 2024, the Group did not issue any shares or sell any treasury shares for cash, nor issue or grant any convertible securities, options, warrants or other similar rights. The Group had no redeemable securities during the year ended 31 December 2024. Save as the 2020 Parent Company Domestic Shares Subscription Agreement, the 2021 Supplemental Parent Company Domestic Shares Subscription Agreement and the 2023 Supplemental Parent Company Domestic Shares Subscription Agreement (please refer to the details in page 110 to page 111 and page 106 to page 107 in this annual report) (the validity period of shareholders’ resolutions and authorisation granted to the Board has expired on 17 September 2024), the Company did not enter into any other equity-linked agreements for the year ended 31 December 2024, nor other equity-linked agreements subsisted at the end of the year.

ENTRUSTED DEPOSITS AND OVERDUE TIME DEPOSITS

The Group had no entrusted deposits and overdue time deposits as of 31 December 2024.

重要合約

除本年報「關連交易事項」一節內所披露者外，於截至二零二四年十二月三十一日止年度，本公司或其任何附屬公司概無與控股股東或其任何附屬公司訂立任何其他重要合約，亦無就控股股東或其附屬公司向本公司或其任何附屬公司提供服務訂立任何其他重要合約。

稅項減免

本公司並未獲悉有股東因持有股份而獲得任何稅項減免。

優先購股權

根據《公司法》規定，股份有限公司為增加註冊資本發行新股時，股東不享有優先認購權，公司章程另有規定或者股東會決議決定股東享有優先認購權的除外。《公司章程》並無有關優先購股權的條文。因此，除非股東會決議作出決定，本公司毋須向現有股東按其持股比例發售新股(如有)。

涉及本身的證券之交易及股票掛鈎協議

於截至二零二四年十二月三十一日止年度，本集團並無發行任何股份或出售庫存股份以換取現金，且並無發行或授予任何可轉換證券、期權、認股權證或其他類似權證。於截至二零二四年十二月三十一日止年度，本集團並無可贖回證券。除本年報中所披露之二零二零年母公司內資股認購協議、二零二一年母公司內資股認購補充協議及二零二三年母公司內資股認購補充協議(有關詳情請見本年報第110頁至第111頁及第106頁至第107頁)(相關的股東決議案及授予董事會權限之有效期已於二零二四年九月十七日屆滿)，截至二零二四年十二月三十一日止年度，本公司概無訂立任何其他股票掛鈎協議，亦無任何其他股票掛鈎協議於年末仍然存續。

委託存款及逾期定期存款

截至二零二四年十二月三十一日止，本集團無委託存款及逾期定期存款。

REPORT FROM THE BOARD

董事會報告

COMPLIANCE WITH LAWS AND REGULATIONS

As the Company was established and conducts its business operations in Mainland China and is also listed on the Hong Kong Stock Exchange, our establishment and business operation have to comply with the relevant laws and regulations in both Mainland China and Hong Kong. For the year ended 31 December 2024 and up to the date of this annual report, the Company has complied with the relevant laws and regulations in Mainland China and Hong Kong.

MATERIAL LITIGATION OR ARBITRATION

As disclosed in the announcement of the Company dated 5 January 2021, Aero Infrastructure Holding Company Limited and the Company entered into a subscription agreement in relation to the subscription of 200,000,000 New H Shares (the “**New H Shares Subscription Agreement**”) on 29 September 2019. Aero Infrastructure Holding Company Limited, as the claimant, filed an arbitration (the “**Arbitration Case**”) with the Hong Kong International Arbitration Centre against the Company asserting allegations in connection with the New H Shares Subscription Agreement.

Reference is made to the announcement of the Company dated 5 July 2024, the second phase of the Arbitration Case (being the final award for such) ruled that the Company shall pay to the arbitration claimant the damages and relevant arbitration fees of approximately HK\$298.8 million in aggregate, and the interest from the hand-down date of the arbitration award of the second phase of the Arbitration to the date of full payment of the arbitrated amount (calculated by simple interest at 8.875% per annum) (“**Interest Payable**”).

After the amicable negotiation between the Company and the arbitration claimant, the parties finally reached a settlement amount of HK\$225 million (before tax) and waived the Interest Payable. The Company has paid the amount in October 2024 and the payment has no adverse impact on the production and operation of the Company. Please refer to the announcements of the Company dated 5 January 2021, 15 June 2023, 5 July 2024 and 25 October 2024 for details of the Arbitration Case.

Save as disclosed above, the Group had no other material litigation or arbitration for the year ended 31 December 2024.

遵守法律及法規

因本公司成立於中國內地及在中國內地經營業務，且本公司在香港聯交所上市，因此，我們的成立與業務經營需遵守中國內地及香港的有關法律法規。截至二零二四年十二月三十一日止年度及直至本年報刊發日期，本公司已遵守中國內地及香港的有關法律及法規。

重大訴訟或仲裁

如本公司日期為二零二一年一月五日的公告所述，Aero Infrastructure Holding Company Limited與本公司於二零一九年九月二十九日訂立了有關認購200,000,000股新H股的認購協議（「**新H股認購協議**」），Aero Infrastructure Holding Company Limited作為申請人就新H股認購協議所產生的爭議，已針對本公司向香港國際仲裁中心提起仲裁（「**該仲裁案件**」）。

茲提述本公司日期為二零二四年七月五日之公告，根據該仲裁案件的第二階段仲裁裁決（也是該案的終局裁決），裁定本公司應向仲裁申請人支付賠償金及相關仲裁費用合計約港幣2.988億元，以及自第二階段仲裁裁決作出之日起至裁決金額支付完畢之日止的利息（按照年利率8.875%計算單利）（「**應付利息**」）。

經本公司與仲裁申請人友好磋商，雙方最終達成和解金額為稅前2.25億港幣，且豁免應付利息。本公司已於二零二四年十月完成支付，款項支付未對本公司生產及運營產生不利影響。有關該仲裁案件的詳情，請參閱本公司日期為二零二一年一月五日、二零二三年六月十五日、二零二四年七月五日及二零二四年十月二十五日的公告。

除上文所披露者外，截至二零二四年十二月三十一日止年度，本集團概無其他重大訴訟或仲裁。

REPORT FROM THE BOARD

董事會報告

AUDITOR

PricewaterhouseCoopers Zhong Tian LLP has retired as the auditor of the Company upon the expiration of its term of office at the conclusion of the 2023 annual general meeting (i.e. 12 June 2024). On 18 October 2024, the Company has appointed Pan-China Certified Public Accountants LLP as the auditors of the Company to fill the casual vacancy left by the resignation of PricewaterhouseCoopers Zhong Tian LLP. For the details of the above change of auditor, please refer to the announcement of the Company dated 19 August 2024 and the circular of the Company dated 11 September 2024.

Save as disclosed above, there were no other changes in auditor of the Company during the past three years.

The consolidated financial statements of the Group was audited by Pan-China Certified Public Accountants LLP. The Group will appoint the auditor of the Group at the annual general meeting.

AUDIT COMMITTEE

The Audit Committee was established with terms of reference in accordance with the CG Code. The Audit Committee is delegated by the Board to assess matters related to the financial statements and to provide recommendations and advice thereon, including review of the relationship with external auditor, the Company's financial reporting, risk management and internal control system. There was no disagreement between the Audit Committee and the external auditor on the accounting policies adopted by the Company. The Audit Committee has reviewed the annual results of the Company for the year ended 31 December 2024.

FIVE YEAR FINANCIAL SUMMARY

The operating results, assets and liabilities of the Group for the last five financial years are set out on page 7 of this annual report.

PUBLIC FLOAT

Based on the information that is publicly available to the Company and within the knowledge of the Directors as at the latest practicable date prior to the issue of this annual report, the Company was in compliance with the minimum public float requirement under Rule 8.08 of the Listing Rules.

By order of the Board
Wang Hong
Chairman

Hainan Province, the PRC
20 March 2025

核數師

普華永道中天會計師事務所(特殊普通合夥)已於二零二三年股東週年大會結束時(即二零二四年六月十二日)任期屆滿並退任本公司核數師。本公司於二零二四年十月十八日委任天健會計師事務所(特殊普通合夥)為本公司核數師以填補因普華永道中天會計師事務所(特殊普通合夥)退任引致的空缺。上述更換核數師的詳情請參閱本公司日期為二零二四年八月十九日的公告及本公司日期為二零二四年九月十一日的通函。

除上文所披露者外，本公司核數師於過往三年並無其他變動。

本集團的合併財務報表由天健會計師事務所(特殊普通合夥)審計。本集團將在股東週年大會上聘任本集團之核數師。

審核委員會

審核委員會按照企業管治守則制定的權責範圍成立。董事會授權審核委員會評估財務報表的相關事宜並提供建議及意見，包括檢討與外聘核數師的關係、本公司的財務報告、風險管理及內部控制制度。審核委員會和外聘核數師對本公司採用的會計政策概無異議。審核委員會已經對本公司截至二零二四年十二月三十一日止之年度業績進行了審閱。

五年財務狀況概要

本集團最近五個財政年度的經營成果、資產和負債情況載於本年報第7頁。

公眾持股量

根據本公司在本年報刊發前的最後實際可行日期可以得悉，而董事亦知悉的公開資料，本公司合乎上市規則第8.08條公眾持股量的最低要求。

承董事會命
王 宏
董事長

中國海南省
二零二五年三月二十日

REPORT OF SUPERVISORY COMMITTEE

監事會報告

To shareholders:

In 2024, the Supervisory Committee actively conducted supervision and inspection pursuant to regulatory laws and regulations as well as the corporate governance requirements, in the interests of the shareholders and the Company, in accordance with the Company Law, the Listing Rules and the Articles of Association. During 2024, all Supervisors performed their supervisory duties conscientiously and effectively in the principle of good faith and diligence by convening and attending meetings, listening to the management reports, attending regulation conferences and other means. The Supervisory Committee successfully completed its work plan for 2024, and continuously improved the governance practices of the Company.

The major efforts made by the Supervisory Committee during 2024 were as follows:

1. Attending meetings of the Board and monitoring the compliance, legality and scientificity of the decision-making process of the Board;
2. Monitoring effectively, among others, the daily operation and management of the chairman and other senior management, and providing relevant constructive suggestions, by attending the working meetings held by the chairman of the Board, and participating in major activities in the ordinary course of business of the Company;
3. Conducting review of the financial statements of the Company on a regular basis and review of the vouchers and accounts, etc. of the Company on an ad-hoc basis; and
4. Reviewing the establishment and effectiveness of the internal control system, and reviewing and evaluating the opinions expressed by the Board in respect of the internal control system.

致各位股東：

二零二四年度內，監事會依照《公司法》、上市規則及《公司章程》，從維護廣大股東及公司利益出發，根據監管法規和公司治理要求，積極開展監督檢查工作。二零二四年內全體監事以誠信、勤勉為原則，通過召開和列席會議、聽取管理層報告、參加監管會議等方式，認真、有效地履行監督職責，順利完成了二零二四年度監事會工作計劃，不斷促進並完善本公司的治理工作。

二零二四年，監事會主要工作有：

1. 列席董事會會議，對董事會決策的合規性、合法性及科學性實施監督；
2. 列席董事長辦公會議及參與本公司日常經營中的重大活動，對董事長及其他高級管理人員日常經營管理等方面實施有效監督，並提出建設性建議；
3. 定期檢查本公司的財務報告，不定期審閱本公司的會計憑證、賬簿等資料；及
4. 審查內部控制制度建立情況及有效性，對董事會就內部控制制度發表的意見進行覆核評估。

REPORT OF SUPERVISORY COMMITTEE

監事會報告

In consideration of above efforts, the Supervisory Committee believes that the Company has established a relatively sound corporate governance structure and internal control system; the decision-making and implementation of major operations and investments, the notice, convening and voting of the general meetings and the Board meetings are in compliance with legal procedures; the Directors, chairman and other senior management of the Company are capable of performing their duties diligently in accordance with the laws and effectively safeguard the rights and interests of the shareholders of the Company and the Company's interests; the Company's financial income and expenditure accounts are clear, accounting and financial management comply with regulations, and dividend distribution policy is reasonable. We expressed our independent opinions with respect of the relevant matters as follows:

1. LEGAL OPERATION OF BUSINESS

The Company conducted its business operation as required by the Company Law and the Articles of Association, with the decision-making procedure being lawful and valid. During the Reporting Period, the members of the Board, the president and other senior management performed their duties in the principle of diligence and good faith and in the interests of the shareholders and the Company. The Supervisory Committee was not aware of any breach of laws, regulations or the Articles of Association or any behavior detrimental to the interests of the shareholders and the Company committed by any Director or senior management during performing their duties.

2. TRUTHFULNESS OF THE FINANCIAL INFORMATION OF THE COMPANY

The financial report for the current year gives a true, objective, fair and accurate view of the financial position and operating results of the Company.

3. ACQUISITION AND DISPOSAL OF ASSETS

During the Reporting Period, the Supervisory Committee was not aware of any acquisition or disposal of assets which could impair the shareholders' interests or lead to loss of the Company's assets or which was involved with insider trading.

4. CONNECTED TRANSACTIONS

During the Reporting Period, all the connected transactions of the Company were entered into pursuant to the requirements of the Listing Rules and in strict compliance with the principle of fairness. Such connected transactions followed the legal decision-making procedure and provided compliant and transparent information disclosure, and no behavior detrimental to the interests of the Company was identified thereof.

通過上述工作，監事會認為本公司建立了較為完善的法人治理結構和內控制度；各項重大經營與投資決策與實施、股東大會及董事會會議的通知、召開及表決等均符合法定程序；本公司董事、董事長及其他高級管理人員均能依法履職、勤勉盡責，切實維護本公司股東權益及本公司利益；本公司財務收支賬目清楚，會計核算和財務管理符合規定，股息派發政策合理。並就有關事項發表如下獨立意見：

1. 本公司的依法經營情況

本公司的經營活動符合《公司法》和《公司章程》的規定，決策程序合法有效。報告期內，董事會成員、總裁及其他高級管理人員恪守勤勉誠信原則，真誠地以股東和公司利益為基本出發點履行職責，未發現董事、高級管理人員擔任公司職務時有違反法律法規、《公司章程》或損害股東及本公司利益的行為。

2. 本公司財務情況的真實性

本年度財務報告真實、客觀、公允、準確地反映了本公司的財務狀況和經營成果。

3. 收購、出售資產情況

報告期內，未發現本公司收購、出售資產中有損害股東權益或造成本公司資產流失及內部交易的行為。

4. 關連交易情況

報告期內，本公司的關連交易嚴格遵守公允的原則，履行了法定的決策程序，符合上市公司的規定，信息披露規範透明，不存在損害公司利益的行為。

REPORT OF SUPERVISORY COMMITTEE

監事會報告

In 2024, Meilan Airport, with the spirit of seizing the hour and day and the uplifting attitude of overcoming difficulties, has taken a series of extraordinary measures and made much more efforts than ever before, achieved significant highlights in safety operation, service enhancement, cost reduction and efficiency improvement, investment attraction, quality and branding, infrastructure and other aspects, and realized the goal of the twenty-sixth year of safety. In 2025, the introduction of a new round of counter-cyclical incremental policies by the State, and the continuous promotion of the construction of Hainan Free Trade Port will promote the development of international routes and the growth of passengers and cargo transportation business. The Supervisory Committee believes that the Company will make adjustments to the mode of operation and security and enhance service quality as and when appropriate to ensure that the growth in business volume matches the efficiency of operation and to make progress while maintaining stability, achieving further breakthrough in business volume, and laying a foundation for the increase in revenue from non-aviation business. At the same time, the Supervisory Committee believes that the Company will fully understand the difficulties and challenges and take proactive measures to address them. The Supervisory Committee will also focus on monitoring the Company's fulfillment of its commitments to shareholders by, as always, safeguarding the interests of the shareholders and the Company and performing our duties diligently, and seek to accomplish all our tasks.

By order of the Supervisory Committee
Liao Hongyu
Chairman of the Supervisory Committee

Hainan Province, the PRC
19 March 2025

二零二四年，美蘭機場以只爭朝夕的精神風貌和攻堅克難的拚搏姿態，採取一系列超常規舉措，付出遠超以往的努力，在安全運行、服務提升、降本增效、招商引資、質量品牌、基礎建設等多方面都有比較顯著的亮點，順利實現第二十六個安全年目標。二零二五年，隨著國家新一輪逆週期增量政策陸續出台，海南自貿港建設的不斷推進，促進國際航線的發展及機場客貨運輸業務的增長，監事會相信本公司會適時調整運行保障模式及提升服務質量，確保業務量增長與運行效率相匹配，穩中求進，實現業務量的進一步突破，為非航業務收入的提升奠定基礎。同時，亦相信本公司將充分認識所面臨的困難和挑戰，積極採取應對措施。監事會亦將一如既往地以維護股東及公司的利益為己任，勤勉盡職的履行職責，以監督公司落實對股東的承諾為重點，努力做好各項工作。

承監事會命
廖虹宇
監事會主席

中國海南省
二零二五年三月十九日

ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT

環境、社會和管治報告

1. ABOUT THIS REPORT

Report Introduction

The Group is pleased to publish the 2024 Environmental, Social and Governance (“ESG”) Report (the “Report”), which discloses the Group’s vision and philosophy on sustainable development and conveys the Group’s sustainable development practices and performance during the Reporting Period to stakeholders and community.

Reporting Period

The content and data of the Report cover the period from 1 January to 31 December 2024 (the “Reporting Period”).

Reporting Scope

Unless otherwise stated, the contents of the Report cover Hainan Meilan International Airport Company Limited and its subsidiaries. In the Report, the “Group” shall refer to “Hainan Meilan International Airport Company Limited and its subsidiaries. “Meilan Airport” or the “Company” shall refer to “Hainan Meilan International Airport Company Limited”.

Basis of Preparation

This Report was prepared in accordance with the “mandatory disclosure”, “comply or explain” and “climate related disclosure” provisions set out in Appendix C2 of the Environmental, Social and Governance Reporting Code (the “ESG Code”) under the Main Board Listing Rules (the “Listing Rules”) of The Stock Exchange of Hong Kong Limited (the “Hong Kong Stock Exchange”), with specific responses to the ESG reporting principles as set out below:

Reporting Principles 匯報原則	Definitions in the ESG Code ESG守則中釋義	Responses of the Group 本集團的響應
Materiality 重要性	<p>When the Board determines that environmental, social, and governance matters will have a significant impact on investors and other stakeholders, the issuer should report accordingly. With respect to Part D of the ESG Code, issuers must disclose climate-related risks and opportunities that can reasonably be expected to affect their short-term, medium-term, or long-term cash flows, access to finance, and cost of capital.</p> <p>當董事會釐定有關環境、社會及管治事宜會對投資者及其他持份者產生重要影響時，發行人就應作出匯報。就ESG守則D部分而言，發行人須披露合理預期可能影響其短期、中期或長期現金流量、融資渠道和資本成本的氣候相關風險和機遇。</p>	<p>Through continuous communication with stakeholders together with strategic development and business operations, the Group has identified current material issues on sustainable development and disclosed the risks and management initiatives in relation to ESG.</p> <p>通過與利益相關方持續的溝通交流，並結合本集團戰略發展和業務運營情況，識別當前的重大可持續發展議題，並披露本集團的ESG風險和管理舉措。</p>

一、關於本報告

報告簡介

本集團欣然發佈二零二四年度環境、社會及管治(Environmental, Social and Governance, “ESG”)報告(「本報告」)，披露本集團在可持續發展方面的願景與理念的同時，向利益相關方及社會各界人士傳達本集團於報告期內的可持續發展實踐與績效。

時間範圍

本報告的內容及數據涵蓋二零二四年一月一日至十二月三十一日(「報告期」)。

報告範圍

如無另行說明，本報告的組織範圍為海南美蘭國際空港股份有限公司及其附屬公司，本報告中，「本集團」指代「海南美蘭國際空港股份有限公司及其附屬公司」。「美蘭機場」和「本公司」指代「海南美蘭國際空港股份有限公司」。

編製依據

本報告根據香港聯合交易所有限公司(「香港聯交所」)《主板上市規則》(「上市規則」)附錄C2《環境、社會及管治報告守則》(「ESG守則」)載列的「強制披露規定」「不遵守就解釋」及「氣候相關披露」條文進行編製，具體響應ESG匯報原則的情況如下所示：

ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT

環境、社會和管治報告

Reporting Principles 匯報原則	Definitions in the ESG Code ESG守則中釋義	Responses of the Group 本集團的響應
Quantitative 量化	<p>Key performance indicators relating to historical data must be measurable. Issuers should set target (which may be actual numerical figures or directional, forward-looking statements) for reducing particular impacts. In this way, the effectiveness of ESG policies and management systems can be evaluated and validated. Quantitative data should be accompanied by a description of its purpose and impact and, where appropriate, comparative data.</p> <p>有關歷史數據的關鍵績效指標須可予計量。發行人應訂下減少個別影響的目標(可以是實際數字或方向性、前瞻性的聲明)。這樣，環境、社會及管治政策及管理系統的效益可被評估及驗證。量化數據應附帶說明，闡述其目的及影響，並在適當的情況下提供比較數據。</p>	<p>The Group has disclosed its environmental and social key performance indicators in a quantitative way, and provided textual explanations on quantitative information.</p> <p>對本集團的環境和社會關鍵績效指標進行量化披露，同時針對量化信息予以文字闡釋。</p>
Consistency 一致性	<p>Issuers should use consistent disclosure statistical methodologies to enable meaningful comparisons of ESG data in the future.</p> <p>發行人應使用一致的披露統計方法，令環境、社會及管治數據日後可作有意義的比較。</p>	<p>The Group will ensure that the disclosure scope and reporting methods of the Report are consistent, making the Group's performance easier to compare for its stakeholders.</p> <p>本集團將確保報告的披露範圍與匯報方法保持一致，以便利益相關方對本集團績效進行比較。</p>

Unless otherwise stated in the relevant sections, the disclosure statistical methodologies and key performance indicators used are consistent with those of previous years.

除相關部分另有說明外，所使用的披露統計方法及關鍵績效指標與往年一致。

Data Source

The information is derived from the Group's official documents, reports or relevant public information, and the data used are from the relevant functional departments of the Company and its selected subsidiaries. Unless otherwise stated, the data in this Report is denominated in RMB. The Board of the Group pledges that there are no false records, misleading statements, or material omissions, and takes responsibility for the truthfulness, accuracy, and completeness of the Report.

數據來源

信息源自本集團正式文件、報告或有關公開資料，所使用數據均來自本公司及其選定附屬公司的相關職能部門。除特殊說明，本報告數據均以人民幣為貨幣單位。本集團董事會承諾不存在虛假記載、誤導性陳述或重大遺漏等，並對本報告的真實性、準確性和完整性負責。

Form of Publication

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報告發佈形式

本報告有中英文兩個版本，以電子版及印刷版形式發佈，若本報告的中英文版本有歧義，請以中文版為準。您可訪問美蘭機場官方網址(www.mlairport.com)或香港聯交所網站(www.hkexnews.hk)獲取本報告的電子文稿。

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2. ANNUAL FEATURE: FACING TYPHOON YAGI, MEILAN STOOD STRONG

From 6 to 7 September 2024, super typhoon “Yagi” struck Meilan Airport, presenting a severe test of the airport’s disaster prevention, mitigation, and response capabilities.

In this confrontation with typhoon “Yagi”, all the staff of Meilan Airport united as one, demonstrating extraordinary courage and unwavering determination to build an impregnable line of defense.

Preparedness in Advance

Prior to the typhoon’s arrival, Meilan Airport adhered to the principle of “early warning, early preparation, early activation, early response, and early recovery”, comprehensively deploying typhoon preparedness measures. Meilan Airport convened typhoon preparedness initiation and deployment meetings to clearly define departmental responsibilities and ensure that personnel are in place. According to different alert levels, staff duty rosters were established, flight schedules were adjusted appropriately, and every effort was made to maintain safe and orderly airport operations.

Regarding emergency supplies management, Meilan Airport promptly took inventory of operational support materials such as food, beverages, and blankets, as well as typhoon prevention supplies including sandbags, raincoats, rain boots, and emergency lighting equipment to guarantee rapid allocation during emergencies. To ensure standby personnel get adequate rest, the Company reserved 250 dormitories. Additionally, by deploying emergency power vehicles and external power supply boxes, it ensured power supply to critical facilities during emergencies.

To safeguard site safety during the typhoon’s passage, Meilan Airport mobilized approximately 12,900 personnel manpower and around 12,100 items of supplies. Special attention was given to securing airfield equipment and facilities, drainage within the airport premises, electricity supply systems, public transportation measures, and other anti-typhoon measures. Any identified issues were addressed on-site.



Image: Typhoon preparedness meeting
圖：防颱會議



Image: Reinforcement of doors and windows before the typhoon
圖：颱風來臨前加固門窗

二、年度專題：「摩羯」來襲，美蘭不懼

二零二四年九月六日至七日，超強颱風「摩羯」衝擊美蘭機場，這是對美蘭機場防災、減災及救災能力的一次嚴峻考驗。

在這場與颱風「摩羯」的較量中，美蘭機場全體員工眾志成城，以非凡的勇氣和堅定的決心，築起了一道堅不可摧的防線。

未雨綢繆

在颱風來臨前，美蘭機場遵循「早預警、早準備、早啟動、早處置、早恢復」原則，全面部署防颱準備工作，召開防颱啟動會和部署會，明確各部門職責，落實人員到位，並依據不同的預警等級，制定人員備勤排班表，合理調整航班運行安排，全力保障機場運行安全有序。

在應急物資管理方面，美蘭機場及時清點食物、茶水、毛毯等生產保障物資，以及沙袋、雨衣、雨靴、應急照明設備等防颱物資，確保在緊急情況下能夠迅速調配。為保障備勤人員得到充分休息，本公司預留了250間宿舍，同時通過部署應急電源車和外接駁箱，確保了在緊急情況下重要設施的電力供應。

為守護颱風過境期間的場地安全，美蘭機場投入人力約1.29萬人次，物資約1.21萬件，並重點關注飛行區設備設施固定、廠區排水、供電、公共交通等方面的防颱措施落實情況，發現問題現場部署、現場落實。

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Stand Together Through Thick and Thin

As the typhoon approached, Meilan Airport's cadres and employees at all levels maintained a 24-hour on-duty presence. Specialized rescue teams such as firefighting and emergency medical units stood ready for immediate action. In terms of resource assurance, the airport ensured adequate reserves of essential resources and verified the operability of core facilities and equipment while preparing for various types of resource allocation. For logistical support, meal and accommodation needs were assessed in advance; food ingredients were stocked up beforehand; dormitories were reserved for standby personnel during the typhoon period. Regarding public opinion management, negative sentiment was monitored in real-time with appropriate responses and positive guidance provided promptly. Flight schedule adjustments and passenger support information were also communicated in a timely manner. For recovery preparations, Meilan Airport maintained continuous coordination with air traffic control authorities and airlines to plan ahead for resuming operations. Additionally, 16 emergency response teams were assembled to be on standby.

Moreover, to ensure smooth drainage during the typhoon period, Meilan Airport arranged dedicated personnel to regularly inspect and remotely monitored drainage pumping stations and emergency equipment operations to ensure efficient functionality. As wind strength diminished, emergency drainage vehicles were promptly deployed for water removal tasks; drainage teams cleared ditches swiftly to prevent water accumulation. In terms of fuel supply assurance, Meilan Airport provided over 3,000 liters in total fuel supply during the event to guarantee normal operation of critical facilities such as water supply systems, power supply infrastructure, and air conditioning throughout and after the typhoon.

風雨同舟

在颱風來臨之際，美蘭機場各級幹部、員工落實24小時在崗值班值守，消防、急救等專職救援隊伍嚴陣以待；資源保障方面，確保公司資源儲備、核心設施設備適用性並做好各類資源調配；後勤保障方面，統計餐食及住宿需求，提前儲備食材，預留宿舍供備勤人員防颱風期間使用；輿情管控方面，實時監測負面輿情，妥善回應與正向引導，及時發佈航班計劃調整與旅客保障等信息；恢復保障方面，持續與空管、航空公司商研，提前規劃復工復產計劃，組建16支應急處置隊伍嚴陣以待。

此外，為保障颱風期間排水順暢，美蘭機場安排專人定時巡查並遠程監控泵站排水設備及應急設施運行情況，確保其高效運轉。風力減弱時，機場及時啟動強排車進行應急排水，並組織排水隊伍及時清理水溝，防止積水。在供油保障方面，美蘭機場累計供油超3,000升，確保供水、供電及空調等關鍵設施在颱風期間及之後的正常運行。



Image: Inspection patrols during typhoon landfall
圖：颱風登陸期間的巡查

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Rebuilding Our Home

After the typhoon passed, Meilan Airport swiftly initiated comprehensive cleanup operations, prioritizing the safety of runway and surrounding facilities to secure normal flight operations. Specific measures included thoroughly cleaning the airport premises, removing debris and sludge, conducting comprehensive inspections of perimeter fences with timely repairs and reinforcements of vulnerable sections, focusing on runway clearance to ensure compliance with operational standards, and carrying out fire safety inspections to identify and mitigate potential risks. These systematic measures laid a solid foundation for the safe and orderly resumption of flight services.

Additionally, technical teams worked over many nights to inspect and debug critical equipment such as departure systems, network infrastructure, printers, security screening devices, conveyor belts, and information systems, ensuring smooth internal airport operations. Regarding terminal transfers, Meilan Airport implemented coordinated operations between its two terminals in collaboration with airlines, enhancing shuttle bus services and customer assistance to minimize disruptions to passenger travel.

重建家園

颱風過境後，美蘭機場迅速啟動全面清理工作，以確保跑道和周邊設施安全，保障飛機正常起降為首要目標。具體措施包括：清掃機場區域，徹底清除雜物與淤泥；對圍界進行全面檢查，及時修補並加固存在隱患的部位；著重清理跑道，保證其符合起降標準；開展消防巡檢，排查潛在風險。通過這一系列舉措，為後續航班的安全有序運行築牢基礎。

此外，技術團隊連夜調試關鍵設備，包括離港系統、網絡、打印機、安檢設備和傳送帶及信息系統等，確保機場的內部運行順暢。航站樓轉場方面，美蘭機場實施雙樓聯動，與航空公司協作，強化擺渡車服務和客戶服務，將旅客出行影響降到最低。



Image: Disaster relief efforts
圖：搶險救災



Image: Road clearance operations
圖：道路清理

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Forging Ahead with Determination

The aftermath of the typhoon has left not only a rebuilt home but also a more robust disaster prevention system at Meilan Airport. It has fostered an enduring anti-typhoon spirit characterized by “unwavering commitment, exemplary leadership, united strength, and resilience in adversity”. This experience serves as a mirror reflecting Meilan Airport’s growth trajectory and inspires it to stride confidently toward the future.

砥礪前行

颱風過後，留下的不僅是重建的家園，還有美蘭機場更完善的防災體系和「使命必達、先鋒模範、眾志成城、百折不撓」的抗台精神，這段經歷，如同一面鏡子，映照出美蘭機場成長的足跡，也激勵著美蘭機場以更加堅定的步伐邁向未來。



Image: First flight successfully landing after typhoon

圖：首架航班完成降落

3. GOVERNANCE AND LEADING SUSTAINABLE DEVELOPMENT

The Company integrates ESG concepts into daily operations by establishing a comprehensive ESG management system. We continuously strengthen business ethics and integrity practices, striving to build a corporate environment characterized by honest operations and fair competition to promote healthy corporate development. Furthermore, the Company proactively listens to and addresses stakeholder demands and expectations, collaborating with all parties to continually elevate our sustainability standards.

3.1 Sustainable Development Management Board Statement

The Board of the Company assumes full responsibility for the ESG strategy and reporting, and is responsible for supervising the formulation and implementation of the Company’s ESG-related strategies and targets, and reviewing and approving the annual ESG report. At the same time, the Board of the Company fully considers ESG factors in major decisions and business practices, actively identifies and evaluates the impact of ESG-related risks on the Group’s operations, and supervises and reviews the progress and achievement of ESG goals at the annual Board meeting.

三、治理•引領持續發展

本公司將ESG理念融入日常運營中，建立完善的ESG管理體系，不斷加強商業道德與廉潔建設，致力打造誠信經營、公平競爭的企業生態，推動企業健康發展。同時，本公司主動傾聽並回應利益相關方的訴求與期望，攜手各方持續提升本公司可持續發展水平。

3.1 可持續發展管理董事會聲明

本公司董事會對ESG策略及匯報承擔全部責任，負責監督公司ESG相關策略及目標的制定與落實，並負責審閱和簽批年度ESG報告。同時，本公司董事會在重大決策及業務實踐中充分考慮ESG因素，積極識別並評估ESG相關風險對集團運營的影響，並在年度董事會上監督檢討ESG目標進度及達成情況。

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ESG Concept

The Company regards ESG management as a key driver for achieving sustainable development and actively fulfills corporate social responsibility throughout its growth journey. By establishing an ESG governance framework, we strengthen the identification and management of ESG-related risks while addressing the expectations and demands of stakeholders regarding our ESG initiatives. We are committed to pursuing balanced development across environmental, social, and economic dimensions.

ESG Management

The Company has established an ESG management system consisting of the Board, General Office, Brand Management Center and Social Responsibility Post, and clarified the composition and responsibilities of each level. Through regular reporting mechanisms, the Company's directors and senior management are informed of the implementation of ESG risk management, ESG goals and ESG work plans to ensure the effectiveness of ESG management. Meanwhile, the Company initiates ESG-related training for directors every year, including topics such as coping with climate change and business ethics, to enhance their knowledge and understanding of ESG and improve the Group's ESG management capability.

- **Board of Directors:** the highest decision-making body for ESG management, responsible for reviewing and approving the Company's ESG reports, and evaluating annual ESG issues at regular meetings; reviewing the ESG report annually, paying attention to the setting of targets such as energy consumption, water consumption, waste, emissions and climate change and the alignment of these targets with the Company's business development, and evaluating the achievement of targets at the annual Board meeting.
- **General Office:** ensuring that the Company establishes an appropriate and effective ESG risk management system, and the ESG report is preliminarily reviewed and submitted to the Board for consideration; promoting the implementation of ESG goals and conducting performance evaluation.
- **Brand Management Center:** responsible for analyzing and identifying ESG-related risks and opportunities, establishing ESG management policies and implementation approaches, and taking the lead in preparing ESG report.

ESG理念

本公司將ESG管理視為企業實現可持續發展的重要推動力，在發展過程中積極履行企業社會責任。本公司建立ESG治理架構，加強對ESG風險的識別和管理，同時重視利益相關方對本公司ESG工作的期望與訴求，致力於追求環境、社會、經濟三方面效益的均衡發展。

ESG治理

本公司建立由董事會、綜合辦公室、品牌管理中心和社會責任崗位組成的ESG治理體系，並明確各層級的構成及職責，通過定期匯報機制確保本公司董事及高級管理層獲知ESG風險管理、ESG目標及ESG工作計劃等的執行情況，保障ESG管理的有效性。同時，本公司每年度對董事開展ESG相關培訓，包括應對氣候變化、商業道德等議題，以增強其對ESG的認識和理解，提高本集團ESG治理能力。

- **董事會：**是ESG管理的最高決策機構，負責審議及批准本公司ESG報告，於定期會議上對年度ESG議題進行評估；每年審閱ESG報告，關注能耗、水耗、廢棄物、排放物、氣候變化等目標的設定以及目標與本公司業務發展的契合度，並在年度董事會上評估目標達成情況。
- **綜合辦公室：**確保本公司設立合適且有效的ESG風險管理系統，對ESG報告進行初審並提交董事會審議；推動ESG目標的執行並進行績效評估。
- **品牌管理中心：**負責分析及識別ESG相關風險及機遇，建立ESG管理方針政策及實施路徑，以及牽頭編製ESG報告。

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- **Social Responsibility Post:** responsible for establishing the ESG indicator system, promoting the implementation and improvement of ESG management by various departments, implementing the annual work according to ESG management objectives, and participating in the preparation of ESG report.

- **社會責任崗：**負責建立ESG指標體系並推進各部門實施、改進ESG管理，根據ESG管理目標落實年度工作內容，以及參與編製ESG報告。



Image: ESG management system
圖：ESG治理體系

The Company also continuously strengthens its ESG risk management by integrating ESG risks into its existing risk management and internal control systems. Effectively monitor ESG risks and ensuring compliance in business operations. For more details on the Company's risk management and internal control practices, please refer to the Corporate Governance Report section of our 2024 Annual Report.

本公司亦持續加強ESG風險管理，將ESG風險納入現行風險管理及內部控制體系中，對ESG風險進行有效監控，確保業務運營合規。有關本公司風險管理及內部控制的具體資料，請參閱本公司二零二四年報《企業管治報告》部分的內容。

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3.2 Communication with Stakeholders

The Company has established a diversified communication mechanism to actively listen to stakeholders through meetings, electronic platforms, and interviews. Stakeholder demands and expectations are regarded as critical references for promoting sustainable corporate development. By continuously optimizing our ESG management decisions, we address stakeholder concerns through this report to demonstrate our responsive approach.

The Company's analysis and response to the expectation and requirements of stakeholders are as follows:

3.2 利益相關方溝通

本公司建立多元化的溝通機制，通過會議、電子平台和訪談等方式充分傾聽利益相關方的心聲。本公司將利益相關方的訴求和期望視為推動企業可持續發展的重要參考，持續優化本公司ESG管理決策，並通過本報告對利益相關方的關注點進行回應。

本公司對利益相關方期望和要求的梳理及響應如下：

Stakeholders 利益相關方	Expectations and Demands 期望與訴求	Communication and Response 溝通與回應
Investors 投資者	Return on investment Risk control Operating transparency Investors' interests 投資回報 風險管控 經營透明度 投資者權益	Increase profitability Strengthen risk management Regular information disclosure Convene general meeting 提高盈利能力 強化風險管理 定期信息披露 召開股東大會
Government 政府	Pay taxes according to law Operate in compliance with laws and regulations Support local development 依法納稅 依法合規經營 支持地方發展	Regular full tax payment Strengthen compliance management Respond to national policies 定期足額納稅 加強合規管理 響應國家政策
Passengers 旅客	Passenger safety Service quality Protection of passenger rights and interests 旅客安全 服務品質 旅客權益保障	Strengthen safe operation Improve service quality Protect passenger privacy 加強安全運營 提升服務質量 保護旅客隱私
Suppliers 供應商	Fairness Win-win cooperation Business ethics and reputation 公平公正 合作共贏 商業道德與信譽	Improve supplier management Build a responsible supply chain Transparent procurement 完善供應商管理 打造負責任供應鏈 推行陽光採購
Employees 員工	Protect employees' rights and interests Health and safety Development and promotion Work-life balance 保障員工權益 健康與安全 發展與晉陞 工作與生活平衡	Practice compliant employment Optimize occupational health and safety management Build a talent training system Employee care 踐行合規僱傭 優化職業健康安全 構建人才培訓體系 落實員工關懷

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Stakeholders 利益相關方	Expectations and Demands 期望與訴求	Communication and Response 溝通與回應
Environment	Protect the ecological environment Reduce resource consumption	Strengthen carbon emission management Promote energy conservation and consumption reduction
環境	保護生態環境 減少資源消耗	加強碳排放管理 推動節能降耗
Community	Promote social harmony Volunteer service	Support rural revitalization Carry out volunteer activities
社區	促進社會和諧 志願者服務	支持鄉村振興 開展志願者活動

3.3 Material Issues Assessment

The Company carries out the assessment of material ESG issues, comprehensively understands the concerns of various stakeholders over the Company's ESG management on a timely basis, and takes active response measures to further improve the Group's ESG information disclosure.

3.3 重要性議題評估

本公司開展ESG重要性議題評估工作，及時、全面地了解各利益相關方對本公司ESG管理的關注度項，並採取積極應對舉措，以進一步完善集團的ESG信息披露。



Image: Steps for assessing ESG materiality issues
圖：ESG重要性議題評估步驟

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The results of the Company's material ESG issues assessment in 2024 are as follows:

本公司二零二四年度ESG重要性議題評估結果如下：

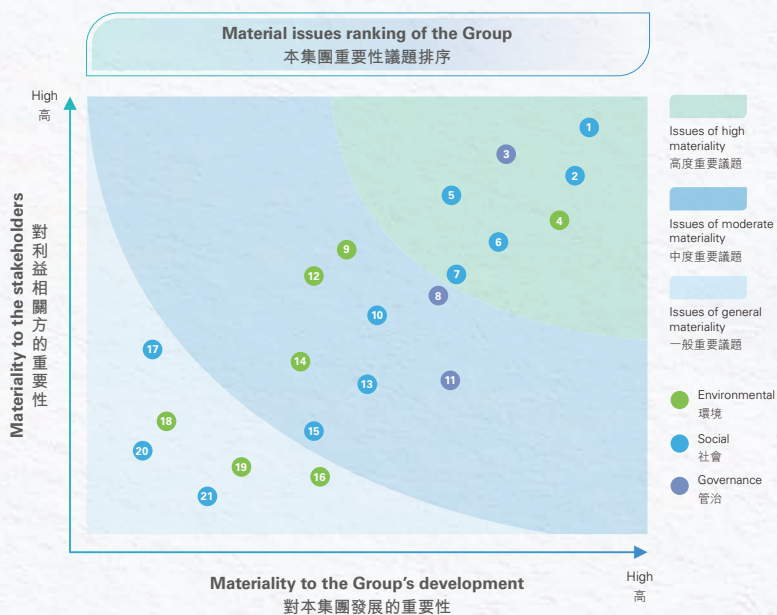


Image: ESG materiality issues assessment results
圖：ESG重要性議題評估結果

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Results of the Group's Consolidated Assessment of Materiality Issues for the year 2024

本集團二零二四年度重要性議題綜合評估結果

Materiality 重要性程度	No. 序號	Material issues 重要性議題	No. 序號	Material issues 重要性議題
Issues of high materiality 高度重要議題	1	Safe operation 安全運營	5	Interests of and care to employees 員工權益與關懷
	2	Service quality and customer interests 服務質量與客戶權益	6	Information security and privacy protection 信息安全與隱私保護
	3	Compliant operation 合規經營	7	Employee health and safety 員工健康與安全
	4	Green and low-carbon operation 綠色低碳運營		
Issues of moderate materiality 中度重要議題	8	Business ethics and integrity development 商業道德與廉潔建設	12	Response to climate change 應對氣候變化
	9	Noise management 噪音管理	13	Smart operation 智慧化運營
	10	Employee training and development 員工培訓與發展	14	Energy management 能源管理
	11	Risk management 風險管理	15	Supply chain management 供應鏈管理
Issues of general materiality 一般重要議題	16	Resources consumption 資源使用	19	Emission management 排放物管理
	17	Promoting industry development 推動行業發展	20	Charity and community development 公益慈善與社區發展
	18	Biodiversity protection 保護生物多樣性	21	Protection of intellectual property 知識產權保護

According to the results of the materiality assessment, the issues of higher materiality for this year focused on safe operation, service quality and customer interests, compliant operation, green and low-carbon operation, interest of and care to employees, information security and privacy protection, employee health and safety issue. Based on the results of this assessment, the Company will constantly improve the ESG management strategy, enhance the ESG management level.

根據重要性評估結果所示，本年度重要性排序較高的議題集中在安全運營、服務質量與客戶權益、合規經營、綠色低碳運營、員工權益與關懷、信息安全與隱私保護、員工健康與安全議題。本公司將以本次評估結果為基礎，持續完善公司的ESG管理策略，提升ESG管理水平。

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3.4 Business Ethics and Integrity Development

The Company consistently upholds the principles of compliant operations, integrity, and probity, maintaining zero tolerance for any violations of business ethics or corrupt practices. The Company has established a comprehensive business ethics and Integrity development system, continuously strengthening the business ethics and integrity culture development to enhance employee awareness of integrity.

Business Ethics and Integrity Management System

The Company has formulated and implemented internal regulations such as the Probity Management and Anti-Corruption Policy Regulations (《廉政管理及反貪污政策規定》), which standardize anti-corruption practices and culture within the Company. Simultaneously, the Company has established accessible reporting channels and enacted the Detailed Implementation Rules for Handling Clues (Trial) (《線索處置操作實施細則(試行)》), standardizing complaint reporting procedures to ensure the legitimacy and effectiveness of whistleblowing, while encouraging employees, business partners, and the public to report any unethical conduct related to the company.

• Reporting Channels

The Company's complaint reporting channels include written correspondence, in-person visits, and phone calls, with details as follows:

- Written Correspondence Address: Discipline Inspection Office of the Commission for Discipline Inspection on the first floor of the office building, Meilan International Airport (海口美蘭機場辦公樓一樓紀委紀檢室); Complaint Boxes (信訪舉報箱) at the Employee Center (員工之家) or Terminal 1.
- In-Person Visit Address: Discipline Inspection Office of the Commission for Discipline Inspection on the first floor of the office building, Meilan International Airport (海口美蘭機場辦公樓一樓紀委紀檢室).
- Contact Hotline: 86 898-69966110 (workdays)

3.4 商業道德與廉潔建設

本公司始終秉持合規經營、誠信廉潔的理念，對一切違反商業道德和貪污腐敗行為零容忍。本公司建立完善的商業道德與廉潔管理體系，持續加強商業道德與廉潔文化建設，以提高員工廉潔意識。

商業道德與廉潔管理體系

本公司制定並執行《廉政管理及反貪污政策規定》等內部制度，規範公司內部反貪污行為及文化。同時，本公司建立暢通的投訴渠道，並制定《線索處置操作實施細則(試行)》，規範信訪投訴工作，以確保舉報的合法性和有效性，鼓勵員工、商業夥伴及公眾舉報與本公司相關的任何違反商業道德的行為。

• 舉報渠道

本公司信訪舉報接收渠道包括來信來函、來訪、來電三種方式，具體情況如下：

- 來信來函地址：海口美蘭機場辦公樓一樓紀委紀檢室；員工之家或者T1航站樓等信訪舉報箱。
- 來訪地址：海口美蘭機場辦公樓一樓紀委紀檢室。
- 聯繫電話：86 898-69966110 (工作日)

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- **Whistleblower Protection Mechanism**

To protect the privacy and safety of whistleblowers, the Company has established strict confidentiality mechanisms, prohibiting unauthorized disclosure of the whistleblower's name, the reported party's name, or the complaint content. The Company strictly forbids retaliation against whistleblowers, and the Discipline Inspection Commission Office will take all necessary measures or collaborate with whistleblowers to implement protective actions, ensuring their legal rights are safeguarded. Any verified retaliation will be met with strict and severe disciplinary actions in accordance with relevant regulations.

Promotion of Business Ethics and Integrity Culture

The Company prioritizes business ethics and integrity as core elements of corporate culture. Regular anti-corruption training is conducted for directors and all employees to foster a culture of integrity.

- **Cultivating a Culture of Integrity**

The Company has deeply cultivated a culture of integrity. During the year, it published 89 articles related to "Integrity Meilan" (清廉美蘭), actively organized a series of activities such as integrity-themed short film productions, integrity-themed calligraphy, painting and photography competitions, and the "Co-planting the Integrity Forest" (共植清風林) initiative, aiming to deepen employees' understanding of ethical principles through art and cultural engagement.

Simultaneously, the Company prioritized integrity training by conducting programs like the "Ethics First Course for New Employees" (新員工廉潔首課), "Youth Dialogue on Integrity" (青年話清廉), and the "Integrity Lecture Series" (清廉大講堂), fostering an atmosphere of transparency and accountability. During the Year, the Company organized 178 integrity education sessions, with a cumulative participation of 3,319 employees.



Image: Integrity Theme Party Day activity
圖：廉潔主題黨日活動

- **舉報人保護機制**

為保護舉報人的隱私及安全，本公司設置嚴格的保密機制，不隨意洩露投訴舉報人姓名、被投訴舉報人姓名及投訴舉報內容。同時，本公司禁止對投訴舉報人進行打擊報復，紀委紀檢室將採取一切必要措施或配合舉報人採取保護措施，以確保舉報人的合法權益不受侵犯。對於打擊報復行為，一經發現並查實，本公司將按照相關規定從嚴從重處理。

商業道德與廉潔文化宣導

本公司將商業道德與廉潔宣貫作為企業文化建設的重點，定期面向董事及全體員工開展反貪腐培訓，營造廉潔氛圍。

- **厚植廉潔文化**

本公司厚植廉潔文化，於本年度發佈「清廉美蘭」相關報道89篇，積極組織清廉主題短劇拍攝、清廉書畫攝影大賽、「共植清風林」等系列活動，旨在通過藝術與文化的方式深化員工對廉潔道德的理解。

同時，本公司重視廉潔培訓，開展「新員工廉潔首課」「青年話清廉」宣講，開設「清廉大講堂」，涵養清風正氣。本年度，本公司開展警示教育活動178次，累計3,319人次參與。



Image: Warning education activity
圖：警示教育活動

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- **Building a Culture of Integrity Brand**

The Company integrates its operational management characteristics with the theme of “Integrity Hub Sunshine Meilan” (清廉空港陽光美蘭), advancing institutional development through sunshine operations, regulating the exercise of authority via sunshine oversight, enhancing service quality through sunshine services, and deepening brand distinctiveness with sunshine culture. This initiative establishes integrity-focused cultural hubs such as the “Sunshine Apron” (陽光機坪), “Sunshine Operations” (陽光運行) and “Sunshine Emergency Response” (陽光應急). We aim to construct a collaborative framework of co-creation, co-governance, and shared accountability and synergize the construction of an integrity-driven enterprise with the high-quality development of Meilan Airport.

- **打造廉潔文化品牌**

本公司結合自身運營管理特色，圍繞「清廉空港陽光美蘭」主題，以陽光運行推動機制建設，以陽光監管規範權力運行，以陽光服務提升服務品質，以陽光文化深化品牌特色，打造「陽光機坪」「陽光運行」「陽光應急」清廉文化陣地，致力構建共商共建、共治共享清廉局面，推動清廉企業建設與美蘭機場高質量發展同頻共振。

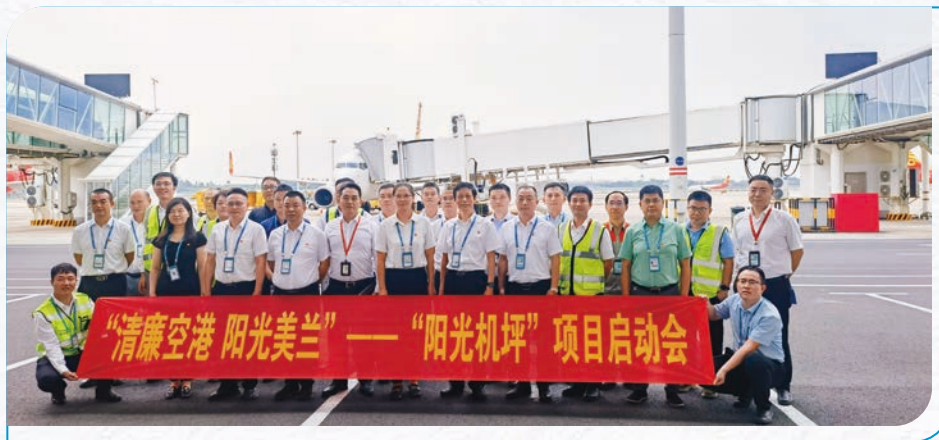


Image: “Sunshine Apron” project launch session
圖：「陽光機坪」項目啟動會

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4. QUALITY STAR SERVICE

Meilan Airport always adheres to the principle of customer first, aiming to create a more distinguished service for the Hainan Free Trade Port. It continuously enhances service quality, improves customer rights protection mechanisms, and advances smart airport initiatives, strives to provide passengers with convenient, efficient and comfortable travel experience.

During the Year, Meilan Airport received multiple honors and awards from domestic and international authoritative institutions, signifying global recognition of its service excellence from both passengers and the aviation industry.

- In April 2024, Meilan Airport won the three world awards of “Five-Star Airport”, “Best Regional Airport in China”, and “Best Airport Staff in China” granted by SKYTRAX.
- In June 2024, Meilan Airport received the “China’s Most Improved Award for Irregular Flight Services” from the renowned evaluation agency CAPSE.
- In September 2024, Meilan Airport was honored with the “Excellent Airport in Service Quality (for airports with 10 million passengers or more)” by the China Civil Airports Association, the China Academy of Civil Aviation Science and Technology and China Civil Aviation News Agency.

四、品質•鑄就星級服務

美蘭機場始終秉持客戶至上原則，以打造更加靚麗的海南自貿港服務名片為目標，持續提升服務質量，完善客戶權益保障機制，加強智慧機場建設，力求為旅客提供便捷、高效、舒適的出行體驗。

本年度，美蘭機場獲得多項國內外權威機構授予的榮譽及獎項，標誌著美蘭機場的服務水平獲得全球旅客與行業的高度認可。

- 二零二四年四月，美蘭機場榮獲SKYTRAX授予的「全球五星機場」「中國區最佳區域機場」及「中國區最佳機場員工」三項世界大獎。
- 二零二四年六月，美蘭機場榮獲知名測評機構CAPSE頒發的「航班不正常保障服務提升卓越獎」。
- 二零二四年九月，美蘭機場榮獲中國民用機場協會、中國民航科學技術研究院和中國民航報社共同授予的「1,000萬以上量級服務質量優秀機場」。

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4.1 Improving Service Quality

Service Quality Management System

Based on relevant national laws and regulations, the standards and regulatory documents of Civil Aviation Administration of China (“CAAC”) regulations, Meilan Airport has formulated and implemented the “Haikou Meilan International Airport Service Quality Management System Manual” (《海口美蘭國際機場服務質量管理體系手冊》), and established SQMS (Service Quality Management System) with “1-2-4-2-3” as the main structure, and defined the service management contents in the whole chain, process and cycle, guide the direction of the service work and to continuously improve the effectiveness of service quality management.



Image: “1-2-4-2-3” Service Quality Management System (SQMS)

圖：「1-2-4-2-3」服務質量管理體系

4.1 提升服務質量

服務質量管理體系

美蘭機場基於國家相關法律、法規，中國民用航空局(「民航局」)有關規章標準、規範性文件等要求，制定並落實《海口美蘭國際機場服務質量管理體系手冊》，建立「1-2-4-2-3」服務質量管理體系(Service Quality Management System, SQMS)，以明確美蘭機場全鏈條、全流程、全週期的服務管理內容，指導服務工作開展方向，持續提升服務質量管理效能。

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Special Service Supervision

To further strengthen service quality control and ensure the effective implementation of the service quality management system, Meilan Airport has formulated and implemented the Haikou Meilan International Airport 2024 Service Audit and Inspection Plan (《海口美蘭國際機場2024年服務審核與監察工作計劃》), conducting “2+17+N” service audits and inspections to ensure compliance with all service standards. The model operates as follows:

- “2”: Conducts management reviews aligned with the Passenger Service Quality for Civil Airports (《民用機場旅客服務質量》) to assess compliance with service documentation and execution and implementation of the standards, and performs year-end audits focusing on annual key service initiatives;
- “17”: Carry out special supervision in 17 directions for the basic quality of core service business;
- “N”: Conduct irregular daily supervision on holidays, major service guarantees and seasonal service features from personnel, training, management and other dimensions.

Improve Service Quality

During the Year, under the guiding philosophy of “Comprehensive Service, Operational Excellence, and Premium Quality”, Meilan Airport launched “Four orientations” (四個面向) service improvement initiatives, with its focus on the passengers, airlines, partners and employees, to fully enhance the quality and efficiency of the service business, thereby amplifying the international competition and brand influence.

服務專項監察

為進一步強化服務質量管控，確保服務質量管理體系有效落地，美蘭機場制定並落實《海口美蘭國際機場2024年服務審核與監察工作計劃》，開展「2+17+N」的服務審核與監察，以確保機場各項服務規範有效進行。具體模式如下：

- 「2」：根據《民用機場旅客服務質量》對服務標準文件的符合性、標準的執行和落實等開展管理評審，圍繞年度服務重點工作方案開展年終審核；
- 「17」：針對核心服務業務的基礎質量開展17個方向的專項監察；
- 「N」：從人員、培訓、管理等多個維度，針對節假日、重大服務保障、季節性服務特點等方面開展不定期日常監察。

提升服務品質

本年度，美蘭機場在「大服務、大運行、大品質」的發展理念指導下，聚焦旅客、航空公司、合作方和員工，開展「四個面向」服務品質提升工作，以全面推動服務業務提質增效，提升美蘭機場國際競爭力和品牌影響力。

Passengers-orientation 面向旅客	<p>Service Facility Upgrades: Renovated baby care room, constructed themed children’s play areas, and designed specialty lounge zones.</p> <p>Optimized Services for Special Needs: Introduced a Relay Assistance Service for special groups such as wheelchair users, late-arriving passengers, elderly travelers. Passengers with relay service wristbands enjoy priority check-in, security screening, and boarding.</p> <p>服務設施升級：升級改造母嬰室、建設主題兒童娛樂區、佈置特色候機休息區。</p> <p>特殊群體服務優化：針對輪椅旅客、晚到旅客、老年旅客等特殊群體出行難題，推出接力式服務，旅客憑藉接力式服務手環即可暢享優先值機、過檢、登機體驗。</p>
Airlines-orientation 面向航空公司	<p>Enhanced Operational Coordination: Strengthened collaboration with airlines including China Southern Airlines, China Eastern Airlines, Hainan Airlines, and Sichuan Airlines to improve flight punctuality rates.</p> <p>Cost-Efficiency Measures: Implemented a Proximity-Based Runway Departure Strategy to reduce aircraft taxiing times and lower airline fuel costs.</p> <p>運行協同加強：加強與中國南方航空、東方航空、海南航空、四川航空等航空公司的運行協同，提升航班正常率。</p> <p>降本增效措施：實施就近跑道起飛措施，縮短航空器整體滑行時間，降低航空公司燃油成本。</p>

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Partners-orientation 面向合作方	<p>Commercial Service Optimization: Improved passenger service routes and enriched wayfinding signage to shorten shopping search times and boost shopping conversion rate.</p> <p>Streamlined Approval Processes: The Customer Service Center adopted the “Two Reductions, One Optimization” (兩減一優) initiative (streamlined nodes, reduced processing time, and optimized workflows), significantly improving the efficiency of approving business transactions of co-operative units.</p> <p>商業服務優化：通過優化旅客服務動線、豐富商業引導標識等方式，縮短旅客尋店時間，提高旅客購物轉化率。</p> <p>審批效率提升：客戶服務中心通過「兩減一優」(減節點、減時間和優化流程)大幅提升合作單位業務辦理的審批效率。</p>
Employees-orientation 面向員工	<p>Improve the mechanism for selecting and cultivating talents: Launched the Navigation, Launch, and Voyage (領航、起航及揚帆) Talent Development Series to enhance employees’ political literacy, systemic thinking, team management, and frontline operational capabilities.</p> <p>Enhancement of staff logistic protection: Introduced “Heartwarming Guest Rooms” (暖心房) in staff dormitories to accommodate visiting family members during holidays.</p> <p>完善人才選拔培養機制：出台領航、起航及揚帆系列人才發展計劃，全面提升員工的政治素養、體系性思維、團隊管理和一線實戰能力。</p> <p>提升員工後勤服務保障：在員工宿舍樓推出「暖心房」，解決節假日期間前來探望的員工家屬住宿需求。</p>

Focus on Service Innovation

In order to further stimulate the service innovation vitality, Meilan Airport established the Haikou Meilan International Airport Service Innovation Management Regulations (《海口美蘭國際機場服務創新管理規定》) to clarify the service innovation types and working mechanisms and requirements, and strived to promote service quality improvement. During this year, Meilan Airport focused on the problems that passengers feel urgent, difficult, worrisome and long anticipated, and launched a number of innovative service products, including “Your Child Companion” (你的童伴), “Enjoy Local Services” (心享地服), “Seamless Air-Rail Transfers” (空鐵無縫換乘), “Travel Planner” (旅行規劃師), “Exclusive Discounts for Students” (學生乘車專屬優惠), “Worry-free First Flight” (首乘無憂), “Late Arrival Helper” (晚到管家) and “Service Express” (服務一號通), aiming at enhancing passengers’ sense of gain and pleasure for travelling.

注重服務創新

為進一步激發服務創新活力，美蘭機場制定《海口美蘭國際機場服務創新管理規定》，明確服務創新類型、工作機制、開展要求等，力求促進服務品質提升。本年度，美蘭機場重點圍繞旅客的急、難、愁、盼等問題開展服務創新，推出包括「你的童伴」「心享地服」「空鐵無縫換乘」「旅行規劃師」「學生乘車專屬優惠」「首乘無憂」「晚到管家」「服務一號通」等多項創新服務產品，旨在增強旅客出行的獲得感與愉悅感。

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Case: 案例

“Your Child Companion” Service 「你的童伴」服務

To deeply implement the civil aviation principle of “Genuine Service”, Meilan Airport launched the “Your Child Companion” (你的童伴) service initiative, building on years of experience in handling unaccompanied children. Key measures include:

- Featuring the design philosophy of safety, comfort, aesthetics, and thematic elements, exclusive vests of unaccompanied children are fabricated. The vest adopts vibrant marine blue color for high visibility, reducing the risk of children wandering off.
- Establishing a dedicated children’s activity zone and arranging for specialists to organize various kinds of children’s classes, such as coloring, clay modeling, little painter, fancy origami, block master, etc., so as to alleviate the anxiety of child travelers who travel alone.
- Establish a handover point for arriving unaccompanied minors at the arrival hall information counter, place clear signage and comfortable sofa seats for the minors to rest and wait and facilitate guardians to wait and complete the handover process.

為深入踐行民航真情服務理念，美蘭機場結合往年進出港無陪兒童保障經驗，推出「你的童伴」服務活動，具體舉措包括：

- 結合安全、舒適、美觀、特色等設計理念，製作無陪兒童專屬小馬甲。小馬甲採用海洋藍的鮮艷配色，醒目易識別，降低孩子走失的風險。
- 建立兒童活動區，安排活動專員組織各類童趣課，如色彩填充、趣味粘土、小小畫家、花樣折紙、積木小能手等，以緩解兒童旅客獨自出行的焦慮感。
- 在到達廳詢問櫃檯處設立進港無陪兒童交接點，放置明顯標識牌和舒適的沙發座椅，供無陪兒童休息等候，也便於家長們等候交接。



Image: “Your Child Companion” Service activities
圖：「你的童伴」服務活動

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4.2 Protect Customers' Rights and Interests

Customer Satisfaction

In order to ensure high-quality passenger service experience, Meilan Airport has continuously improved its service evaluation system, passed the two major service evaluation projects, being the domestic Umetrip (a travel service software) and the international ASQ (Airport Service Quality), to strengthen communication with industry organizations and actively benchmarks against domestic and international airports of comparable scale, and carried out special promotion in light of its weakness to improve passenger satisfaction.

During this Year, Meilan Airport achieved comprehensive passengers' satisfaction score of 9.04 (out of 10) on Umetrip and an overall ASQ satisfaction score of 5 (out of 5).

Integrity Promotion and Publicity

Meilan Airport has formulated and implemented internal systems such as Brand Publicity Management Regulations (《品牌宣傳工作管理規定》), Business Notice on Standardizing Meilan Airport Social Media Information Dissemination (《關於規範美蘭機場社交媒體信息傳播的業務通告》), and Meilan Airport Press Spokesperson System (《美蘭機場新聞發言人制度》), defined the relevant requirements of the Group's brand publicity and news release management, strictly controlled external information output, and ensured the truthfulness, objectivity, accuracy and compliance of publicity materials and news reports.

4.3 Build a Smart Airport

In order to help improve business quality and efficiency, Meilan Airport further promoted the information project construction around four aspects: smart operation, smart service, smart security and smart management, and strive to build an advanced, efficient and convenient smart airport.

Smart Operation

Meilan Airport introduced the certificate management system and realized the automation and intelligent security management of the whole process of application, training, examination, approval, completion, supervision and cancellation for personnel and vehicle permits as well as the aircraft movement area driver licenses, thus simplifying the application process and improving the passport processing efficiency.

4.2 保障客戶權益

客戶滿意度

為確保旅客在機場獲得高品質的服務體驗，美蘭機場持續完善服務評價體系，通過國內航旅縱橫(出行服務軟件)、國際ASQ(Airport Service Quality, 機場服務質量)兩大服務測評項目，加強與行業機構溝通，積極對標國內外同規模組機場，並針對弱項開展專項提升，旨在提升旅客滿意度。

本年度，美蘭機場航旅縱橫旅客滿意度綜合得分9.04分(滿分10分)、ASQ整體滿意度得分5分(滿分5分)。

誠信推廣與宣傳

美蘭機場制定並執行《品牌宣傳工作管理規定》《關於規範美蘭機場社交媒體信息傳播的業務通告》《美蘭機場新聞發言人制度》等內部制度，明確本集團品牌宣傳與新聞發佈管理的相關要求，嚴控對外信息輸出關口，確保宣傳資料、新聞報道等真實、客觀、準確及合規。

4.3 打造智慧機場

為助力業務提質增效，美蘭機場圍繞智慧運行、智慧服務、智慧安全和智慧管理等四大方面進一步推進信息化項目建設，致力於打造先進、高效、便捷的智慧機場。

智慧運行

美蘭機場推出證件管理系統，實現人員、車輛通行證以及航空器活動區駕駛證的申請、培訓、考試、審批、辦結、監管、註銷等全流程業務的自動化和智能化安全管理，簡化申辦人員申請流程，提高通行證辦理效率。

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Smart Service

Meilan Airport launched the online “Haikou Meilan International Airport Portal Miniprogram”, which includes the employee version and the passenger version. The miniprogram provides employees with comprehensive “service + management”, and provides passengers with a series of travel service information such as ticket purchase information, flight dynamics, indoor navigation and airport map, which greatly enhances employee and passenger service experience.

Smart Security

Meilan Airport has implemented an end-to-end baggage tracking system, utilizing technologies such as multi-source data collection, integrated analysis, and visualization. This system enables real-time location tracking and status monitoring of checked baggage, facilitates the timely detection of irregular luggage, and significantly enhances flight safety. As a result, baggage handling services have become safer, more reliable, and more efficient.

Smart Management

Meilan Airport has established a Smart Energy Management and Control Platform (智慧能源管理管控平台), leveraging technologies such as big data analytics, AI algorithms, IoT technologies, and 5G communications. This platform integrates over 3,000 energy metering devices and 40,000+ data points to refine the airport energy consumption data management, which effectively promoted the Company's energy conservation and consumption reduction.

智慧服務

美蘭機場上線包含員工端和旅客端的「海口美蘭國際機場門戶小程序」。該小程序為員工提供「服務+管理」的綜合服務，為旅客提供購票信息、航班動態、室內導航、機場地圖等一系列出行服務信息，極大提升員工與旅客的服務體驗。

智慧安全

美蘭機場搭建旅客行李全流程跟蹤系統，通過多源數據採集、融合分析、可視化展示等技術，實現旅客托運行李定位、狀態實時監控，以及時發現不正常行李，有效提升航班安全性，使行李運輸服務更加安全可靠和高效。

智慧管理

美蘭機場搭建智慧能源管理管控平台，通過大數據分析、AI算法、物聯網技術及5G通信等技術，實現3,000餘塊能源計量裝置及超4萬個數據點位的接入，對機場能耗數據實施精細化管理，有效推動節能降耗工作。



Image: Meilan Airport Intelligent Energy Management and Control Platform
圖：美蘭機場智慧能源管理管控平台

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5. SAFETY: SAFEGUARDING A SECURE JOURNEY

Aligned with the operational characteristics of civil aviation, Meilan Airport has proactively benchmarked against national and industry standards to continuously optimize its Safety Management System and comprehensively addresses public safety risks, including construction safety, runway safety, aviation security, and information security. Through safety hazard inspections, rigorous safety assessments, safety culture initiatives, and scenario-based emergency simulations, the airport drives the integration of an “Integrated Safety Framework”. These efforts culminated in achieving its 26th consecutive year of safe operations, further enhancing passenger safety and reliability across all travel processes.

5.1 Safety Management System Construction

Meilan Airport practices the safety philosophy of “Safety First, Prevention-Focused, and Integrated Governance”, and formulated the Haikou Meilan International Airport Safety Management Committee Charter (《海口美蘭國際機場安全管理委員會章程》) in accordance with laws and regulation including the Law of the People’s Republic of China on Safety in Production (《中華人民共和國安全生產法》) and the Civil Aviation Law of the PRC (《中華人民共和國民用航空法》), the Safety Management Manual (《安全管理手冊》) of the International Civil Aviation Organization (ICAO) and the Regulations on the Operation Safety Management of Civil Airports (《民用機場運行安全管理規定》) and relevant requirement of CAAC, while incorporating the airport’s operational realities. By establishing a Safety Management Committee, Meilan Airport has developed an effective communication mechanism to disseminate real-time operational safety updates, coordinate cross-departmental issue resolution, enforce compliance with safety production regulations, and cultivate a collective safety accountability framework, thereby safeguarding the Meilan Airport’s safe and operations in order.

五、安全•守護平安旅程

美蘭機場結合民用機場運行特點，積極對標國家及行業標準，持續優化安全管理體系，全面覆蓋施工安全、跑道安全、空防安全、信息安全等公共安全風險點。通過開展安全隱患排查、嚴控安全考核、推行安全文化建設及實戰演練，積極推動「大安全」體系融合，成功達成第二十六個安全年目標，為旅客打造更加安全可靠的出行環境。

5.1 安全管理體系建設

美蘭機場踐行「安全第一、預防為主、綜合治理」的安全理念，根據《中華人民共和國安全生產法》《中華人民共和國民用航空法》、國際民航組織《安全管理手冊》、民航局《民用機場運行安全管理規定》等法律法規及民航局相關文件要求，結合美蘭機場安全生產工作實際情況，制定《海口美蘭國際機場安全管理委員會章程》，並通過設立安全管理委員會，建立有效的溝通機制，以通報交流運行安全情況，協調解決有關問題，促進安全生產規章制度的落實，形成安全責任共同體，保證美蘭機場安全、有序運行。

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Image: Meilan Airport Safety Management Committee
圖：美蘭機場安全管理委員會

5.2 Safety Operation Guarantee

Operation Safety Management

In order to ensure safe and stable airport operation, Meilan Airport has intensified efforts in construction safety, runway safety, and aviation security. Through measures such as comprehensively streamlining construction workflows, upgrading runway infrastructure, and establishing a multi-party collaborative prevention and control system, the Company effectively prevents and mitigates safety risks and reinforces safeguards for both airport operations and passenger travel safety.

Construction Safety

Meilan Airport has comprehensively streamlined its construction processes, identifying 26 major risk points in 4 categories spanning errors, mechanical failures, environmental factors and mismanagement. The airport has implemented targeted preventive measures, including technical upgrades, personnel training, and system improvements, while clarifying responsible entities and oversight mechanisms to establish a closed-loop management system. Meilan Airport has developed a risk source database for real-time data collection and analysis, thus precisely identifying hazards. Upon detecting potential risks, immediate alerts are issued, by which the airport adopt preventive measures in time to avoid insecurity and ensure order operation. During the Reporting Period, "zero" major incidents occurred in airfield construction, demonstrating a significant elevation in the airport's safety assurance capabilities.

5.2 安全運營保障

運行安全管理

為確保機場的安全穩定運行，美蘭機場在施工安全、跑道安全及空防安全方面持續發力。本公司通過全面梳理施工流程、提升跑道基礎設施、構建多方聯防聯控體系等措施，有效防範和降低機場安全風險，為機場的安全運行和旅客的出行安全提供堅實保障。

施工安全

美蘭機場全面梳理施工流程，識別涵蓋人為失誤、機械故障、環境因素及管理疏漏四個類別的二十六項風險點，制定並落實包括技術升級、人員培訓及制度完善等針對性防範措施，明確責任主體與監督機制，形成閉環管理。美蘭機場構建風險源數據庫，實時收集、分析數據，精準識別風險源。一旦發現隱患，立即預警，機場據此及時採取防控措施，有效避免不安全事件，保障運行安全有序。報告期內，飛行區施工實現「零」重大事故，機場安全保障水平大幅提升。

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Runway Safety

During the Year, Meilan Airport has made great efforts to promote the runway safety improvement project, which has achieved remarkable results. The first measure was to standardize the names of the visual guidance signs and ground markings on the four vertical taxiways, which simplified the instruction process and effectively reduced risks of taxiway deviations. In addition, the Company worked closely with experts from Tongji University and the Civil Aviation Design Institute to carry out detailed measurements of the pavement strength on the basis of the flight data of the last decade, so as to further consolidate the foundation of the runway; at the same time, the Company carried out a comprehensive roadway pavement strength project, which included damage inspection, flatness measurement, anti-skid performance test, drainage efficiency assessment, deflection point analysis and radar inspection, etc., to build up the runway safety defense in all aspects, and escort the safe operation of the airport.

Aviation Safety

Aviation security serves as the cornerstone of airport operations and passenger safety. Meilan Airport's Airfield Management Department has established a multi-party collaborative security system through 24/7 joint security hotline and emergency coordination protocols, and conduct multiple training sessions and scenarios-based drill. Additionally, the airport has strengthened airport clearance management by cultivating specialized and back-up bird strike prevention teams, conducting annual avian activity research, and enhancing airport clearance capabilities. During the Year, the airport organized 23 police security training drills, developed a risk assessment database, heightened staff security awareness, and conduct clearance safety promotion in the campus, layering the cornerstone for aviation safety.

跑道安全

本年度，美蘭機場全力推進跑道安全提升項目，成效顯著。首要舉措是統一四條垂直滑行道目視助航標記牌與地面標誌名稱，此舉簡化了指令流程，有效降低了飛機誤滑風險；此外，本公司與同濟大學、民航設計總院的專家緊密合作，依據近十年航班數據，對道面強度進行精細測算，進一步夯實跑道基礎；同時，本公司實施全面的道面評估項目，涵蓋損壞檢查、平整度測量、抗滑性能測試、排水效能評估、點位彎沉及雷達檢測等，全方位築牢跑道安全防線，為機場的安全運行保駕護航。

空防安全

空防安全是機場運行與旅客安全的核心保障。美蘭機場飛行區管理部通過聯防聯控24小時熱線、安保聯防聯控等應急聯動機制，構建與多方的聯防聯控體系，並開展多期集訓及應急演練。此外，本公司加強淨空管理，通過培育專職和後備鳥防隊伍，開展全年鳥情調研，強化淨空障礙物管控能力。本年度，美蘭機場舉辦23期警保培訓演練，建立風險庫，增強安保意識，並深入校園宣傳淨空知識，為空防安全築牢基石。

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Safety Performance Evaluation

To strengthen awareness of safety responsibilities, Meilan Airport has established and implemented the Haikou Meilan International Airport Safety Assessment Measures (《海口美蘭國際機場安全考核辦法》) along with its supplementary Detailed Rules for Daily Safety Management Evaluations (《日常安全管理考核細則》). These measures comprehensively evaluate production and operational departments from dual perspectives of process and results, implementing a ranking and reward and penalty mechanism. The assessment results are used as a key basis for annual performance evaluations, thereby enhancing the effectiveness of safety management.

Potential Safety Hazard Investigation

Meilan Airport has continuously advanced safety hazard investigation, formulated and implemented the Haikou Meilan International Airport Safety Hazard Investigation and Management Measures (《海口美蘭國際機場安全隱患排查治理管理辦法》) and the Haikou Meilan International Airport Comprehensive Safety Production Responsibility System Management Measures (《海口美蘭國際機場全員安全生產責任制管理辦法》), organized annual risk assessments, identified 14 company-level core risks, providing reference for hazard identification and safety performance indicator development. During the Year, the Company launched the “Quality Control Escort” (品控護航) special campaign, identified and rectified over 300 issues, conducted strict investigations and penalties for typical issues and issued rectification notices. Additionally, the Company carried out 5 special inspections, 74 safety inspections, 20 company-level security tests in areas including flight information management, high-altitude operations, aircraft hidden loads, aircraft anti-collision measures, and operational discipline development, and actively urged relevant responsible units to advance rectifications. During the Year, no major safety hazards were identified at Meilan Airport.

安全考核

為強化安全責任意識，美蘭機場制定並落實《海口美蘭國際機場安全考核辦法》及其附件《日常安全管理考核細則》，從過程與結果雙重視角全面考評生產運行部門，實行排名與獎懲機制。將此次考核結果作為年度績效考核的關鍵依據，以此強化安全管理效能。

安全隱患排查

美蘭機場持續推進安全隱患排查，制定並落實《海口美蘭國際機場安全隱患排查治理管理辦法》《海口美蘭國際機場全員安全生產責任制管理辦法》，組織開展年度風險評審，明確14項公司級核心風險，為危險源識別與安全績效指標制定提供參考。本年度，本公司啟動「品控護航」專項行動，發現並整改問題300餘項，並針對典型問題嚴查嚴處並下發整改通知書。此外，本公司圍繞航行情報管理、高處作業、航空器隱載、航空器防刮碰和作風建設等領域開展專項監察5次，安全檢查74次，公司級安保測試20次，並積極督促相關責任單位推進整改。本年度，美蘭機場未發現重大安全隱患。

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Safety Culture Construction

The Company actively promotes the safety culture construction and conducts special activities for “Safety Production Month”. Through online and offline activities such as knowledge dissemination and implementation and simulation exercises, the Company aims to enhance passengers’ safety awareness and encourages full participation in airport safety work.

安全文化建設

本公司積極推進安全文化建設，開展「安全生產月」專項活動，通過線上線下的知識宣貫及模擬演習等活動，增強旅客的安全意識，推動機場安全工作的全員參與。

Case 案例

“16 June Aviation Safety Promotion and Consultation Day” activity 「6.16航空安全宣傳諮詢日」活動

In June 2024, the Group held the “16 June Aviation Safety Promotion and Consultation Day in Civil Aviation Hainan Area ” activity at the Meilan Airport Terminal 1. This activity integrated both online live streaming and offline consultation channels to widely disseminate safety knowledge. On an online channel, content such as safe flight, network security and family first aid was streamed through the Meilan Airport Integrated Media Live Broadcast Room (美蘭機場融媒體直播間). On an offline channel, the consultation desks, presentations, fire simulation and first aid demonstrations were set up in the departure hall of Terminal 1, and the “Aviation Safety Knowledge” (航空安全知識) manual was distributed.



Image: Safety Consultation Day activity site
圖：安全諮詢日活動現場

二零二四年六月，本集團在美蘭機場T1航站樓舉辦「民航海南轄區6•16航空安全宣傳諮詢日」活動。活動融合線上直播和線下諮詢雙渠道，廣泛普及安全知識。線上通過美蘭機場融媒體直播間，直播安全乘機、網絡安全及家庭急救等內容；線下則在T1航站樓出發廳設諮詢台、宣講、消防模擬、急救演示，並分發《航空安全知識》手冊。

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Information Security Management

Meilan Airport has formulated management regulations such as the “Meilan Airport Information Security Management Regulations” (美蘭機場信息安全管理規定) to establish and improve the Company’s network security responsibility management system. The Company conducts routine 7*24-hour network security monitoring and duty work to capture potential threats in real time; periodically carries out network security risk inspections to identify hidden dangers and prevent issues before they arise; implements data desensitization and encryption processing for core business systems, including the departure system, VIP management system and security information management system, to strengthen the defense line of passenger data security and comprehensively ensure the safety of passenger information.

During the Year, Meilan Airport increased investment in network security project, organized network security training and conducted online network security examinations, introduced professional network security personnel, strengthened the construction of the professional network security team, and completed projects such as information security level protection and password evaluation, WIFI security and network security services. It also promoted the separation and transformation of the production network, security network and office network, achieving effective partition control of server rooms.

- * More than 300 vulnerabilities were identified and rectified cumulatively during the year
- * The annual investment in network security special funds was approximately RMB17.86 million

信息安全管理

美蘭機場制定《美蘭機場信息安全管理規定》等管理規章制度，以建立健全本公司網絡安全責任管理體系。本公司通過常態化開展7*24小時網絡安全監測值守工作，實時捕捉潛在威脅；週期性開展網絡安全風險排查工作，挖掘隱患，防患於未然；針對核心業務系統，包括離港系統、貴賓管理系統、安全信息管理系統等實施數據脫敏加密處理，強化旅客數據安全防線，全方位保障旅客信息安全。

本年度，美蘭機場加大網絡安全專項投入，組織網絡安全培訓並開展網絡安全線上考試、引入網絡安全專業人才，加強網絡安全專業隊伍建設，並完成信息安全等級保護及密碼測評、WIFI安全、網絡安全服務等項目，推進生產網、安防網、辦公網三網分離改造，實現機房服務器有效分區管控。

- * 年度累計發現並整改修復超300個漏洞
- * 年度投入網絡安全專項資金約人民幣1,786萬元

5.3 Emergency Management

Meilan Airport continues to strengthen the construction of emergency management system by formulating the “Meilan Airport Emergency Management System Manual” (美蘭機場應急管理體系手冊) and promoting the development of department-level emergency management systems by various departments. It actively conducts emergency training and drills to ensure the effective dissemination and implementation of emergency plans. At the same time, the Company places great emphasis on the reserve and efficient allocation of emergency resources and deepens the “last mile” of emergency management to ensure a rapid and orderly response in the event of an emergency, maximizing rescue efficiency.

5.3 應急管理

美蘭機場持續強化應急管理體系建設，制定《美蘭機場應急管理體系手冊》，並推動各部門制定部門級應急管理制度，積極開展應急培訓、應急演練，確保應急預案宣貫到位。同時，本公司高度重視應急資源的儲備與高效調配，深化應急管理的「最後一公里」確保在突發事件中能夠迅速、有序地響應以發揮最大的救援效能。

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The Construction of Emergency Management System

Meilan Airport has comprehensively established an efficient connectivity emergency command and dispatch system to ensure the instant sharing of resources and information. At the same time, the Company strictly regulates the certification qualifications of emergency teams, conducts pilot work for the certification of emergency management personnel and assesses emergency management personnel to ensure that the emergency management system is effectively implemented and operational. During the Year, the Group has continued to deepen the construction of the emergency management system, promoting the intelligent management, precise dispatch and real-time processing of emergency through the following measures:

- **Intelligent management:** The Group implements the “one department, one checklist” system and develop the “Meilan Airport Emergency Resource Management System”, achieving a comprehensive upgrade of resource management from offline forms to online systems.
- **Precise dispatch:** In accordance with industry regulations and handling requirements, the Group has fully achieved the “one event, one resource” allocation targets at both the company and departmental levels, ensuring the precise matching and efficient utilization of emergency resources.
- **Real-time processing:** The Group connects with provincial and municipal emergency management departments, establishes a video conferencing system to achieve video interconnection between the airport and local government; simultaneously explores the establishment of a daily clearing mechanism for emergency response teams and clarifies the daily emergency response responsibilities of fire and rescue teams, achieving real-time response and efficient coordination in emergency response.

應急管理體系建設

美蘭機場全面構建高效的聯通應急指揮調度體系，確保資源與信息的即時共享。同時，本公司嚴格規範應急隊伍認證資質，開展應急管理員資質認證試點工作，並對應急管理員進行考核，確保應急管理體系切實落地，具備可操作性。本年度，本集團持續深化應急管理體系建設，通過以下舉措促進應急管理智能化、調度精準化、處理實時化：

- **管理智能化：**實施「一部門一清單」制度，研發「美蘭機場應急資源管理系統」，實現資源管理從線下表單到線上系統的全面升級。
- **調度精確化：**結合行業規章和處置需要，全面完成公司級、部門級「一事件一資源」配置目標，確保應急資源的精準匹配和高效利用。
- **處理實時化：**對接省市應急管理部門，建成視頻會議系統，實現機場與地方政府視頻互聯互通；同步探索建立應急處置隊伍日清機制，明確消防、急救隊伍每日應急處置職責，實現應急處置的實時響應和高效協同。

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In addition, Meilan Airport places great emphasis on the capacity building of emergency teams, and continuously conducts activities such as emergency drills, specialized emergency training and knowledge competitions to enhance employees' emergency response capabilities and safety awareness, thereby laying a solid foundation for emergency practices.

此外，美蘭機場重視應急隊伍能力建設，持續開展應急演練、應急專項培訓、知識競賽等活動，提高員工的應急處理能力和安全意識，為應急實踐奠定堅實的基礎。

Case: 案例

"Spring Training" mechanism deepens and solidifies **「春季大練兵」練兵機制走深走實**

Meilan Airport conducts the "Spring Training" exercise annually from February to April, focusing on building six teams for emergency management, emergency command, fire rescue, medical aid, fire prevention management and grassroots emergency. During the Year, a total of 266 activities, including drills, training, business discussions and special inspections, were organized to steadily enhance the overall emergency rescue management capability of Meilan Airport.

美蘭機場每年二月至四月開展「春季大練兵」演練活動，著力鍛造應急管理、應急指揮、消防救援、醫療救護、防火管理及基層應急六支隊伍，本年度累計組織開展演練、培訓、業務研討及專項檢查等各類活動共266項，穩步提升美蘭機場應急救援管理總體能力。



Image: "Spring Training" meeting venue
圖：「春季大練兵」會議現場



Image: "Spring Training" drill activities
圖：「春季大練兵」演練活動

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Case: 案例

“Emergency Response Training for Frontline Personnel” specialized training activity 「送應急下一線」專項培訓活動

From June to July 2024, the Emergency Management Department of Meilan Airport organized a specialized training activity titled “Emergency Response Training for Frontline Personnel”, where professional instructors conducted centralized training sessions for various production and operation departments, including the Aviation and Operations Control Department, Automotive Services Department and Cargo Department. A total of 13 training sessions have been conducted, with over 300 participants in attendance. The training content includes emergency rescue plans, operational crisis plans, operational special situation plans and relevant emergency management regulations, aiming to enhance the emergency command capabilities of department duty officers and standardize the formulation of emergency management systems and plans.

二零二四年六月至七月，美蘭機場應急管理部組織「送應急下一線」的專項培訓活動，由專業講師前往航務與運行控制部、汽車服務部、貨運部等多個生產運行部門開展集中授課培訓。此培訓活動累計開展13場，參訓人員累計300餘人，培訓內容包括應急救援預案、運行危機預案、運行特情預案、應急管理相關規定等內容，旨在提升各部門值班員應急指揮能力，規範應急管理制度及預案制定。



Image: “Emergency Response Training for Frontline Personnel” specialized training activity
圖：「送應急下一線」專項培訓活動

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Case: 案例

“Joint Participation in Unimpeded Life Channel” emergency knowledge competition 「暢通生命通道你我共同參與」應急知識競賽活動

On 21 June 2024, Meilan Airport, in collaboration with eight major on-site units such as the Civil Aviation Hainan Air Traffic Management Bureau (民航海南空管分局) and Hainan Airlines, jointly held an emergency knowledge and business capability competition. A total of 220 participants, including employees from the Company and on-site units, took part in this competition, which covered various aspects such as emergency knowledge, production safety and fire safety and seven rounds including mandatory questions and quick-response questions. This activity significantly enhanced the emergency capabilities of employees, laying a solid foundation for the safe operation of Meilan Airport.

二零二四年六月二十一日，美蘭機場攜手民航海南空管分局、海南航空等八家主要駐場單位共同舉辦應急知識與業務能力競賽。本公司及駐場單位員工代表共計220人參與此次競賽，內容涵蓋應急知識、安全生產、消防安全等多個維度，並通過必答題、搶答題等7個環節。此次活動顯著提升員工應急能力，為美蘭機場安全運行築牢堅實基礎。



Image: Emergency knowledge competition
圖：應急知識競賽活動

6. GREEN AND SUSTAINABILITY

Meilan Airport actively responds to the national and provincial “dual carbon” strategic deployment, taking the opportunity of building a “Hainan Zero Carbon Island” to continuously promote the construction of a green airport. By implementing measures such as responding to climate change, conserving water resources, optimizing and adjusting energy structure, managing noise and taking eco-friendly initiatives, Meilan Airport aims to build a domestic first-class green airport.

6.1 Responding to Climate Change

The Company, based on Part D of the ESG Code, continuously optimizes and improves climate change management from the four aspects of governance, strategy, risk management, metrics and targets, contributing to green and low-carbon development.

六、綠色•注入永續活力

美蘭機場積極響應國家和省市「雙碳」戰略部署，以建設「海南零碳島」為契機，持續推進綠色機場建設。通過開展應對氣候變化、節約水資源、能源結構優化調整、噪音管理、生態友好行動等措施，打造國內一流綠色機場。

6.1 應對氣候變化

本公司依據ESG守則D部分，從管治、策略、風險管理、指標及目標四個方面出發，不斷優化和完善氣候變化管理工作，為實現綠色低碳發展貢獻力量。

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Governance

The Company considers climate change and carbon emissions as important factors in its strategy, establishing a carbon emissions management working group to continuously and effectively manage climate-related risks and opportunities. The decision-making and coordination layers of the Company continuously enhance climate-related knowledge and skills, and implement top-down governance on climate change issues to ensure that the Company can make appropriate and agile decisions and actions in response to climate change, from management to execution.

Decision-making layer: Meilan Airport Carbon Emission Management Leading Group

- The carbon emission management leading group, led by the Chairman, is responsible for formulating the overall planning and strategic decisions related to climate change and carbon emission management, and clarifying the climate response and carbon emission targets.

Coordination layer: Carbon Emission Management Office

- The Department of Power and Energy is fully responsible for carbon emission management, implementing climate and carbon emission-related targets, providing guidance, promotion and supervision of various tasks to ensure orderly progress of related work.

Execution layer: Functional Departments

- Each department has a designated person responsible for carbon emission management, whose specific duties are to effectively implement the department's climate response and carbon emission management.

Strategy

The Company attaches great importance to the impact of climate change, proactively identifies and assesses climate change-related risks and opportunities to analyze the short-term (1-2 years), medium-term (3-5 years) and long-term (5-10 years) impacts of these factors on various aspects such as the Company's business, services and value chain. Based on the impact level and impact time, targeted measures are formulated to enhance Meilan Airport's resilience to climate change, laying a foundation for the Company's sustainable development.

Specifically, the short-term assessment focuses on current and upcoming climate challenges and opportunities, ensuring that the Company can respond swiftly in the short term; the medium-term assessment focuses on policy, market and technological changes over the next few years, providing a basis for strategic adjustments of the Company; the long-term assessment aims to forecast and prepare for significant climate impacts over the next decade, formulating more forward-looking and resilient risk management strategies.

管治

本公司將氣候變化與碳排放議題作為戰略中的重要考慮因素，設立碳排放管理工作組，以持續有效地管理與氣候相關的風險和機遇。本公司決策層與協調層不斷提升氣候相關的知識與技能，就氣候變化議題開展自上而下的治理工作，從管理到執行確保本公司在面對氣候變化時能夠做出適當、敏捷的決策和行動。

決策層：美蘭機場碳排放管理工作領導小組

- 由董事長領導的碳排放管理工作領導小組負責制定氣候變化及碳排放管理相關議題的統籌規劃和戰略決策，明確氣候應對和碳排放目標。

協調層：碳排放管理工作辦公室

- 動力能源部全面負責碳排放管理工作，落實氣候及碳排放相關目標，對各項工作進行指導、推進與監督，確保相關工作有序开展。

執行層：各職能部門

- 各部門均設有專門的碳排放管理工作負責人，其專項職責在於切實落實本部門的氣候應對及碳排放管理工作。

策略

本公司高度重視氣候變化影響，主動識別、評估氣候變化相關風險及機遇，分析這些因素對本公司業務、服務、價值鏈等多方面產生的短期(1-2年)、中期(3-5年)和長期(5-10年)影響，並根據影響水平和影響時間制定針對性舉措，以增強美蘭機場氣候變化抵禦力，為本公司的可持續發展奠定基礎。

具體而言，短期評估聚焦於當前和即將面臨的氣候挑戰與機會，確保本公司在短期內能夠迅速響應；中期評估則著眼於未來幾年內的政策、市場和技術變化，為本公司的戰略調整提供依據；長期評估旨在預測和準備應對未來十年內的重大的氣候影響，制定更具前瞻性和彈性的風險管理策略。

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Type 類型	Climate-related risks and impacts 氣候相關風險和影響	Impact level 影響水平	Impact time 影響時間	Countermeasures 應對措施
Physical risks 實體風險	<p>Acute physical risk</p> <ul style="list-style-type: none"> Including extreme weather such as typhoons, rainstorms, extreme high temperatures and floods. These risks may cause temporary disruptions to Meilan Airport's operations, resulting in higher operating costs and lower revenue. These risks may also cause damage to the airport's facilities and equipment, impacting the Company's operations. 	High 高	Short-term 短期	<ul style="list-style-type: none"> Formulate relevant internal systems and emergency plans for the airport to address special weather such as typhoons and rainstorms, clarify the response methods for extreme weather, and regularly conduct emergency drills for flood and wind prevention. Establish an emergency supplies list and conduct regular inspections to ensure sufficiency. In 2024, Meilan Airport fought against the super typhoon "Yagi" (refer to section headed "2. Annual Feature" for details).
實體風險	<p>急性實體風險</p> <ul style="list-style-type: none"> 包括颱風、暴雨、極端高溫、洪災等極端天氣。這些風險可能造成美蘭機場的運營臨時中斷，使運營成本增長，收入下降，亦可能造成機場的設施設備受損，對本公司運營產生影響。 	高	短期	<ul style="list-style-type: none"> 制定機場應對颱風、暴雨等特殊天氣的相關內部制度及應急預案，明確極端天氣的應對方法，定期開展防汛防風應急演練。 制定應急物資清單，並日常檢查，以保證充足。 二零二四年，美蘭機場抗擊超強颱風「摩羯」（具體內容詳見章節「二、年度專題」）。

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Type 類型	Climate-related risks and impacts 氣候相關風險和影響	Impact level 影響水平	Impact time 影響時間	Countermeasures 應對措施
	<p>Chronic physical risks</p> <ul style="list-style-type: none"> Including sea level rise, water shortage, average temperature rise, etc. For example, water shortage may increase the Company's operating costs or affect the normal operation of the business. The impact of climate warming on changes in bird migration paths may lead to bird strike risks, affecting the stability of the Company's transport capacity, increasing the Company's operational costs, or impacting normal business operations. 	Middle	Long-term	<ul style="list-style-type: none"> In the course of business operation, the future impact of chronic physical risks on the business is considered, and strategies to deal with such climate risks are planned in advance. Strengthen the professional bird prevention team, continuously conduct ecological environment research on bird conditions, enhance bird prevention environment management capabilities, and reduce the occurrence of bird strike incidents.
	<p>慢性實體風險</p> <ul style="list-style-type: none"> 包括海平面上升、水資源短缺、平均升溫等。例如，水資源短缺可能造成本公司的運營成本提升，或影響業務正常運營。 氣候變暖影響鳥類遷徙路徑轉變，可能帶來的鳥擊風險，影響本公司運力穩定性，造成本公司的運營成本提升，或影響業務正常運營。 	中	長期	<ul style="list-style-type: none"> 在業務運營過程中，考慮慢性實體風險對業務的未來影響，提前規劃應對此類氣候風險的策略。 強化鳥防專業隊伍，持續開展鳥情生態環境調研，提升鳥防環境管理能力，減少鳥擊事件發生。
Transition risk	<p>Policy and legal risks</p> <ul style="list-style-type: none"> The environmental-related policies issued by the state or the CAAC are stricter. If the Company fails to carry out corresponding environmental protection and energy-saving measures or disclose corresponding information in a timely manner in accordance with the latest regulations and requirements, it may face compliance risks. 	Low	Medium-term	<ul style="list-style-type: none"> The Company will actively study and analyze the latest environmental protection policies or regulations issued by various competent departments, and timely sort out the terms that the Company needs to take countermeasures to reduce the risk of violations. Establish short-term and long-term carbon peak and carbon neutrality goals and strategies, regularly disclose the progress of greenhouse gas emission reduction targets, and accelerate energy structure adjustment.
過渡風險	<p>政策及法律風險</p> <ul style="list-style-type: none"> 國家或民航局出台的環境相關政策趨嚴，若本公司未及時按照最新規定和要求開展對應環保、節能舉措或披露相應信息，將可能面臨合規風險。 	低	中期	<ul style="list-style-type: none"> 積極研究及分析各主管部門發佈的最新環保政策或法規，及時梳理本公司需採取應對措施的條款，降低違規風險。 設立短期和長期碳達峰、碳中和目標及策略，定期披露溫室氣體減排目標完成進展，加快能源結構調整。

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Type 類型	Climate-related risks and impacts 氣候相關風險和影響	Impact level 影響水平	Impact time 影響時間	Countermeasures 應對措施
	Reputational risk	Low	Medium-term	<ul style="list-style-type: none"> Through the Company's WeChat official account, official Weibo, official website, media and other channels, the Company publicized the effectiveness of the Company's ESG management, and exhibit the image of Meilan Airport in fulfilling its responsibilities for sustainable development to the public.
	<p>聲譽風險</p> <ul style="list-style-type: none"> 客戶、員工、投資者或合作夥伴等利益相關方更加關注本公司應對氣候變化的情況，若本公司缺乏氣候風險管理能力，將致使外部信任度下降，進而可能對本公司形象產生負面影響。 	低	中期	<ul style="list-style-type: none"> 通過本公司微信公眾號、官方微博、官網、媒體等渠道宣傳本公司的ESG管理成效，向外界展示美蘭機場的可持續發展履責形象。
Climate opportunities	<p>Market opportunities</p> <ul style="list-style-type: none"> In the context of climate change, customers may tend to choose services with more environmentally friendly attributes. This type of market opportunity affects the Company's market share and operating income. 	Middle	Medium-term	<ul style="list-style-type: none"> Actively strengthen energy management and adopt new green environmental protection technologies to improve service quality, provide green service support for customers, and offer green travel services for passengers.
氣候機遇	<p>市場機遇</p> <ul style="list-style-type: none"> 在氣候變化的背景下，客戶可能會傾向於選擇更具環保屬性的服務。這類市場機遇影響本公司的市場份額和營業收入。 	中	中期	<ul style="list-style-type: none"> 積極加強能源管理，並採用新型綠色環保技術以提升服務質量，為客戶提供綠色服務支持，並為旅客提供綠色出行服務。

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Based on the assessment results of climate-related risks and opportunities, the Group formulated an energy conservation and emission reduction work plan, actively promoted the implementation of the energy conservation and emission reduction work plan, carried out various energy conservation activities, actively promoted the concept of energy conservation and carbon reduction among employees, provided energy conservation suggestions, and encouraged employees to practice them.

- **Energy management**

The Group continuously strengthens energy management, enhances energy usage efficiency, rationalizes the use of water, electricity and steam, and reduces unnecessary consumption. The Group implements the “Three Major Areas, Three Zones, Three Details” (三大三區三細) energy-saving strategy: adopting technical and management energy-saving measures for public areas, office areas and dormitory areas; formulating specific energy-saving plans for central air conditioning, high-pole lights and split air conditioning, such as establishing energy-saving control systems and incorporating energy-saving effectiveness into energy performance assessments; with the help of the Meilan Airport Smart Energy Platform, monitoring nearly 3,000 meters and 40,000 data points for the measurement, statistics and analysis of energy data to explore energy-saving potential. During the Year, while passenger throughput increased by 10.48% year-on-year compared to the previous year, the per capita electricity consumption of passengers in the terminal area of Meilan Airport decreased from 4.52 kwh/person in 2023 to 3.68 kwh/person in 2024, representing a decrease of 18.60% year-on-year compared to the previous year, demonstrating the Company’s outstanding energy-saving achievements.

結合氣候相關風險及機遇評估結果，本集團制定節能減排工作計劃，積極推動節能減排工作計劃的落實，並開展各種節能活動，積極向員工推廣節能減碳的理念，提供節能建議，鼓勵員工踐行。

- **能源管理**

本集團持續加強能源管理，提升能源的使用效率，合理化利用水、電、蒸汽等能源，減少不必要的消耗。本集團實施「三大三區三細」節能策略：針對公共區、辦公區、宿舍區採取技術節能和管理節能舉措；對中央空調、高桿燈、分體空調制定專項節能方案，如建立節能管控系統、將節能成效納入能源績效考核等；借助美蘭機場智慧能源平台，監控近3千塊計量表和4萬個數據點，進行能源數據的計量統計和分析，挖掘節能潛力。本年度，在旅客吞吐量同比增長10.48%的情況下，美蘭機場航站樓區域內旅客人均耗電量由二零二三年4.52度／人下降至二零二四年3.68度／人，同比下降18.60%，展現了本公司卓越的節能成效。

Case 案例

High-pole lights modification 高桿燈改造

During the Year, Meilan Airport carried out energy-saving renovations on 66 high-pole lights at the Phase II apron, replacing the original 1,000W high-pressure sodium lamps with new LED lamps. The new LED lamps feature low power consumption and long lifespan, with an energy-saving rate of 65%. Meilan Airport cooperated with external lighting manufacturers and completed the renovation of 418 sets of lighting fixtures. The renovated lighting fixtures feature remote control, stepless dimming, automatic dimming and flight-linked control functions, enhancing intelligence and further improving energy-saving effects. According to calculations, the renovation of high-pole lights can save approximately 276 kWh of electricity per day.

本年度，美蘭機場對二期機坪的66盞高桿燈進行了節能改造，將原有的1,000W高壓鈉燈替換為新型LED燈具。新型LED燈具具有功率低、壽命長的特點，節能率可達65%。美蘭機場與燈具廠家合作，完成了418套燈具的改造。改造後的燈具備有遠程控制、無極調光、自動調光及航班聯動控制等功能，更具智能化，進一步提升節能效果。經測算，高桿燈改造後每日可節約電量約276千瓦時。

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Risk Management

The Group has developed a comprehensive scientific process for climate change risk management, covering the identification, assessment, prioritization and management of climate risks. The Group integrates climate risks into its overall risk management process to ensure the coordinated management of climate risks with other risks, thereby enhancing overall risk management effectiveness.

Step 1: Project launch – The management of the Company has initiated a climate risk assessment project and is preparing to conduct climate risk assessment activities.

Step 2: Risk identification – The Company benchmarks industry climate risks and opportunities, and identifies the climate risks currently faced by the Company in conjunction with its own operational conditions and business characteristics.

Step 3: Risk analysis and risk response – The Company conducts climate risk analysis from two dimensions: the degree of impact and the likelihood of occurrence, evaluates existing climate risk management measures, and determines whether further climate management measures are needed to keep climate risks within acceptable levels.

Metrics and Targets

Meilan Airport, based on a detailed assessment of its own greenhouse gas emissions, has set carbon reduction and carbon peak targets. All functional departments are working closely together to achieve these targets through efficient energy and resource management.

風險管理

本集團制定一套科學的氣候變化風險管理全流程，涵蓋對氣候風險的識別、評估、優先排序和管理，並將氣候風險納入集團整體的風險管理流程中，確保氣候風險與其他風險協同管理，提升整體風險管理效能。

步驟一：項目啟動—本公司管理層啟動氣候風險評估項目並預備開展氣候風險評估活動。

步驟二：風險識別—對標行業氣候風險與機遇類型，結合自身運營情況與業務特性，識別本公司目前面臨的氣候風險。

步驟三：風險分析與風險應對—從影響程度及發生的可能性兩個維度進行氣候風險分析，評估現有的氣候風險管理措施並決定是否需要制定進一步的氣候管理措施使氣候風險控制在可接受水平以內。

指標與目標

美蘭機場基於自身溫室氣體排放量的詳細評估，制定碳減排、碳達峰目標，各職能部門緊密合作，共同致力於通過高效的能源及資源管理來達成目標。

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The Company’s climate change targets are as follows:

本公司氣候變化目標如下：

Targets 目標	Progress 進展
Short-term target: By the end of the “14th Five-Year” Plan, a green and low-carbon-oriented airport production and operation system will be initially established, with the proportion of renewable energy not less than 3% 短期目標：到「十四五」末，綠色低碳導向的機場生產運營體系初步建立，可再生能源佔比不低於3%	In 2024, the proportion of renewable energy used by the Company was 5.1%, achieving the short-term target 二零二四年，本公司可再生能源使用比例為5.1%，達成短期目標 <ul style="list-style-type: none">The Company has built a photovoltaic power station with an installed capacity of 1MW. The annual power generation of the power station is approximately 1.5 million kWh, which can reduce carbon emissions by 835.2 tonnes per year 本公司已建成裝機容量為1MW的光伏電站。該電站年發電量約150萬度，每年可減少碳排放835.2噸The Company carried out and completed green electricity trading in the aviation transportation industry (amount of 5 million kWh) 開展並完成航空運輸業綠色電力交易(額度500萬度)
Medium-term target: By 2026, the annual average carbon dioxide emissions per passenger will decrease 3% 中期目標：截至二零二六年，年平均單位旅客二氧化碳排放量下降3%	
Long-term target: By the end of the “16th Five-Year” Plan, a green and low-carbon-oriented airport production and operation system will be basically sound, the proportion of renewable energy will be greatly increased. The Company will strive to achieve carbon peak before 2035 長期目標：到「十六五」末，綠色低碳導向的機場生產運營體系基本健全，可再生能源佔比大幅提高，力爭二零三五年前實現碳達峰	The Company will continue to deploy clean energy in the future and gradually increase the proportion of green electricity use 本公司未來將持續佈局清潔能源，逐步提高綠色電力使用比例

For the climate indicators of Meilan Airport this year, please refer to the “ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT CODE INDEX Part D: Climate-related Disclosure” section of this report.

本年度美蘭機場氣候指標情況請查閱本報告「環境、社會及管治報告守則索引D部分：氣候相關披露」。

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6.2 Environmental Governance

Exhaust Emission

Meilan Airport has always been committed to exhaust gas management and implemented the normalized management for the fuel vehicles. For vehicles with excessive exhaust gas emission, Meilan Airport continued to promote exhaust gas modification and optimization. For vehicles that cannot be modified to meet the standards, Meilan Airport arranged their retirement. At the same time, Meilan Airport regularly carried out special fuel use inspections, urged all units to turn off the engine when the vehicle was on standby to reduce unnecessary idle load, and gave priority to the use of new energy vehicles. Meilan Airport will take the replacement with new energy vehicles as the main direction in the subsequent vehicle retirement and renewal plan so as to make every effort to promote the green transformation of airport transportation.

Meanwhile, Meilan Airport has increased the utilization rate of APU (Auxiliary Power Unit) alternative facilities to reduce emissions from aircraft stay on the ground, facilitating environmental operation. Under the principle of "Use up the Upgraded Facilities as Much as Possible", the utilization rate of APU alternative facilities continues to maintain 100%.

Waste Management

In order to promote the reduction, recycling and harmlessness of the domestic waste, Meilan Airport has formulated the Work Plan for Domestic Waste Classification and Reduction of Haikou Meilan International Airport (《海口美蘭國際機場生活垃圾分類與減量工作方案》), and set up a working group to guide passengers to sort and throw waste. At the same time, the Group provided employee special training, produced online video, LED and roll screen advertisements to enhance the awareness of waste classification among passengers and employees. Meilan Airport Hotel used degradable consumables in its rooms and provided cloth bags made from discarded linen for employees to reduce plastic waste. Paper cups for water dispensers and garbage bags used by passengers in the terminal are purchased in accordance with the plastic ban. For hazardous waste, such as waste tires, waste engine oil, and waste batteries, the waste material disposal team handed over them to third-party professional institutions for compliant disposal in a unified way, to reduce the impact of waste on the environment.

6.2 環境治理

廢氣排放

美蘭機場始終致力於尾氣治理工作，對燃油車輛實施常態化管理。針對尾氣排放超標的車輛，美蘭機場持續推進尾氣改造優化，並對於無法改造達標的則安排停用報廢。同時，美蘭機場定期開展燃油使用專項檢查，督促各單位在車輛待命時熄火，以減少不必要的空駛，並倡導優先選用新能源車輛。美蘭機場在後續車輛報廢更新計劃中，將以更換新能源車輛作為主要方向，全力推動機場交通運輸的綠色轉型。

同時，美蘭機場提升航班APU (Auxiliary Power Unit，輔助動力系統) 替代設施使用率，以減少飛機在地面停留時間產生的尾氣排放，促進環保運營。在「應用盡用」原則下，APU替代設施使用率持續保持100%。

廢棄物管理

為推進生活垃圾減量化、資源化、無害化，美蘭機場制定《海口美蘭國際機場生活垃圾分類與減量工作方案》，並成立工作小組引導旅客分類投放垃圾。同時，本集團開展員工專項培訓、製作線上視頻、LED及易拉寶宣傳，以增強旅客及員工的垃圾分類意識。美蘭機場酒店的客房選用可降解易耗品，並利用報廢布草製作布袋供員工使用，減少塑料垃圾。航站樓內旅客使用的飲水機紙杯、垃圾袋均遵循禁塑規定採購。對於廢舊輪胎、機油、廢電瓶等有害廢棄物，將由廢舊物資處置小組統一交由第三方專業機構合規處置以減少廢棄物對環境的影響。

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Noise Management

Meilan Airport attached great importance to noise control and strictly abided by the Law of the PRC on the Prevention and Control of Environmental Noise Pollution (《中華人民共和國環境噪聲污染防治法》), the Environmental Standard for Aircraft Noise Around the Airport (《機場周圍飛機噪聲環境標準》) and other relevant laws and regulations. Meilan Airport also regularly carried out noise monitoring, optimized airport operation model and adopted other measures to reduce the impact of noise on the surrounding residents.

1. Meilan Airport conducts regular inspections in key noise areas around Meilan Airport and uses the mobile noise monitor to monitor the aircraft noise once a week for one hour.
2. Meilan Airport implements the dual runway segregated parallel operation mode according to the operation mode approved by the CAAC. The Hainan Air Traffic Management Bureau (民航海南空管分局) will give priority to landing on runway 09 and taking off on runway 10 in combination with aircraft flow, wind direction and wind speed, and uses runways far away from residential areas as far as possible when conditions are met.
3. Meilan Airport sorts out its current aircraft models in operation, requiring airlines to use the aircraft models of Phase III to avoid the use of high-noise models.
4. Based on the existing noise data and the planning of the third runway construction, Meilan Airport scientifically forecasts the noise level after the construction of the third runway, such as using the noise prediction model to predict the noise level after the construction of the third runway by comprehensively considering the influence of different time periods (such as day and night) and different weather conditions (such as wind direction and wind speed) on noise propagation.

噪音管理

美蘭機場高度重視噪音治理，嚴格遵守《中華人民共和國環境噪聲污染防治法》《機場周圍飛機噪聲環境標準》等相關法律法規，通過定期開展噪音監測、優化機場運行模式等措施，減少噪音對周邊居民的影響。

1. 針對美蘭機場周邊的噪聲重點區域，實施定期巡查，並啟用移動噪音監測器，每週開展一次時長為一小時的航空噪聲監測。
2. 美蘭機場根據民航局批復的運行模式，實施雙跑道隔離平行運行模式。民航海南空管分局結合飛機流量、風向和風速，優先使用09跑道降落、10跑道起飛，並在條件允許時盡量啟用離居民區較遠的跑道。
3. 梳理美蘭機場現執行的航空器機型，要求各航空公司使用第三階段飛機型號，避免在使用高噪聲機型。
4. 基於現有的噪聲數據和第三跑道建設的規劃，美蘭機場科學預測第三跑道建設後的噪聲水平，利用噪聲預測模型，綜合考慮不同時間段(如白天、夜晚)、不同天氣條件(如風向、風速)對噪聲傳播的影響對第三跑道建設後的噪聲水平進行預測。

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6.3 Water Resources Management

Meilan Airport is committed to the promotion and practice of the concept of water conservation. Through the implementation of reclaimed water reuse projects, water supply network inspection and monitoring and other measures, the refined management and efficient utilization of water resources can be achieved to effectively promote the achievement of water conservation goals. The water used in the operation of Meilan Airport mainly comes from municipal network and well water. Meilan Airport has no problem in obtaining suitable water sources during the Year.

Reclaimed water reuse system:

Meilan Airport attaches great importance to the requirements of comprehensive sewage discharge standards, establishes a reclaimed water reuse system, and converts domestic sewage generated from production and operation into reclaimed water for greening of the site and road cleaning by using the reclaimed water reuse system through collection, sewage treatment, advanced treatment, and transportation and distribution and other technologies. The total designed scale of sewage treatment reached 12,320 cubic meters per day, and approximately 1.5 million tonnes of water was saved in 2024.

中水回用系統：

美蘭機場高度重視污水綜合排放標準要求，建立中水回用系統，並將生產運營產生的生活污水，利用中水回用系統，經集流、污水處理、深度處理、輸配等技術，轉化為中水，用於場區綠化和道路清洗。污水處理總設計規模達12,320立方米／日，二零二四年實現節水約150萬噸。



Image: Reclaimed water reuse system
圖：中水回用系統

Leaking control:

Meilan Airport arranges special personnel to conduct a comprehensive inspection on the water supply network every day, record the operation status in detail and check the hidden danger in time. Meanwhile, advanced technology has been introduced to build an intelligent water pressure monitoring platform, real-time monitoring water pressure. Once an abnormality is found, the platform can accurately locate the leaking area and organize professionals to do rush repairs, which shortens repair time and reduces water waste.

「跑冒滴漏」管控：

美蘭機場每日安排專人對供水管網進行全面巡檢，詳細記錄運行狀況，及時排查隱患。同時，引入先進技術建設水壓智能監控平台，實現管網壓力實時監測。一旦發現異常，平台可精準定位漏水區域，並第一時間組織專業人員搶修，從而縮短維修時間，減少水資源浪費。



Image: Intelligent water pressure monitoring platform
圖：水壓智能監控平台

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Water-saving publicity:

Meilan Airport set up the “water-saving bulletin boards” at the water supply station to implement the “water-saving first” policy, promote water-saving lifestyles and enhance people’s awareness of and participation in water conservation. At the same time, the water supply station updated the content from time to time to promote the concept of water conservation and call on people to actively participate in water conservation initiatives so as to facilitate the construction of a water-saving airport.

節水宣傳：

美蘭機場的供水站設置「節水專欄」，踐行「節水優先」方針，推動節水型生活方式，提升群眾節水意識和參與度。同時，供水站將不定期更新內容，傳播節水理念，呼籲群眾積極參與節水行動，助力節水型機場建設。



Image: Water-saving bulletin boards
圖：節水宣傳欄

6.4 Protecting Biodiversity

Meilan Airport actively practices the concept of green development by deeply integrating biodiversity protection into its operational system, making every effort to maintain the ecology of the green airport. The Company collaborates with Hainan’s local animal protection organizations to establish a “Discover-Rescue-Release” (發現-救助-放歸) protection mechanism. Once injured birds are found, they are immediately sent to the Swan Lake Animal Base (天鵝湖動物基地) for treatment and release, while uninjured birds are relocated to suitable habitats 8 kilometers away from the airport. During the Year, Meilan Airport’s bird protection personnel have scientifically rescued 26 national first and second-class protected birds through regular inspections, effectively safeguarding the avian diversity of Hainan and promoting the harmonious coexistence of bird protection and airport operations.

6.4 保護生物多樣性

美蘭機場積極踐行綠色發展理念，將生物多樣性保護深度融入運營體系，全力維護綠色機場生態。本公司攜手海南民間動物保護組織，建立「發現—救助—放歸」保護機制，一旦發現受傷鳥類，即刻將其送往天鵝湖動物基地救治後放飛，並將未受傷鳥類轉移至距機場8公里外的適宜棲息地。本年度，美蘭機場鳥防人員通過定期巡查，科學救助26隻國家一、二級保護鳥類，有效守護海南地區鳥類多樣性，推動鳥類保護與機場業務的和諧共生。



Image: Regular inspections and injured bird rescue
圖：定期巡查並救助受傷鳥類

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7. A WORKPLACE WITH WARM AND CARE

Talent is the driving force of enterprise development. The Group adheres to the philosophy of “people-oriented”, actively attracts and nurtures outstanding talents, takes multiple measures to safeguard employee rights, implements employee care, and is committed to creating a diverse, equal and inclusive work environment for employees, comprehensively enhancing employees’ sense of gain, belonging and happiness.

7.1 Employment and Rights and Interests

The Group adheres to equal employment, establishes a comprehensive compensation and benefits system, builds a fair talent promotion system, and is committed to creating a diverse and equitable employment platform for employees.

Equal Employment

The Group adheres to the principles of openness, fairness and impartiality, and attracts outstanding talent for the Group’s development through social recruitment and campus recruitment.

In terms of equal opportunity, diversity and anti-discrimination, the Group is committed to ensuring that factors such as race, color, nationality, age, gender, marital status and religious beliefs of employees do not affect their recruitment, remuneration and promotion, etc., and to eliminating any form of discriminatory behavior.

The Group has actively provided job opportunities for retired military personnel. By December 2024, the Group had introduced 66 retired military personnel.

七、關懷•營造溫暖職場

人才是企業發展的動力源。本集團堅持「以人為本」的理念，積極吸納並培養優秀人才，多措並舉維護員工權益，落實員工關懷，致力為員工營造多元、平等和包容的工作環境，全方位增強員工獲得感、歸屬感和幸福感。

7.1 員工僱傭與權益

本集團堅持平等僱傭，建立完善的薪酬福利體系，搭建公平的人才晉陞體系，致力為員工打造多元公平的就業平台。

平等僱傭

本集團秉持公開、公平、公正原則，通過社會招聘及校園招聘方式，為集團發展吸納優秀人才。

在平等機會、多元化、反歧視方面，本集團承諾不因員工的種族、膚色、國籍、年齡、性別、婚姻狀況、宗教信仰等因素影響錄用、薪酬及晉陞等，杜絕任何形式的歧視行為。

本集團積極為退役軍人提供工作機會。截至二零二四年十二月，本集團累計引進退役軍人66名。



Image: Recruitment event site
圖：招聘活動現場

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Remuneration and Benefits

The Group has established a remuneration management system that combines internal fairness with external competitiveness, and has formulated the Meilan Airport Remuneration and Benefits Management Regulations (《美蘭機場薪酬福利管理規定》) to standardize remuneration and benefits management.

In terms of working hours and holidays, the Group implemented a working hour system combining standard working hours with comprehensive working hours in accordance with the Meilan Airport Overtime Management Regulations (《美蘭機場加班管理規定》) and Meilan Airport Employee Leave Regulations (《美蘭機場員工請休假管理規定》) in combination with actual operational needs. Meanwhile, the Group provided paid annual leave superior to the national regulations, and other humanized vacation benefits. The Group provided female employees with maternity leave and breastfeeding leave stipulated by the state, while also provided other employees with paid leave such as accompanying leave and parental leave.

In terms of remuneration and benefits, the Group has formulated standardized systems in overtime, attendance, leave, social security and provident fund in accordance with national laws and regulations, and adhered to the principles of work-based distribution, responsibility-based distribution, contribution-based distribution, post-based salary, salary change based on post change, and equal pay for the same post, so as to provide employees with fair and competitive remuneration and provide multi-level and diversified welfare protection.

- ✓ Provided “seven insurances and one provident fund” for employees, including five social insurances (endowment insurance, unemployment insurance, work injury insurance, medical insurance and maternity insurance), commercial supplementary medical insurance, employer’s liability insurance and housing provident fund;
- ✓ Provided physical examination, birthday activity fund, sick leave visit, wedding gift money and other special benefits.

薪酬福利

本集團建立兼具內部公平性與外部競爭性的薪酬管理體系，制定《美蘭機場薪酬福利管理規定》，規範薪酬福利管理工作。

在工時與假期方面，根據《美蘭機場加班管理規定》及《美蘭機場員工請休假管理規定》，結合實際運營需要，本集團實行標準工時及綜合工時相結合的工時制度。同時，本集團提供優於國家規定的帶薪年休假，以及其他人性化的多種休假福利；女性員工依法享有國家規定產假、哺乳假，普通員工享有陪護假、父母育兒假等帶薪假期。

在薪酬福利方面，本集團根據國家法律法規，從加班、考勤、請休假、社保、公積金等各方面制定規範化制度，堅持按勞分配、按責分配、按貢獻分配、以崗定薪、崗變薪變、同崗同酬的原則，為員工提供公平而有競爭力的薪酬待遇，並提供多層次、多樣化的福利保障。

- ✓ 為員工辦理「七險一金」，包括五項社會保險「養老保險、失業保險、工傷保險、醫療保險、生育保險」、商業補充醫療保險、僱主責任險及住房公積金；
- ✓ 提供員工體檢、生日活動基金、病休探望、結婚禮金等多種特色福利。

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Performance Assessment

In order to establish an effective incentive and restraint mechanism, the Group comprehensively and objectively evaluates employees' performance of duties and actual work results, and formulates systems such as the Meilan Airport Institutional Assessment Management Measures (《美蘭機場機構考核管理辦法》) and the Meilan Airport Annual Employee Performance Assessment Management Measures (《美蘭機場年度全員績效考核管理辦法》) to standardize performance assessment and ensure the positive incentive effect of performance assessments.

Talent Promotion

The Group optimizes and establishes a multi-channel career development system and related supporting human resource management mechanisms for the three major groups: managements, professional technical personnel and production and operation personnel. By using the construction of the employee career development system as a means, the Group has established an effective development channel to guide employees in enhancing their job qualifications and professional capabilities.

The Group actively develops a new position system management approach, implements quantitative remuneration incentive policies for certain positions, and adjusts the duty scheduling system. With the implementation of the Group's policies and the continuous optimization of the internal corporate environment, the employee turnover rate significantly decreased in 2024, employee recognition of salary levels was improved, and overall team stability was notably enhanced.

績效考核

為建立有效的激勵約束機制，本集團全面、客觀地評價員工履行職責情況及實際工作效果，制定《美蘭機場機構考核管理辦法》《美蘭機場年度全員績效考核管理辦法》等制度，規範績效考核工作，確保績效考核的正向激勵作用。

人才晉陞

本集團針對公司管理類、專業技術類、生產操作類三大人員群體，優化建立多通道職業發展體系及相關配套人力資源管理機制，以員工職業發展體系建設為抓手，建立有效引導員工提升崗位資質與職業能力的發展通道。

本集團積極開拓新型職位體系管理辦法，部分崗位推行量化薪酬激勵政策，並調整勤務排班制度，隨著本集團政策實施與企業內部環境的持續優化，二零二四年員工離職率明顯降低，員工對崗位薪酬水平的認可度得到提升，整體隊伍穩定性明顯增強。

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7.2 Employee Training and Development

The Group has established a comprehensive training system, formulating internal policies such as the Meilan Airport Training Management Measures (《美蘭機場培訓管理辦法》). It adopts a tiered training model tailored to employees at different levels, categorizing training into mandatory entry-level, business system, technical skills, and general enhancement types. Employees are encouraged to obtain professional certifications, with comprehensive support provided to enhance their career competitiveness. In 2024, the Group executed 475 training programs, covering a total attendance of 145,274 participants, achieving a training coverage rate of 100% and an employee satisfaction rate of 98.1%.

Mandatory Entry-Level Training

In 2024, the Group conducted the “Sailing Program” onboarding training for new campus recruits, attended by new employees from various universities. Through centralized training sessions, newly recruited employees gained a better understanding of the Company’s overall development, business processes, and internal regulations, enabling them to quickly integrate into the Meilan Airport family. Additionally, the Group organized a second-phase onboarding training program covering courses such as airport safety culture and work ethics, basic civil aviation knowledge, emergency response fundamentals, and confidentiality awareness.



Image: “Sailing Program” onboarding training for campus recruits
圖：「揚帆計劃」校招新員工入職培訓

7.2 員工培訓與發展

本集團建立完善的培訓體系，制定《美蘭機場培訓管理辦法》等內部制度，針對不同層級幹部員工採用分層級培養模式，培訓類型分為剛性准入類、業務體系類、技能技術類、通用提升類，並鼓勵員工考取資質認證，全方位支持員工提升職業競爭力。二零二四年，本集團全年執行培訓計劃475項，培訓總人次145,274人，培訓覆蓋率100%，員工培訓滿意度為98.1%。

剛性准入類培訓

二零二四年，本集團舉辦「揚帆計劃」校招新員工入職培訓，來自各大院校的新員工參加此次培訓。通過組織集中培訓幫助新入職員工更好地了解公司發展概況、業務流程和規章制度，迅速融入美蘭機場大家庭。同時，本集團舉辦第二期新員工入職培訓，培訓課程涵蓋機場安全文化與作風建設、民航基礎知識、應急基礎知識、保密知識等課程。



Image: Second-phase onboarding training for new employees
圖：第二期新員工入職培訓

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Business System Training

In 2024, the Group conducted the “On-site Management” training for “Pioneering and Embarking” talent, covering terminal operations, airport operations management, and airport safety management. This program aimed to enhance employees’ comprehensive management capabilities and emergency response skills in production environments, with a total of 30 employees participating. Simultaneously, the Group implemented a Team Leader Training Program designed to strengthen team leaders’ management and operational competencies, with a total of 41 team leaders participating.

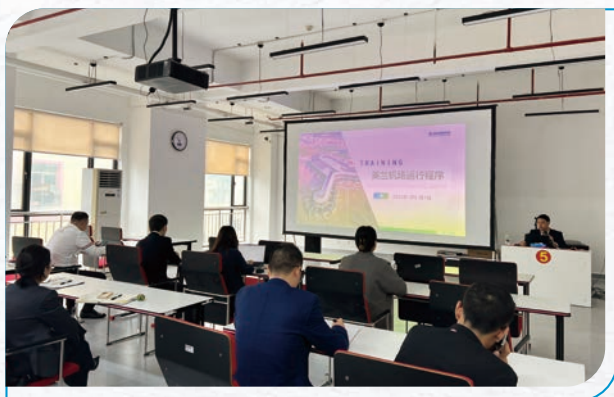


Image: “Pioneering and Embarking” talent training
圖：領航、起航人才培訓

業務體系類培訓

二零二四年，本集團開展領航、起航人才「現場管理篇」培訓，培訓內容包含航站樓運行、機場運行管理、機場安全管理，促進員工提升生產現場綜合管理能力、應急處突能力，共30人參加培訓。同時，本集團開展班組長培訓，旨在加強班組長管理及工作能力，共計41名班組長參加培訓。



Image: Team leader training
圖：班組長培訓

Technical Skills Training

In 2024, the Group hosted the Hainan Province Aviation Ground Service Personnel (Civil Aviation Passenger Service Staff) Vocational Skills Competition for the first time, aiming to stimulate innovation potential and professional capabilities among technical personnel.

技能技術類培訓

二零二四年，本集團首次承辦海南省航空運輸地面服務員(民航客運員)職業技能競賽，激發技能人才的創新潛能和業務能力。



Image: Hainan Province aviation ground service personnel (civil aviation passenger service staff) vocational skills competition
圖：海南省航空運輸地面服務員(民航客運員)職業技能競賽

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General Enhancement Training

In 2024, the Group organized the “TTT (Training The Trainer) Practical Training Camp” public course. This training camp attracted 43 junior instructors and reserve instructors from various departments. It aimed to continuously enrich and strengthen the development of the teaching faculty, enhance training quality, cultivate renowned instructors and high-quality courses, and elevate the overall level of the training system at Meilan Airport.

通用提升類培訓

二零二四年，本集團舉辦「TTT(Training The Trainer)實戰訓練營」公開課。本次訓練營吸引來自各單位的43名初級講師和儲備講師參與，持續充實並強化師資隊伍建設，提升培訓質量，打造名師名課，提升美蘭機場培訓體系整體水平。



Image: “TTT Practical Training Camp” public course
圖：「TTT實戰訓練營」公開課

Supporting Employee Self-Improvement

In 2024, the Group piloted the development of learning maps for security inspectors, special vehicle drivers, and high-voltage maintenance technicians, and organized 272 employees to participate in vocational skills certification exams. This initiative expanded certification categories for airfield technicians, airfield lighting technicians, and boarding bridge operators, broadening career development pathways for employees. Additionally, employees who obtained relevant qualifications could apply for full reimbursement of certification fees under the Meilan Airport Qualification Certificate Management Policy (《美蘭機場資質證書管理辦法》).

支持員工自我提升

二零二四年，本集團試點建設安全檢查員、特種車輛駕駛員、高壓運維員崗位學習地圖，並組織共計272人參加職業技能認定考試，拓寬場務員、助航燈光機務員、登機橋操作員3個認定工種，為員工職業發展拓寬路徑。此外，考取相關資質證書的員工可根據《美蘭機場資質證書管理辦法》，申請全額報銷取證相關費用。

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7.3 Employee Health and Safety

The Company prioritizes employee well-being by establishing a comprehensive employee health management system, organizing physical and mental health care activities, and promoting healthy lifestyle awareness.

The Company has developed the “Meilan Airport Health Profile Mini Program” to assist employees in managing their health. The Company actively promotes workplace exercise programs, conducting 53 guided sessions, achieving a 100% coverage rate across all departments to improve employees’ physical fitness. Additionally, it hosts mental health awareness activities, such as psychological wellness salons and healthy diet knowledge-sharing sessions, encouraging employees to adopt a positive and healthy lifestyle.

In 2024, the “Healthy Meilan” distinctive health management system, online health records, wellness cabins, and the “Delivering Health to the Frontline” initiative received recognition, earning Meilan Airport the honorary title of “Hainan Province’s Fourth Healthy Enterprise”.

7.3 員工健康與安全

本公司重視員工健康，建立健全職工療養機制，組織開展員工身心健康關懷活動，幫助員工樹立健康觀念。

本公司研究開發「美蘭機場健康檔案小程序」，協助員工進行健康管理。本公司積極推廣工間操運動活動，累計開展工間操帶教活動53次，實現各部門工間操覆蓋率100%，以提高員工身體素質。同時，本公司開展心理健康知識宣貫活動，例如開展心理健康沙龍、健康膳食知識分享等活動，引導員工培養積極、健康的生活方式。

二零二四年，「健康美蘭」特色健康管理體系、線上健康檔案、健康小屋、「送健康下一線」等亮點工作獲得認可，美蘭機場獲評「海南省第四屆健康企業」榮譽稱號。

Case: 案例

Healthy Diet Knowledge Sharing Activity 健康膳食知識分享活動

In October 2024, the Company organized an employee healthy diet exchange session to discuss dietary wellness initiatives and share knowledge and management methods for healthy eating. During this event, 522 healthy diet promotional posters were displayed, and a healthy diet culture wall was installed in the cafeteria.

二零二四年十月，本公司開展員工健康膳食交流會，研討健康膳食建設，分享健康膳食知識和管理方法。此次活動中張貼健康膳食宣傳海報共計522張，並在食堂安裝健康膳食文化牆。



Image: Healthy diet culture wall
圖：健康膳食文化牆

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Case 案例

Psychological Wellness Salon Activities 心理健康沙龍活動

To enhance employees' psychological well-being, the Company invited sandbox facilitators and international EAP instructors to regularly organize psychological salon activities such as board games, sandbox therapy, and hypnosis healing sessions. For the year ended 31 December 2024, the Company has held 14 such sessions with over 150 participants.

為提升員工的心理健康水平，本公司邀請沙盤引導師、國際EAP（Employee Assistance Program，員工援助計劃）講師常態化組織桌游卡牌、沙盤遊戲、催眠療愈等心理沙龍活動。截至二零二四年十二月三十一日，本公司累計開展心理沙龍活動14期，參與人數達150餘人次。



Image: Psychological consultation day event scene
圖：心理諮詢日活動現場

7.4 Employee Communication and Care

The Company listens attentively to employees' voices and consistently implements democratic management and supervision through employee representative meetings as the fundamental form. These efforts ensure employees' rights to information, participation, expression, and oversight. In 2024, the Company convened eight employee representative meetings, reviewing and approving four policies directly related to employees' vital interests, effectively safeguarding their legal rights.

The Company adheres to the philosophy of "caring for employees with warmth", striving to create a workplace filled with humanistic care. In 2024, it organized eight rounds of outreach activities, covering frontline staff, employees in need, and retirees. During traditional festivals such as Spring Festival, Dragon Boat Festival, and Mid-Autumn Festival, holiday gifts were distributed to all employees. Additionally, monthly collective birthday celebrations were held at the departmental level to foster a warm and harmonious family-like atmosphere.

7.4 員工溝通與關懷

本公司用心聆聽員工心聲，堅持落實以職工代表大會為基本形式的職工民主管理、民主監督，保障職工的知情權、參與權、表達權和監督權。二零二四年，本公司共召開8次職工代表大會，審議通過四項與員工切身利益相關的制度，切實維護員工合法權益。

本公司堅持「有溫度的員工關愛」，致力營造充滿人文關懷的工作氛圍。二零二四年，本公司組織開展一系列慰問活動8次，慰問群體涵蓋一線員工、困難員工、退休員工等，並在春節、端午節、中秋節等傳統節日期間，向全體員工發放節日慰問品。同時，本公司以部門為單位每月組織集體生日會，營造溫馨和諧的大家庭氛圍。

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To further meet employees' fitness needs, the Company aims to build a premier sports facility within the Hainan Federation of Trade Unions system. The Meilan Airport Employee Cultural and Sports Center includes facilities such as basketball courts, badminton courts, table tennis rooms, billiards rooms, and reading lounges, maximizing opportunities for employees to enjoy cultural and recreational activities.

The Company makes best efforts to provide sound logistics service assurance to employee and help to build the brand "Warm Airport•Warm Home" (馨空港•馨家園). In respect of food and beverage, the Company promotes specialties during holidays and introduced health food and breakfast from different places, and has already launched 75 new products in total. In respect of transportation, the Company has optimized the bus lines and the parking resources depending on employees' needs, and newly set up the temporary parking areas for employees. In respect of ancillary services, the Company has provided facilities with six functions, namely dryer, table game room, pool room, express counter, shared kitchen and fitness room, serving approximately 2,000 people. All efforts have won unanimous praise among the employees and strengthened the sense of belonging and satisfaction.

為進一步滿足員工運動健身需求，本公司以打造海南省總工會體系內首屈一指的運動場館為目標，建造美蘭機場員工文體中心，配備籃球場、羽毛球場、乒乓球場、台球室、書吧等設施，最大程度豐富員工的文體生活。

本公司致力做好員工後勤服務保障工作，助力「馨空港•馨家園」品牌建設。餐飲方面，本公司在節假日推特色菜，引入健康食品與各地早餐，已累計推出75個新品。交通方面，本公司根據員工需求優化班車線路，並優化車位資源，新設立員工車輛臨時停放區。配套服務方面，本公司推出烘乾機、桌遊室、台球室、快遞櫃、共享廚房以及健身房6項功能，服務約2,000人次，收穫員工一致好評，增強員工歸屬感和滿意度。



Image: Temporary parking areas for employees
圖：員工車輛臨時停放區

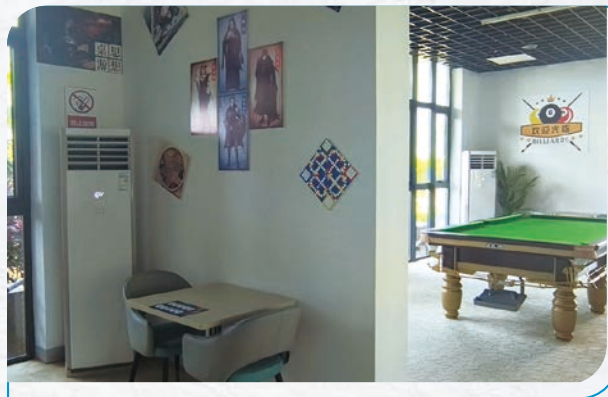


Image: Ancillary service areas for employees
圖：員工配套服務區

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8. COOPERATION FOR A BETTER FUTURE

Meilan Airport firmly believes that strengthening cooperation can achieve mutual benefit and win-win results. The Company continuously standardizes the procurement standards and processes, strengthens the control of environmental and social risks of suppliers, and strives to promote sunshine procurement and build a sustainable supply chain. Meanwhile, the Company actively participates in industry exchanges and cooperation, promotes the integration of superior resources, and helps the high speed industry development.

8.1 Forge a Sustainable Supply Chain Supplier Management Process

Meilan Airport has formulated and implemented internal regulations such as Suppliers Administrative Measures (《供應商管理辦法》), defined the relevant mechanisms of supplier access, evaluation and elimination, and comprehensively managed suppliers from the aspects of supplier sourcing, supplier list access, warehousing, inspection, performance rating and grading, and supplier list erosion, so as to ensure the high quality of the suppliers, create a fair and just competition environment, and lay a solid foundation for the stable operation and high quality development of the Airport.

Supply Chain Environment and Social Risk Management

The Company values the environmental and social risk management and control in the supply chain, puts forward relevant requirements in suppliers' social responsibility and environmental performance, and is committed to promoting suppliers' capability to perform ESG duties and growing together with suppliers.

Investigate the Commercial Credit

The suppliers participating in the procurement activities are required to satisfy that there is no record of a material breach of the law in their operating activities, and are not included in the list of dishonest persons subject to enforcement, not in the list of parties involved in major tax violation, and not in the list the list of records of serious violations in government procurement activities and the legal representative and responsible person have no criminal record of bribery.

商業信譽考察

參加採購活動的供應商需滿足在經營活動中沒有重大違法記錄，未被列入失信被執行人名單、重大稅收違法案件當事人名單、政府採購嚴重違法失信行為記錄名單，且法定代表人和負責人無行賄犯罪記錄。

八、同行•奔赴美好未來

美蘭機場深信加強合作才能實現互利共贏。本公司持續規範採購標準與流程，加強供應商的環境及社會風險把控，並努力推行陽光採購，致力於打造可持續的供應鏈。同時，本公司積極參與行業交流與合作，推動優勢資源整合，助力行業高速發展。

8.1 打造可持續供應鏈 供應商管理流程

美蘭機場制定並落實《供應商管理辦法》等內部規定，明確供應商准入、評估和淘汰的相關機制，從供應商尋源、分類、入庫、考察、履約評級和分級、出庫等方面全方位管理供應商，確保供應商的優質水平，營造公平公正的競爭環境，為機場的穩定運營和高質量發展築牢根基。

供應鏈環境及社會風險管理

本公司重視供應鏈中的環境與社會風險管控，對供應商的社會責任和環保表現提出相關要求，致力於推動供應商提升ESG履責能力，攜手供應商共同成長。

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Investigate the ISO certifications

We investigate the supplier's ISO9001 quality management system certification, ISO14001 environmental management system certification of and ISO45001 occupational health and safety management system certification of, and require them to provide relevant certification materials.

ISO認證考察

對供應商的ISO9001質量管理體系認證、ISO14001環境管理體系認證、ISO45001職業健康安全管理體系認證等認證情況進行考察，要求其提供相關證明材料。

Investigate the Labor Rights

We conduct an investigation on our suppliers' record of social security payments and require them to provide documents such as legal employment and purchase of social security insurance for their employees.

勞工權益考察

對供應商繳納社會保障資金的記錄進行考察，並要求其提供合法僱傭、為其員工購買社會保險等證明文件。

Implement green procurement

We implement green procurement standards and preferentially purchase products that meet the national energy conservation and environmental protection policies.

推行綠色採購

實行綠色化採購標準，優先採購符合國家節能環保政策的產品。

In addition, Meilan Airport adheres to the procurement principle of "fairness, justice and openness", constantly strengthens the incorruptibility management of suppliers, puts an end to any form of embezzlement, bribery and corruption, and strives to build a responsible supply chain. At present, the Company adopts the following key measures to promote sunshine procurement:

- Establish a post-integrity-evaluation mechanism for bidding projects and implement suppliers negative list management;
- Expand the bidding information distribution channels, publish bidding information through cloud procurement management platform, Meilan Airport official website, WeChat official account and other media to attract more potential suppliers to participate in bidding and reduce the supplier corruption space;
- By publishing the ways of complaint reporting of letters and visits, we encourage suppliers to report the corruption behaviors in bidding work, and form an effective supervision mechanism to prevent corruption propagation;

此外，美蘭機場遵循「公平、公正、公開」的採購原則，不斷加強供應商的廉潔管理，杜絕任何形式的貪污、賄賂及腐敗行為，竭力打造負責任的供應鏈。目前，本公司促進陽光採購的重點舉措如下：

- 建立招標項目後廉潔評估機制，實施供應商負面清單管理；
- 擴大招標信息發佈渠道，通過雲採購管理平台、美蘭機場官網、微信公眾號等媒介公佈招標信息，吸引更多潛在供應商參與投標，壓縮供應商腐敗空間；
- 通過公佈信訪投訴舉報方式，鼓勵供應商檢舉招標工作中發生的腐敗行為，形成有效監督機制，進而防止腐敗滋生；

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- We require to organize a bidding assessment team, a merchandising team and require the supervisor to sign Incorrupt Merchandising and Self-discipline Assurance Statement (《廉潔招商自律承諾書》) in respect of clean administration, to alert the relevant staff to uphold the moral high line and discipline bottom line, resist various corrupt behaviors, not to seek personal benefits by taking advantage of their positions, and not to accept the transmission of benefits that may affect the just and fair performance of their duties;
- When a supplier is required to sign a commercial contract, we also require them to sign Letter of Commitment to Incorrupt Cooperation (《廉潔合作約定書》) simultaneously so as to binding the matters such as possible commercial bribery and seeking unfair benefits during the course of performance the contracts and after contract fulfillment completion.
- 要求組織評標小組、招商小組及監標人員簽署《廉潔招商自律承諾書》，以警示相關員工堅持道德高線和紀律底線，自覺抵制各種腐敗行為，不利用職務之便謀取私利，不接受可能影響公正執行公務的利益輸送；
- 要求供應商簽署商業合同時，同步簽署《廉潔合作約定書》，以對合同履行期間以及合同履行結束後可能產生的商業賄賂、謀求不正當利益等事宜進行約束。

8.2 Promoting Industry Development

While paying attention to its own development, Meilan Airport has actively participated in industry exchange activities to expand friendly and cooperative relations with its counterparts at home and abroad, and constantly explored new business cooperation modes, aimed at achieving mutual benefit and promoted rapid industry development.

8.2 促進行業發展

美蘭機場在關注自身發展的同時，亦積極參與行業交流活動，以拓展與國內外同行的友好合作關係，並不斷探索新的商業合作模式，旨在實現互惠互助，推動行業高速發展。

Case 案例

Attending the 20th Asian Route Development Conference 參加第二十屆亞洲航線發展大會

In February 2024, the 20th Asian Route Development Conference was held in Langkawi, Malaysia. At the event site, Meilan Airport held one-on-one meetings with airlines and airports with a view to promoting the Haikou international aviation market, enhancing the international reputation and famousness of Haikou and expediting the building an aviation regional gateway hub facing the Pacific Ocean and the Indian Ocean.

二零二四年二月，第二十屆亞洲航線發展大會於馬來西亞蘭卡威召開。活動現場，美蘭機場與航空公司、機場進行現場一對一會談，旨在宣傳推廣海口國際航空市場，提高海口在國際的知名度和美譽度，加速面向太平洋和印度洋航空區域門戶樞紐的建設進程。



Image: Asian route development conference site
圖：亞洲航線發展大會交流現場

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9. DEDICATION AND CONTRIBUTION FOR A HARMONIOUS SOCIETY

Meilan Airport has always been sticking to its original intention, embodying its fulfilment of social responsibilities by taking concrete actions, and making contributions to build a harmonious society. In response to the country's rural revitalization strategy, Meilan Airport actively has deeply been involved in the development of rural areas, increased assistance to rural infrastructure construction comprehensively, promoted the flourishing of the industry, facilitate to build the villages suitable for business and with pleasant living environments. Meanwhile, Meilan Airport adheres to the spirit of gratitude, continues to support charitable causes, actively organize employees to participate in voluntary services, convey our care and positive energy by actions to increase the warmth and hope for the society.

9.1 Help Rural Revitalization

Meilan Airport has visited Liangfeng Village, Dongge Town, Wenchang City, Hainan Province for several times to carry out targeted assistance, and has continued to explore a pathway of precise assistance and special assistance, so as to facilitate the revitalization of Liangfeng Village.

In 2024, Meilan Airport went to Liangfeng Village to condole the villagers with difficulties, and provide assistance materials; helped the lonely elderly; promoted the traditional virtue of respecting the elderly and caring for the young; donated RMB100,000 for the improvement of the infrastructure of Liangfeng Village, which effectively solved the irrigation problem of 600-odd acres of farmland around Liangfeng Village and prevented sea water pouring problems. By solving the employment problems, and broadening the agricultural products sale channels, it helped the villagers to increase their income, made joint efforts on Party's building, brought culture to rural regions, and other activities, and enriched the cultural and spiritual life of the villagers. By adopting a series of above measures, Meilan Airport was committed to achieving the industry, talents, culture, ecology and organization revitalization of Liangfeng Village.

九、奉獻•共創和諧社會

美蘭機場始終堅守初心，以實際行動詮釋對社會責任的擔當，為構建和諧社會貢獻力量。為響應國家鄉村振興戰略，美蘭機場深度參與鄉村發展，全面發力基礎設施建設，推動產業蓬勃發展，助力文化傳承延續，全方位助力鄉村建設成為宜居宜業的美好家園。同時，美蘭機場秉持感恩之心回饋社會，持續支持公益慈善事業，積極組織員工參與志願服務，用點滴行動傳遞愛心與正能量，為社會增添溫暖與希望。

9.1 助力鄉村振興

美蘭機場多次奔赴海南省文昌市東閣鎮良豐村開展定點幫扶工作，持續探索精準幫扶、特色幫扶新路徑，助力良豐村振興建設。

二零二四年，美蘭機場前往良豐村慰問村裡困難群眾，送去幫扶物資；幫扶孤寡老人，弘揚尊老愛幼的傳統美德；捐贈人民幣10萬元以供良豐村進行基礎設施改造，有效解決了良豐村周邊600餘畝農田灌溉問題及防止海水倒灌問題；通過解決村民就業、拓寬農產品銷路等方式，助力當地村民增收；開展黨建共建、文化下鄉等活動，豐富村民精神文化生活。美蘭機場採取以上一系列舉措，致力全面助推良豐村實現產業、人才、文化、生態、組織振興。



Image: Rural revitalization
圖：鄉村振興

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9.2 Enthusiasm for Charity

Meilan Airport has always been adhered to the concept of integrating its own development into its social responsibility in depth, and actively engaged in various charity activities with strong commitment to social responsibility. Whether it organizes voluntary services, sends care and support to those in need, or carries out blood donation activities to contribute to the medical industry, the Meilan Airport makes full efforts to promote social harmony through practical actions.

Carry Out Airport Volunteer Service

Meilan Airport joined forces with various units and colleges to establish the Meilan Airport Volunteer Alliance, and further strengthened the Meilan Airport volunteer service force with the “fixed + support” volunteer service model.

In respect of large-scale service assurance, the volunteers of Meilan Airport provided special guaranteeing volunteer services for 2024 Spring Festival travel rush, Bo’ao Forum for Asia and the fourth China International Consumer Goods Expo, and warm and attentive assistance to passengers and visitors. During the Year, the number of employees participating in voluntary activities of Meilan Airport reached 2,095 and the number of passengers and visitors reached over 70,000.

In respect of voluntary services, Meilan Airport has been committed to passing on excellent traditional culture, grasping special time node, well planning and conducting a series of diverse theme activities, so as to create a warm and unforgettable journey experience for its visitors comprehensively.

- The Company held “Open the blind box to challenge the puzzle, Spring Festival travel rush blessings” (開盲盒解謎春運送祝福) during the Spring Festival;
- The Company held the theme activity entitled “Respect Women with Flowers” (以花抒意敬芳華) on Women’s Day;
- The Company held the theme activity entitled “Colorful childlike joy starts from Children’s Day” (童趣飛揚，六一起航);
- The Company held the theme activity entitled “Meilan Dragon Boat Festival Garden Party” (美蘭端午遊園會);

9.2 熱心公益慈善

美蘭機場始終秉持將自身發展與履行社會責任深度融合的理念，以高度的社會責任感，積極投身各類公益慈善活動。無論是組織志願服務，為需要幫助的群體送去關懷與支持，還是開展無償獻血活動，為醫療事業貢獻力量，美蘭機場均全力以赴，力求通過實際行動，為促進社會和諧發展添磚加瓦。

開展機場志願服務

美蘭機場與各單位、院校對接，建立美蘭機場志願者大聯盟，以「固定+支援」志願服務模式進一步強化美蘭機場志願服務力量。

在大型服務保障方面，美蘭機場志願者二零二四年開展了春運、博鰲亞洲論壇、第四屆中國國際消費品博覽會的專項志願服務保障，為旅客及參展人員提供貼心幫助。本年度，美蘭機場參與志願活動的員工達2,095人次，服務旅客及參展人員超7萬人次。

在志願服務活動方面，美蘭機場始終致力於傳承弘揚優秀傳統文化，緊扣特殊時間節點，精心策劃並開展一系列豐富多元的主題活動，全方位為旅客打造溫暖且難忘的出行體驗。

- 春節開展「開盲盒解謎春運送祝福」活動；
- 婦女節開展「以花抒意敬芳華」主題活動；
- 六一兒童節開展「童趣飛揚，六一起航」主題活動；
- 端午節開展「美蘭端午遊園會」主題活動；

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- The Company held the theme activity entitled “Happy National Day and drawing a blueprint for the Country in a Concerted Effort” (歡度國慶共繪祖國藍圖) and “Red Flag Flowing, Motherland in Heart” (紅旗飄揚心繫祖國).
- 國慶節開展「歡度國慶共繪祖國藍圖」「紅旗飄揚心繫祖國」活動。



Image: Voluntary service activity site
圖：志願服務活動現場

In respect of voluntary co-construction, the Meilan Airport continued to conduct voluntary alliances activities. Meilan Airport cooperated with Hainan Vocational College of Political Science and Law to conduct six school-enterprise voluntary coalition activities, which further promote to the close cooperation between schools and enterprises.

在志願共建方面，美蘭機場持續開展志願聯盟活動，本年度聯合海南政法技術學院開展6場校企志願聯盟活動，進一步推動校企間的緊密合作。

Case: 案例

Unneed book donation activity 「書海」由你(Unneed)書籍募捐活動

In November 2024, “Unneed” book donation activity which was jointly held by the Meilan Airport was successfully held at the Square Square (方形廣場), Hainan Vocational College of Political Science and Law. This fund-raising activity has included the theme “Campus with Integrity” (清廉進校園) gained students’ active participation. The activity was a huge success, and donated 582 high-quality books. Meanwhile, the Company sent out 400 integrity postcards, delivered exquisite gifts, such as exquisite clay, fan painting, bookmarks, etc. We delivered warmth by books and gifts.

二零二四年十一月，美蘭機場聯合舉辦的「書海」由你(Unneed)書籍募捐活動在海南政法技術學院方形廣場圓滿舉行。此次募捐活動融合「清廉進校園」主題，吸引同學們的熱情參與。活動成果豐碩，成功募得582本高質量書籍，同時送出清廉明信片400張，派送精美粘土、團扇、書籤等精美小禮品，通過書籍和小禮品傳遞溫暖。



Image: Unneed book donation activity site
圖：「書海」由你(Unneed)書籍募捐現場

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Participated in Blood Donation Activities

"Showing Cares in Hot Summer, Mustering True Love by donating blood" (炎炎夏日獻愛心，無償獻血匯真情). In July 2024, Meilan Airport and the United Hainan Airport Hainan Blood Treatment Centre jointly held a blood donation activity. With the active participation of many employees, the dedication spirit is interpreted in concrete action to demonstrate the social responsibility of the staff of the Meilan Airport. 287 employees participated in blood donation, with a total of 70,950 ml of blood donated.

參與獻血活動

「炎炎夏日獻愛心，無償獻血匯真情」二零二四年七月，美蘭機場聯合海南省血液中心舉辦無償獻血活動。眾多員工踴躍參與獻血，用實際行動詮釋著奉獻精神，彰顯美蘭機場員工的社會責任擔當。本次獻血活動共計287人參加，獻血量達到70,950毫升。



Image: Blood donation activity site
圖：獻血活動現場

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ENVIRONMENT

A1 Emissions

General Disclosure

The Company strictly abides by the Environmental Protection Law of the People's Republic of China (《中華人民共和國環境保護法》), the Water Pollution Prevention Law of the People's Republic of China (《中華人民共和國水污染防治法》), the Air Pollution Prevention Law of People's Republic of China (《中華人民共和國大氣污染防治法》), the Law on the Prevention and Control of Environmental Pollution by Solid Wastes (《固體廢物污染環境防治法》) and other laws and regulations, and implements internal systems such as the Meilan Airport Carbon Emission Management Regulations (《美蘭機場碳排放管理規定》) to continuously improve energy management.

A1.1 The types of emissions and respective emissions data

Index 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Nitrogen oxides 氮氧化物	Tonnes 噸	27.24	22.50
Sulfur oxides 硫氧化物	Tonnes 噸	0.02	0.01
Particulate matter 顆粒物	Tonnes 噸	3.47	2.87

Nitrogen oxides, sulfur oxides and particulate matter emissions are mainly derived from the use of vehicles of Meilan Airport and the emission factors are determined with reference to the Technical Guidelines for the Compilation of Air Pollutant Emissions Inventory of Non-road Mobile Source (Trial) (《非道路移動源大氣污染物排放清單編製技術指南(試行)》) published by the Ministry of Ecology and Environment of China.

A1.2 Direct (Scope 1) and energy indirect (Scope 2) greenhouse gas emissions (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility).

Note: The indicator has been moved to Part D of the ESG Code, for the financial year commencing on 1 January 2025.

環境、社會及管治報告守則索引

環境

A1 排放物

一般披露

本公司嚴格遵守《中華人民共和國環境保護法》《中華人民共和國水污染防治法》《中華人民共和國大氣污染防治法》《固體廢物污染環境防治法》等法律法規，執行《美蘭機場碳排放管理規定》等內部制度，不斷完善能源管理工作。

A1.1 排放物種類及相關排放數據

Unit 單位	2024 二零二四年	2023 二零二三年
Tonnes 噸	27.24	22.50
Tonnes 噸	0.02	0.01
Tonnes 噸	3.47	2.87

氮氧化物、硫氧化物、顆粒物排放主要產自美蘭機場的車輛使用，排放係數主要參考中國生態環境部發佈的《非道路移動源大氣污染物排放清單編製技術指南(試行)》。

A1.2 直接(範圍1)及能源間接(範圍2)溫室氣體排放量(以噸計算)及(如適用)密度(如以每產量單位、每項設施計算)。

附註：該指標於二零二五年一月一日開始的財政年度移入《ESG守則》D部分。

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A1.3 Total hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility) **A1.3 所產生有害廢棄物總量(以噸計算)及(如適用)密度(如每產量單位、每項設施計算)**

Index 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Total hazardous waste 有害廢棄物總量	Tonnes 噸	31.20	30.26
Hazardous waste emission intensity 有害廢棄物排放密度	Tonnes/headcount in ten thousand 噸／萬人次	0.01	0.01
Used engine oil 廢機油	Tonnes 噸	4.69	11.56
Used tires 廢舊輪胎	Tonnes 噸	19.74	10.61
Used storage battery 廢電瓶	Tonnes 噸	6.77	8.09

The Company determined hazardous waste according to the Environmental Protection Law of the People’s Republic of China (《中華人民共和國環境保護法》) and the Law of the People’s Republic of China on the Prevention and Control of Environmental Pollution by Solid Waste (《中華人民共和國固體廢物污染環境防治法》).

本公司根據《中華人民共和國環境保護法》《中華人民共和國固體廢物污染環境防治法》對有害廢棄物進行判定。

A1.4 Total non-hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility) **A1.4 所產生無害廢棄物總量(以噸計算)及(如適用)密度(如每產量單位、每項設施計算)**

Index 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Total non-hazardous waste 無害廢棄物總量	Tonnes 噸	7,882.49	7,429.72
Non-hazardous waste emissions intensity 無害廢棄物排放密度	Tonnes/headcount in ten thousand 噸／萬人次	2.93	3.05

Non-hazardous waste generated from the Company’s operations mainly included the domestic garbage and airplane garbage.

本公司運營產生的無害廢棄物主要包括生活垃圾和航空垃圾。

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A1.5 Description of emissions target(s) set and steps taken to achieve them

In terms of emissions, the Company has set up a goal of reducing waste gas emissions.

The Company regularly conducts specialized inspections on fuel usage, continuously advances the optimization of exhaust system retrofitting, advocates prioritizing the selection of new energy vehicles to reduce emissions. For details, please refer to section headed “6. GREEN AND SUSTAINABILITY”.

A1.6 Description of how hazardous and non-hazardous wastes are handled, and a description of reduction target(s) set and steps taken to achieve them

The Company has formulated and implemented the Work Plan for Domestic Waste Classification and Reduction of Haikou Meilan International Airport (《海口美蘭國際機場生活垃圾分類與減量工作方案》), established a comprehensive waste sorting system, set up classification collection containers, and built waste classification roofs and other infrastructure, actively carried out waste classification publicity, training sessions, signage postings, and continuously promoted plastic ban actions and created a good atmosphere in the field. At the same time, the Company will strengthen waste front-end disposal, ensure that the waste are sort and transferred at the middle-end and optimize proper waste sorting and storage at the end, and continue to recycle and reuse kitchen waste, recyclables and other resources. For hazardous wastes such as used tires, engine oil and used storage batteries were handled by dedicated waste disposal team through third-party professional institutions to minimize the impact of waste on the environment.

The waste reduction target set by the Company is to increase the proportion of recyclable waste and kitchen waste to 1.5% of the total waste, and strengthen the effectiveness of resource recycling in 2026. The Company will advocate passengers and employees to choose green and low-carbon travel methods, and practice paperless office and green office to reduce domestic and office waste and promote the construction of “waste-free airport”. The Company will continue to actively promote waste recycling, aiming to reduce the amount of waste generated, so as to promote the achievement of waste reduction targets.

A1.5 描述所訂立的排放量目標及為達到目標採取的步驟

本公司訂立的排放量目標為：減少廢氣排放量。

本公司定期開展燃油使用專項檢查，持續推進尾氣改造優化，倡導優先選用新能源車輛，以減少廢氣排放，具體內容詳見章節「六、綠色●注入永續活力」。

A1.6 描述處理有害及無害廢棄物的方法，及描述所訂立的減廢目標及為達到這些目標採取的步驟

本公司制定並執行《海口美蘭國際機場生活垃圾分類與減量工作方案》，建立完善垃圾分類處理體系，設置分類收集容器、建設垃圾分類屋等基礎設施，積極開展垃圾分類宣貫、培訓、張貼告示、持續推進禁塑行動，營造場區良好氛圍。同時，本公司強化垃圾前端處置，中端確保分類轉運、末端優化存儲分揀，持續做好廚餘垃圾和可回收物的資源再利用。對於廢舊輪胎、機油、廢電瓶等有害廢棄物，均由廢舊物資處置小組統一交由第三方專業機構處置，以減少廢棄物對環境的影響。

本公司訂立的減廢目標為：二零二六年，公司將可回收垃圾、廚餘垃圾佔總廢棄物的比例提高至1.5%，強化資源回收利用實效。本公司倡導旅客和員工選擇綠色低碳的出行方式，並踐行無紙化辦公、綠色辦公，以減少生活及辦公垃圾，推行「無廢機場」建設；推行廢棄物循環利用，旨在降低廢物產生量，以此促進減廢目標實現。

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A2 Use of Resources

General Disclosure

The Company strictly abides by the laws and regulations such as the Energy Conservation Law of the People's Republic of China (《中華人民共和國節約能源法》), the Promotion Law of the People's Republic of China on Cleaner Production (《中華人民共和國清潔生產促進法》), the Water Law of the People's Republic of China (《中華人民共和國水法》), and Quality of Recycled Urban Wastewater for Landscape (《城市污水再生利用景觀環境用水水質》), formulates and implements internal systems such as the Meilan Airport Energy Conservation and Emission Reduction Regulations (《美蘭機場節能減排管理規定》) and the Business Notice on Energy Conservation and Consumption Reduction in Meilan Airport (《關於美蘭機場節能降耗的業務通告》), actively strengthens the management of energy conservation and emission reduction, and improves the efficiency of energy use.

A2.1 Direct and/or indirect energy consumption by type (e.g. electricity, gas or oil) in total (kWh in '000s) and intensity (e.g. per unit of production volume, per facility)

Index 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Total Energy Consumption 能源總耗量	kWh in '000s 千個千瓦時	128,438.26	127,653.09
Total Energy Consumption Density 能源總耗量密度	kWh in '000s/10,000 capita 千個千瓦時／萬人次	47.76	52.44
Non-renewable Fuel (Direct) Consumption 不可再生燃料(直接)耗量	kWh in '000s 千個千瓦時	10,019.50	8,273.44
Gasoline Consumption 汽油耗量	kWh in '000s 千個千瓦時	956.24	910.08
Diesel Consumption 柴油耗量	kWh in '000s 千個千瓦時	9,063.25	7,363.35
Purchased Energy (Indirect) Consumption 購買能源(間接)耗量	kWh in '000s 千個千瓦時	118,418.77	119,379.65
Purchased Electricity Consumption 外購電力耗量	kWh in '000s 千個千瓦時	118,418.77	119,379.65

Direct energy consumption includes the total energy consumption generated by gasoline and diesel. Indirect energy consumption is the energy consumption generated by purchased electricity. Standard Coal Coefficient issued by China State Administration for Market Regulation and Standardization Administration refers to the GB2589-2020 General Principles for Calculation of Comprehensive Energy Consumption (《GB2589-2020綜合能耗計算通則》).

A2 資源使用

一般披露

本公司嚴格遵守《中華人民共和國節約能源法》《中華人民共和國清潔生產促進法》《中華人民共和國水法》《城市污水再生利用景觀環境用水水質》等法律法規，制定並執行《美蘭機場節能減排管理規定》《關於美蘭機場節能降耗的業務通告》等內部制度，積極加強節能減排管理，並提升能源使用效率。

A2.1 按類型劃分的直接／或間接能源(如電、氣或油)總耗量(以千個千瓦時計算)及密度(如以每產量單位、每項設施計算)

直接能源耗量包括汽油、柴油產生的能源消耗總量。間接能源耗量為外購電力產生的能源消耗量。中國國家市場監督管理總局和國家標準化管理委員會發佈的折標煤係數參考國家《GB2589-2020綜合能耗計算通則》。

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A2.2 Water consumption in total and intensity (e.g. per unit of production volume, per facility)

A2.2 總耗水量及密度(如以每產量單位、每項設施計算)

Index 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Total water consumption 總耗水量	Ten thousand tonnes 萬噸	263.86	288.23
Water for municipal purposes 市政用水	Ten thousand tonnes 萬噸	124.15	90.35
Well water 井水	Ten thousand tonnes 萬噸	139.71	197.88
Water consumption per capita 人均耗水	Tonnes/Ten thousand capita 噸／萬人次	981.27	1,184.15

Total water consumption includes municipal water and well water.

總耗水量包含市政用水和井水。

A2.3 Description of energy use efficiency target (s) set and steps taken to achieve them

The energy efficiency target set by the Company is: as of 2026, the overall energy consumption of annual average per passenger will be reduced by 3%.

For detailed measures, please refer to “6. Green and Sustainability” in this chapter.

A2.3 描述所訂立的能源使用效益目標及為達到這些目標所採取的步驟

本公司訂立的能源效益目標為：截至二零二六年，年平均單位旅客綜合能耗下降3%。

具體舉措詳見章節「六、綠色●注入永續活力」。

A2.4 Description of whether there is any issue in sourcing water that is fit for purpose, water efficiency target (s) set and steps taken to achieve them

The water used in the Company's operations mainly comes from the municipal pipelines and reclaimed water recycling. During this year, the Company did not have any problem in sourcing water that is fit for purpose.

The water efficiency target set by the Company is: as of 2026, the water consumption per capita will be reduced by 3%.

By actively promoting the measures such as recycling of reclaimed water and water supply network inspection and monitoring, the Company has achieved refined management and highly efficient usage of water resources and promoted the realization of water-saving goals.

A2.4 描述求取使用水源可有任何問題，以及所訂立的用水效益目標及未達到這些目標所採取的步驟

本公司運營中的用水主要來自市政管網及中水回收。本年度，本公司在求取適用水源上不存在任何問題。

本公司訂立的用水效益目標為：截至二零二六年，人均水資源使用量下降3%。

本公司通過積極推行中水回收、供水管網巡檢及監控等措施，實現水資源的精細化管理和高效利用，有力推動節水目標的達成。

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A2.5 Total packaging material used for finished products “in tonnes” and “if applicable” with reference to per unit produced

A2.5 製成品所用的包裝材料總量(以噸計算)及(如適用)每生產單位佔量

Name of indicator 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Commodity packaging materials 商品包裝材料	Tonnes 噸	551.97	634.65
Packaging material usage intensity 包裝材料使用密度	Tonnes/Ten thousands capita 噸／萬人次	0.21	0.26

Commodity packaging materials include commodity packaging cartons and packaging foam boxes of goods.

商品包裝材料包含商品包裝紙箱和商品包裝泡沫箱。

A3 The Environment and Natural Resources

General Disclosure

The Company strictly abides by the Environmental Protection Law of the People's Republic of China (《中華人民共和國環境保護法》), Law of the People's Republic of China on Prevention and Control of Pollution from Environmental Noise (《中華人民共和國環境噪聲污染防治法》), the Environmental Standards for Aircraft Noise Around the Airport (《機場周圍飛機噪聲環境標準》) and other laws and regulations, actively fulfills the responsibility of protecting the environment and natural resources, and fully considers the possible impact on the surrounding environment, biodiversity and natural resources in the course of business operation.

A3 環境及天然資源

一般披露

本公司嚴格遵守《中華人民共和國環境保護法》《中華人民共和國環境噪聲污染防治法》《機場周圍飛機噪聲環境標準》等法律法規，積極履行對環境和自然資源的保護責任，在業務運營過程中充分考量對周邊環境、生物多樣性及自然資源可能造成的影響。

A3.1 Description of the significant impacts of activities on the environment and natural resources and the actions taken to manage them

The significant impact of the Company's business on the environment and natural resources may include noise pollution and the adverse impact of bird strike prevention work on birds.

A3.1 描述業務活動對環境及天然資源的重大影響及已採取管理有關影響的行動

本公司業務對環境及天然資源的重大影響可能包括噪聲污染及鳥擊防範工作對鳥類的不良影響。

In order to reduce noise pollution, the Company has adopted a number of effective measures to reduce the impact of airport noise on the surrounding environment. For details, please refer to section headed “6. Green and Sustainability”.

為減少噪聲污染，本公司通過採取多項有效措施減少機場噪聲對周邊環境的影響，具體內容詳見章節「六、綠色●注入永續活力」。

Part D: Climate-related Disclosure

This section will take effect in fiscal years commencing on or after 1 January 2025. During the Reporting Period, the Company complied with Part D Clause 17(1) “The issuer shall mandatorily disclose its Scope 1 greenhouse gas emissions and Scope 2 greenhouse gas emissions in accordance with the requirements of paragraphs 28(a), 28(b), and 29”:

D部分：氣候相關披露

該部分將於二零二五年一月一日或之後開始的財政年度生效，於報告期內，本公司按照D部分17(1)條款「發行人須按第28(a)、28(b)及29段的規定強制披露其範圍1溫室氣體排放及範圍2溫室氣體排放」進行披露：

28 An issuer shall disclose its absolute gross greenhouse gas emissions generated during the reporting period, expressed as metric tonnes of CO₂ equivalent, classified as:

28 發行人須披露匯報期內的溫室氣體絕對總排放量(以公噸二氧化碳當量表示)，並分為

(a) Scope 1 greenhouse gas emissions;

(a) 範圍1溫室氣體排放；

(b) Scope 2 greenhouse gas emissions;

(b) 範圍2溫室氣體排放；

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29(a) Measure its greenhouse gas emissions in accordance with the Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (2004) unless required by a jurisdictional authority or another exchange on which the issuer is listed to use a different method for measuring greenhouse gas emissions;

(b) Disclose the approach it uses to measure its greenhouse gas emissions including: (i) the measurement approach, inputs and assumptions the issuer uses to measure its greenhouse gas emissions; (ii) the reason why the issuer has chosen the measurement approach, inputs and assumptions it uses to measure its greenhouse gas emissions; and (iii) any changes the issuer made to the measurement approach, inputs and assumptions during the reporting period and the reasons for those changes;

(c) For Scope 2 greenhouse gas emissions disclosed under paragraph 28(b), disclose its location-based Scope 2 greenhouse gas emissions, and provide information about any required contractual instruments that is necessary to enable an understanding of the issuer's Scope 2 greenhouse gas emissions;

29(a) 除非管轄機關或發行人上市之另一交易所另有要求，否則發行人須根據《溫室氣體核算體系：企業核算與報告標準(2004年)》計量其溫室氣體排放；

(b) 披露其用於計量溫室氣體排放的方法，包括：(i) 發行人用於計量其溫室氣體排放的計量方法、輸入數據及假設；(ii) 發行人為何選擇該計量方法、輸入數據及假設計量溫室氣體排放；及(iii) 發行人在匯報期對計量方法、輸入數據及假設進行的任何變更以及變更原因；

(c) 就根據第28(b)段披露的範圍2溫室氣體排放，披露其以地域為基準的範圍2溫室氣體排放，並提供有助於了解該排放的任何所需合約文書的信息；

Name of indicator 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Total greenhouse gas emissions "Scope 1 + Scope 2" 溫室氣體排放總量「範圍1+範圍2」	Tonnes CO ₂ e 噸二氧化碳當量	66,105.96	70,196.98
Greenhouse gas emission density 溫室氣體排放密度	Tonnes CO ₂ e/Ten thousands capita 噸二氧化碳當量／萬人次	24.58	28.84
Scope 1 greenhouse gas emissions "direct greenhouse gas emissions" 範圍1溫室氣體排放量「直接溫室氣體排放」	Tonnes CO ₂ e 噸二氧化碳當量	2,562.45	2,114.76
Scope 2 greenhouse gas emissions "indirect greenhouse gas emissions" 範圍2溫室氣體排放量「間接溫室氣體排放」	Tonnes CO ₂ e 噸二氧化碳當量	63,543.51	68,082.22
Total greenhouse gas emissions include Scope 1 greenhouse gas emissions and Scope 2 greenhouse gas emissions;		溫室氣體排放總量包括範圍1溫室氣體排放量及範圍2溫室氣體排放量；	
Scope 1 greenhouse gas emissions are derived from the use of diesel and gasoline. The energy emission factors refer to the Requirements of the greenhouse gas emissions accounting and reporting –Part 6: Civil aviation enterprises (《溫室氣體排放核算與報告要求第6部分：民用航空企業》) published by General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China and National Standardization Administration;		範圍1 溫室氣體排放量產自柴油、汽油使用，能源排放係數參考中國國家質量監督檢驗檢疫總局和中國國家標準化管理委員會發佈的《溫室氣體排放核算與報告要求第6部分：民用航空企業》；	
Scope 2 greenhouse gas emissions are derived from purchased electricity. The greenhouse gas emission factors of purchased electricity refer to the 2022 average emission factor of the national grid released by the Ministry of Ecology and Environment of China.		範圍2 溫室氣體排放量產自外購電力，外購電力的溫室氣體排放係數參考中國生態環境部發佈的二零二二年度全國電網平均排放因子。	

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SOCIETY

B1 Employment

General Disclosure

The Group strictly abides by the Labor Law of the People's Republic of China (《中華人民共和國勞動法》), the Labor Contract Law of the People's Republic of China (《中華人民共和國勞動合同法》) and the Law of the People's Republic of China on the Protection of Minors (《中華人民共和國未成年人保護法》) and other relevant laws and regulations. It also has formulated and implemented internal systems such as the regulations on the Management of Personnel Recruitment (《人員引進管理規定》), the Measures on the Management of Labor Contracts (《勞動合同管理辦法》), the Regulations on the Management of Rewards and Punishments (《獎懲管理規定》), and the Measures on the Management of Employee Recruitment and Resignation (《員工入離職管理辦法》), which clearly stipulate employment requirements such as recruitment, employment, salary and welfare, promotion, rewards and punishments, and entry and exit, to ensure that the whole process is legal, compliant and rule-based.

For details of the Group's practices or policies in respect of recruitment and dismissal, promotion, working hours and leave, equal opportunities, diversity, anti-discrimination, and remuneration and benefits, please refer to the section "7. A Workplace With Warm And Care".

B1.1 Total workforce by gender, employment type (for example, full- or part-time), age group and geographical region

Name of indicators 指標名稱		Unit 單位	2024 二零二四年	2023 二零二三年
Total number of employees 僱員總數		Individual 人	4,189	4,106
By gender 按性別劃分	Male 男性	Individual 人	2,888	2,817
	Female 女性	Individual 人	1,301	1,289
By type of employment 按僱傭類型劃分	Full time 全職	Individual 人	4,189	4,106
	Part-time 兼職	Individual 人	-	-

社會

B1 僱傭

一般披露

本集團嚴格遵守《中華人民共和國勞動法》《中華人民共和國勞動合同法》《中華人民共和國未成年人保護法》等有關法律法規，制定並執行《人員引進管理規定》《勞動合同管理辦法》《獎懲管理規定》《員工入離職管理辦法》等內部制度，對招聘錄用、勞動用工、薪酬福利、招聘晉陞、獎懲及人員入離職等僱傭相關要求作出明確規定，確保從人員引進到離職全流程合法合規、有章可循。

對於本集團在招聘與解僱、人才晉陞、工時與假期、平等機會、多元化、反歧視、及薪酬福利等方面的執行慣例或政策，詳見章節「七、關懷•營造溫暖職場」。

B1.1 按性別、僱傭類型(如全職或兼職)、年齡組別及地區劃分的僱員總數

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Name of indicators 指標名稱		Unit 單位	2024 二零二四年	2023 二零二三年
By age 按年齡劃分	30 and below 30歲及以下	Individual 人	1,373	1,622
	31-50 31-50歲	Individual 人	2,416	2,174
	Over 50 50歲以上	Individual 人	400	310
By geographical region 按地區劃分	Mainland China 中國內地	Individual 人	4,188	4,106
	Overseas and Hong Kong, Macau and Taiwan 海外及港澳台	Individual 人	1	0

B1.2 Employee turnover rate by gender, age group and geographical region B1.2 按性別、年齡組別及地區劃分的僱員流失比率

Name of indicators 指標名稱		Unit 單位	2024 二零二四年	2023 二零二三年
Total employee turnover rate 僱員總流失率		%	2.91	3.80
By gender 按性別劃分	Male 男性	%	2.63	3.34
	Female 女性	%	3.54	4.81
By age 按年齡劃分	30 and below 30歲及以下	%	3.64	4.81
	31-50 31-50歲	%	2.11	2.53
	Over 50 50歲以上	%	5.25	7.42
By geographical region 按地區劃分	Mainland China 中國內地	%	2.91	3.80
	Overseas and Hong Kong, Macau and Taiwan 海外及港澳台	%	—	—

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Calculation standard for employee turnover ratio: employee turnover rate of a certain category = (number of employees lost in this category/number of employees in this category) * 100%.

B2 Health and Safety

General Disclosure

The Group abides by the Law of the People's Republic of China on Safety in Production (《中華人民共和國安全生產法》), the Measures for the Implementation of the Fire Safety Responsibility System (《消防安全責任制實施辦法》), the Regulations on Emergency Response to Production Safety Accidents (《生產安全事故應急條例》), the Law of the People's Republic of China on the Prevention and Control of Occupational Diseases (《中華人民共和國職業病防治法》), the Measures for the Management of Occupational Health Examination (《職業健康檢查管理辦法》) and other laws and regulations. It has formulated and implemented internal policies such as the Working Plan for Haikou Meilan International Airport Creating a Healthy Enterprise in Hainan Province (《海口美蘭國際機場創建海南省健康企業工作方案》), the "Three-year Action Plan" for Healthy Meilan (《「健康美蘭」三年行動方案》), the Special Contingency Plan for Civil Aviation Emergency Control of Public Health Emergencies at Meilan Airport (《美蘭機場突發公共衛生事件民航應急控制專項應急預案》) and the Contingency Plan for Health Quarantine of Domestic Aviation Traffic at Meilan Airport (《美蘭機場國內航空交通衛生檢疫實施應急預案》) to strive to provide a safe working environment for its employees.

B2.1 Number and rate of work-related fatalities occurred in each of the past three years including the reporting year

Name of indicators 指標名稱		Unit 單位	Figures 數值
Number of work-related fatalities 因工作關係死亡人數	2024 二零二四年	Individual 人	0
	2023 二零二三年	Individual 人	0
	2022 二零二二年	Individual 人	0
Rate of work-related fatalities 因工作關係死亡人數的比率	2024 二零二四年	%	0
	2023 二零二三年	%	0
	2022 二零二二年	%	0

僱員流失比率計算標準：某類別僱員流失率=(該類別僱員流失人數/該類別僱員人數)*100%。

B2 健康與安全

一般披露

本集團遵循《中華人民共和國安全生產法》《消防安全責任制實施辦法》《生產安全事故應急條例》《中華人民共和國職業病防治法》《職業健康檢查管理辦法》等法律法規，制定並執行《海口美蘭國際機場創建海南省健康企業工作方案》《「健康美蘭」三年行動方案》《美蘭機場突發公共衛生事件民航應急控制專項應急預案》《美蘭機場國內航空交通衛生檢疫實施應急預案》等內部政策，力求為員工提供安全的工作環境。

B2.1 過去三年(包括匯報年度)每年因工亡故的人數及比率

Unit 單位	Figures 數值
Individual 人	0
Individual 人	0
Individual 人	0
%	0
%	0
%	0

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B2.2 Lost days due to work injury

B2.2 因工傷損失工作日數

Name of indicators 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Lost days due to work injury 因工傷損失工作日數	Days 天	320	226

B2.3 Description of occupational health and safety measures adopted, and how they are implemented and monitored

The Group established the “Meilan Airport Public Health and Safety Management Committee” (美蘭機場公共衛生安全管理委員會) participated by the Chairman of the Company, and established a leading working group for the construction of healthy enterprises to build a “Healthy Meilan” characteristic service system and a full-time management team.

The Group has researched and developed the “Meilan Airport Health Record Mini Program” (美蘭機場健康檔案小程序), and has established electronic employee health records, gradually optimizing the “all-in-one” (多合一) management of functions such as the “one person, one record” for healthy people, health assessment and analysis of personnel in the database, color-coded grading management of health risk groups and follow-up guidance from exclusive health consultants to assist employees in health management. At the same time, the Company organizes at least one annual physical examination for all employees every year, and conducts pre-job health knowledge, emergency first aid knowledge, health knowledge popularization, mental health and other training for all employees to improve employees’ health awareness.

The Group has also established cultural and sports associations, including basketball, hiking, debate, painting and calligraphy, photography, music and dance, and has built a cultural and sports center for Meilan Airport employees, equipped with facilities such as basketball court, badminton court, ping-pong court and billiards room to organize staff to carry out cultural and sports activities to improve their physical and mental health.

B2.3 描述所採納的職業健康與安全措施，以及相關執行及監察方法

本集團成立有本公司董事長參與的「美蘭機場公共衛生安全管理委員會」，並下設健康企業建設領導工作組，打造「健康美蘭」特色服務體系與專職管理團隊。

本集團研究開發「美蘭機場健康檔案小程序」，建立電子化的員工健康檔案，逐步優化健康人群「一人一檔」、建檔在庫人員健康評估分析、健康風險人群色標分級管理、專屬健康顧問隨訪指導等功能「多合一」管理，協助員工進行健康管理；同時，每年組織公司全體員工開展至少1次年度體檢，並面向全體員工開展崗前健康知識、應急救護知識、健康知識科普、心理健康等培訓，以提高員工健康意識。

本集團亦成立籃球、徒步、辯論、書畫攝影、音樂舞蹈等文體協會，並打造美蘭機場員工文體中心，配備籃球場、羽毛球場、乒乓球場、台球室等設施，組織員工開展文體活動，以促進員工身心健康。

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B3 Development and Training

General Disclosure

The Group has formulated and implemented internal systems such as the Training Management Measures (《培訓管理辦法》), the Training Development and Planning Management Regulations (《培訓開發與規劃管理規定》) and the Teacher Management Regulations (《師資管理規定》) to continuously improve the training system and standardize the training process. At the same time, the Group formulated and implemented the Qualification Certificate Management Measures (《資質證書管理辦法》) to clarify the requirements of qualification management and vocational skill level recognition, so as to promote the professional development of skilled personnel. For details of specific training activities, see Chapter “7. A Workplace With Warm And Care”.

B3.1 The percentage of employees trained by gender and employee category (e.g. senior management, middle management)

Name of indicators 指標名稱		Unit 單位	2024 二零二四年	2023 二零二三年
Percentage of employees trained 受訓僱員百分比		%	100	100
By gender 按性別劃分	Number of male trained employees 男性受訓僱員人數	Individual 人	2,888	2,817
	Number of female trained employees 女性受訓僱員人數	Individual 人	1,301	1,289
	Percentage of male trained employees 男性受訓僱員百分比	%	100	100
	Percentage of female trained employees 女性受訓僱員百分比	%	100	100
By type of employee 按僱員類別劃分	Senior management 高級管理層	Individual 人	4	5
	Middle management 中級管理層	Individual 人	58	175
	Staff at grass-roots level 基層員工	Individual 人	4,127	3,926
	Percentage of senior management 高級管理層百分比	%	100	100
	Percentage of middle management 中級管理層百分比	%	100	100
	Percent of staff at grass-roots level 基層員工百分比	%	100	100

B3 發展及培訓

一般披露

本集團制定並執行《培訓管理辦法》《培訓開發與規劃管理規定》《師資管理規定》等內部制度，以不斷完善培訓體系建設，規範培訓流程。同時，本集團制定並執行《資質證書管理辦法》等制度，明確資質管理和職業技能等級認定等要求，促進技能人才隊伍專業化發展。有關具體的培訓活動詳見章節「七、關懷●營造溫暖職場」。

B3.1 按性別及僱員類別(如高級管理層、中級管理層等)劃分的受訓僱員百分比

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Calculation standard for the percentage of employees trained: percentage of employees trained in relevant categories = (number of employees trained in a specific category/total number of employees in a specific category) * 100%

受訓僱員百分比數據計算標準：相關類別受訓僱員百分比=(特定類別受訓僱員人數／特定類別僱員總人數)*100%

B3.2 The average training hours completed per employee by gender and employee category

B3.2 按性別及僱員類別劃分，每名僱員完成受訓的平均時數

Name of indicators 指標名稱		Unit 單位	2024 二零二四年	2023 二零二三年
By gender 按性別劃分	Average length of training for male trained employees 男性受訓僱員平均受訓時長	Hour 小時	4.21	7.83
	Average length of training for female trained employees 女性受訓僱員平均受訓時長	Hour 小時	4.21	7.83
By type of employee 按僱員類別劃分	Average length of training for senior management 高級管理層平均受訓時長	Hour 小時	4.21	7.83
	Average length of training for middle management 中級管理層平均受訓時長	Hour 小時	4.21	7.83
	Average length of training for staff at grass-roots level 基層員工平均受訓時長	Hour 小時	4.21	7.83

Calculation standard for the average length of training for employees: average length of training for employees of relevant categories = total length of training for employees of a specific category/number of employees trained of a specific category

僱員平均受訓時長數據計算標準：相關類別員工平均受訓時數=特定類別員工的總受訓時數／特定類別的受訓員工人數

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B4 Labor Standards

General Disclosure

The Group strictly abides by relevant laws and regulations, including the Labor Law of the People's Republic of China (《中華人民共和國勞動法》), the Law of the People's Republic of China on the Protection of Minors (《中華人民共和國未成年人保護法》), the National Regulations on Prohibiting the Use of Child Labor (《禁止使用童工規定》), and the Regulations on Employees Working Hours of the State Council (《國務院關於職工工作時間的規定》), to ensure reasonable and compliant employment.

B4.1 Description of measures to review employment practices to avoid child and forced labor, and B4.2 description of steps taken to eliminate such practices when discovered

During the recruitment process, the Group strictly reviews the personal information provided by the recruits, and resolutely prohibits illegal acts such as child labor and forced labor. Once found, the relevant departments and units will be held accountable. During the Reporting Period, the Group did not employ child labor or forced labor.

B5 Supply Chain Management

General Disclosure

The Company strictly abides by the Law of the People's Republic of China on Tendering and Bidding (《中華人民共和國招投標法》) and other laws and regulations. It has formulated and implemented the Suppliers Administrative Measures (《供應商管理辦法》), the Detailed Rules for the Management and Implementation of the Procurement Management Committee (《採購管理委員會管理實施細則》), the Regulations on the Management of Procurement of Projects, Goods and Services (《工程、貨物及服務採購管理規定》), and the Measures for the Management and Implementation of Procurement of Projects, Goods and Services (《工程、貨物及服務採購管理實施辦法》) and other regulations, which specify the procedures for access, evaluation and elimination of suppliers. The supplier's environmental performance, social responsibility performance, clean management and other factors will be included in the supplier qualification review, and efforts will be made to promote suppliers to enhance ESG's ability to perform their duties.

B4 勞工準則

一般披露

本集團嚴格遵守《中華人民共和國勞動法》《中華人民共和國未成年人保護法》《禁止使用童工規定》《國務院關於職工工作時間的規定》等有關法律法規，確保用工合理合規。

B4.1 描述檢視招聘管理的措施以避免童工及強制勞工、B4.2描述在發現違規情況時消除有關情況所採取的步驟

在招聘過程中，本集團對入職人員提供的個人信息進行嚴格審核，堅決禁止僱傭童工和強制勞工等違法行為，一旦發現，將追究相關部門及單位的責任。報告期內，本集團未出現僱傭童工或強制勞動的情況。

B5 供應鏈管理

一般披露

本公司嚴格遵守《中華人民共和國招投標法》等法律法規，制定並執行《供應商管理辦法》《採購管理委員會管理實施細則》《工程、貨物及服務採購管理規定》《工程、貨物及服務採購管理實施辦法》等規定，明確供應商准入、評估和淘汰等流程，並將供應商的環保表現、社會責任履行、廉潔經營等因素納入供應商資格審查，致力推動供應商提升ESG履責能力。

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B5.1 Number of suppliers by geographical region

B5.1 按地區劃分的供應商數目

Name of indicators 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Hainan Province 海南省	Individual 個	1,015	838
Guangdong Province 廣東省	Individual 個	88	74
Beijing 北京市	Individual 個	83	80
Shanghai 上海市	Individual 個	38	30
Jiangsu Province 江蘇省	Individual 個	29	28
Sichuan Province 四川省	Individual 個	25	20
Shandong Province 山東省	Individual 個	13	10
Henan Province 河南省	Individual 個	10	8
Zhejiang Province 浙江省	Individual 個	10	6
Hebei Province 河北省	Individual 個	9	11
Liaoning Province 遼寧省	Individual 個	9	5
Fujian Province 福建省	Individual 個	8	9
Jiangxi Province 江西省	Individual 個	7	8

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Name of indicators 指標名稱	Unit 單位	2024 二零二四年	2023 二零二三年
Tianjin 天津市	Individual 個	7	5
Hong Kong, China 中國香港	Individual 個	7	4
Anhui Province 安徽省	Individual 個	6	0
Hubei Province 湖北省	Individual 個	5	14
Hunan Province 湖南省	Individual 個	5	6
Shaanxi Province 陝西省	Individual 個	2	4
Gansu Province 甘肅省	Individual 個	1	0
Guangxi Zhuang Autonomous Region 廣西壯族自治區	Individual 個	1	0
Guizhou Province 貴州省	Individual 個	1	0
Yunnan Province 雲南省	Individual 個	1	1
Xinjiang Uygur Autonomous Region 新疆維吾爾自治區	Individual 個	1	0
Shanxi Province 山西省	Individual 個	0	1
Overseas regions 海外地區	Individual 個	2	3
Total 合計	Individual 個	1,383	1,165

Note: Sporadic regional suppliers were included in the statistical coverage for the Year, therefore, the data for 2023 was updated.

附註：本年度將零星定點供應商納入統計範圍，因此更新二零二三年的數據。

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B5.2 Description of practices relating to engaging suppliers, number of suppliers where the practices are being implemented, and how they are implemented and monitored

The Company has formulated and implemented the Procurement Management Committee Operational Guidelines (《採購管理委員會管理實施細則》), which set forth clear requirements for all suppliers in aspects such as sourcing, classification, warehousing, evaluation, performance rating and grading, and dispatching, to ensure the quality of supplied goods and promote fair competition. For details on the execution and monitoring methods of these practices, please refer to the section “8. Cooperation For A Better Future”.

B5.3 Description of practices used to identify environmental and social risks along the supply chain, and how they are implemented and monitored

The Company manages the supply chain environment and social risks from the aspects of investigating the supplier commercial credit, investigating the ISO certifications, investigating the labor rights, promoting green procurement, and strengthening the integrity management of suppliers. For details of the implementation and monitoring methods of specific practices, please refer to the section “8. Cooperation For A Better Future”.

B5.4 Description of practices used to promote environmentally preferable products and services when selecting suppliers, and how they are implemented and monitored

The Company has promoted the Group to give priority to the procurement of environmentally friendly products and services through the inspection of ISO system of suppliers and the implementation of green procurement initiatives. For details of the implementation and monitoring methods of specific practices, please refer to the section “8. Cooperation For A Better Future”.

B5.2 描述有關聘用供應商的慣例，向其執行有關慣例的供應商數目，以及有關慣例的執行及監察方法

本公司制定並執行《採購管理委員會管理實施細則》，針對所有供應商均從供應商尋源、分類、入庫、考察、履約評級和分級、出庫等方面提出明確要求，以保證供應商質量並促進公平競爭。具體慣例的執行及監察方法詳見章節「八、同行•奔赴美好未來」。

B5.3 描述有關識別供應鏈每個環節的環境及社會風險的慣例，以及相關執行及監察方法

本公司從供應商商業信譽考察、ISO認證考察、勞工權益考察、推行綠色採購、加強供應商的廉潔管理等方面管理供應鏈環境及社會風險。具體慣例的執行及監察方法詳見章節「八、同行•奔赴美好未來」。

B5.4 描述在揀選供應商時促使多用環保產品及服務的慣例，以及相關執行及監察方法

本公司通過供應商ISO體系考察、推行綠色採購舉措等方面促使集團優先採購環保產品及服務。具體慣例的執行及監察方法詳見章節「八、同行•奔赴美好未來」。

B6 Product Responsibility

General Disclosure

The Company strictly abides by the Civil Aviation Law of the People's Republic of China (《中華人民共和國民用航空法》), the Safety Management Manual (《安全管理手冊》) of the International Civil Aviation Organization, the Regulations on the Operation Safety Management of Civil Airports (《民用機場運行安全管理規定》), the Construction Guidelines for the Safety Management System (SMS) of Transport Airports (《運輸機場安全管理體系(SMS)建設指南》) and other safety regulations, and strives to ensure the safe operation of the airport.

The Company has formulated and implemented internal systems such as the Regulations on the Management of Brand Promotion (《品牌宣傳工作管理規定》), the Business Notice on Regulating the Social Media Information Dissemination of Meilan Airport (《關於規範美蘭機場社交媒體信息傳播的業務通告》) and the Spokesperson System of Meilan Airport (《美蘭機場新聞發言人制度》) to clarify the relevant requirements for the management of brand promotion and news release of the Group.

B6 產品責任

一般披露

本公司嚴格遵守《中華人民共和國民用航空法》、國際民航組織《安全管理手冊》、民航局《民用機場運行安全管理規定》、《運輸機場安全管理體系(SMS)建設指南》等安全規定，著力保障機場的安全運營。

本公司制定並執行《品牌宣傳工作管理規定》《關於規範美蘭機場社交媒體信息傳播的業務通告》《美蘭機場新聞發言人制度》等內部制度，明確本集團品牌宣傳與新聞發佈管理的相關要求。

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B6.1 Percentage of total products sold or shipped subject to recalls for safety and health reasons

This article does not apply to the business of the Company.

B6.2 Number of products and service related complaints received and how they are dealt with

The Company listens to the opinions of customers through internal and external channels such as Service Express, Haikou 12345 government service hotline platform, the Company's official website and official microblog, the Consumer Affairs Center of the CAAC, the Letters and Calls Office of Hainan Province, and the Market Supervision and Administration Bureau, and normally receives complaints from customers 24 hours a day, 365 days a year.

The Company has formulated and implemented the Haikou Meilan International Airport Complaint Administrative Measures (《海口美蘭國際機場投訴管理辦法》), establishing a comprehensive customer complaint management mechanism. We strictly control the processing time and closure of each node in the customer complaint process, and conduct spot checks, assessments, and follow-ups on the complaint outcomes to ensure the effectiveness of complaint management. Additionally, the Company conducts monthly and quarterly complaint data analysis, proposes targeted rectification and improvement suggestions, and issues service alerts or notifications to ensure service quality.

During the Reporting Period, the Company received and handled a total of 163 passenger complaints and suggestions, the number of complaints decreased by 33.5% year-on-year, and the proportion of properly handled complaints reached 100%.

B6.3 Description of practices relating to observing and protecting intellectual property rights

The Company attaches great importance to the protection of intellectual property rights and resolutely safeguards the legitimate rights and interests of intellectual property owners. The Company has formulated and implemented the Management Measures for Legitimate Software (《軟件正版化管理辦法》), which clearly stipulates the responsibilities and procurement requirements of the Legitimate Software Working Group of the Group, and effectively protects the intellectual property rights of others. At the same time, the Company actively protects its own intellectual property rights by applying for software copyright, and takes this opportunity to encourage employees to develop and innovate.

B6.4 Description of quality assurance process and recall procedures

This article does not apply to the business of the Company.

B6.1 已售或已運送產品總數中因安全與健康理由而須回收的百分比

本公司業務不適用於本條。

B6.2 接獲關於產品及服務的投訴數目以及應對方法

本公司通過一號通、海口12345政府服務便民熱線平台、公司官網及官方微博、民航局消費者事務中心、海南省信訪辦、市場監督管理局等內外部渠道聽取客戶心聲，全年365天24小時正常受理客戶投訴。

本公司制定並執行《海口美蘭國際機場投訴管理辦法》，建立健全的客戶投訴管理機制，嚴格把控客戶投訴處理各節點的處理時限與閉環情況，並對投訴結果進行抽查、考核及回訪，確保投訴管理的有效性。同時，本公司每月、每季度開展投訴數據分析，針對性提出整改提升建議，並下發服務預警或提示，以保證服務品質。

報告期內，本公司接獲並處理共163起旅客投訴和建議，投訴量同比下降33.5%，妥善處理投訴比例達100%。

B6.3 描述與維護及保障知識產權有關的慣例

本公司重視知識產權保護，堅決維護知識產權所有者的合法權益。本公司制定並執行《軟件正版化管理辦法》，對本集團正版化工作小組的職責及採購要求等內容作出明確規定，切實保護他人的知識產權。同時，本公司積極通過申請軟件著作權等方式保護自身的知識產權，並以此為契機鼓勵員工開拓創新。

B6.4 描述質量檢定過程及產品回收程序

本公司業務不適用於本條。

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B6.5 Description of consumer data protection and privacy policies, and how they are implemented and monitored

The Company strictly abides by the Personal Information Protection Law of the People's Republic of China (《中華人民共和國個人信息保護法》) and other laws and regulations. It has formulated and implemented the Passenger Information Confidentiality Regulations (《旅客信息保密規定》) to standardize the requirements for passenger information management. At the same time, the Company reduces the risk of information leakage by strengthening the encryption design of business systems, access control and other technical means to ensure the comprehensive protection of personal information of passengers.

B7 Anti-corruption **General Disclosure**

The Company strictly abides by the Anti-Money Laundering Law of the People's Republic of China (《中華人民共和國反洗黑錢法》), the Criminal Law of the People's Republic of China (《中華人民共和國刑法》), the Prevention of Bribery Ordinance (Chapter 201 of the Laws of Hong Kong) and the relevant laws and regulations on the prevention of bribery, extortion, fraud and anti-money laundering applicable in the place of business, and opposes all forms of corruption and unfair competition. At the same time, the Company has formulated and implemented internal systems such as the Regulations on Integrity Management and Anti-Corruption Policies (《廉政管理及反貪污政策規定》), the Detailed Implementation Rules for Handling Clues (Trial) (《線索處置操作實施細則(試行)》) and the Measures for the Management of Integrity Archives (《廉政檔案管理辦法》), so as to create a clean and honest operating environment.

B7.1 Number of concluded legal cases regarding corrupt practices brought against the issuer or its employees during the Reporting Period and the outcomes of the cases

During the year, there was no corruption case filed against the Company or its employees and concluded.

B7.2 Description of preventive measures and whistle-blowing procedures, and how they are implemented and monitored

The Company has made great efforts to promote the construction of a clean and honest system, and continued to strengthen the publicity and training of integrity awareness. For details, please refer to the section "3. Governance And Leading Sustainable Development".

In respect of the integrity management of suppliers, the Company encourages suppliers to provide clues to corruption in bidding work by publishing complaints and reports through letters and visits, thus forming an effective supervision mechanism to prevent corruption.

B6.5 描述消費者資料保障及私隱政策，以及相關執行及監察方法

本公司嚴格遵守《中華人民共和國個人信息保護法》等法律法規，制定並落實《旅客信息保密規定》，規範對旅客信息管理要求。同時，本公司通過強化業務系統加密設計、訪問權限控制等技術手段降低信息洩露風險，確保旅客個人信息全方位保護。

B7 反貪污 **一般披露**

本公司嚴格遵守《中華人民共和國反洗黑錢法》《中華人民共和國刑法》《防止賄賂條例》「香港法例第201章」和業務所在地適用的防止賄賂、勒索、欺詐及反洗錢的相關法律法規，反對一切形式的貪污腐敗行為和不正当競爭。同時，本公司制定並實施《廉政管理及反貪污政策規定》《線索處置操作實施細則(試行)》《廉政檔案管理辦法》等內部制度，切實打造廉潔清明的經營環境。

B7.1 於報告期內對發行人或其僱員提出並已審結的貪污訴訟案件的數目及訴訟結果

本年度，未發生對本公司或員工提出並已審結的貪污訴訟案件。

B7.2 描述防範措施及舉報程序，以及相關執行及監察方法

本公司著力推進清廉體系建設，並持續加強廉潔意識的宣傳與培訓，詳情請參見章節「三、治理•引領持續發展」。

在供應商廉潔管理方面，本公司通過公佈信訪投訴舉報方式，鼓勵供應商提供招標工作腐敗線索，形成有效監督機制，進而防止腐敗滋生。

ENVIRONMENTAL, SOCIAL AND GOVERNANCE REPORT

環境、社會和管治報告

The Company has formulated and implemented the Detailed Implementation Rules for Handling Clues (Trial) (《線索處置操作實施細則(試行)》) to clarify the reporting channels and regulate the organization of complaint reporting, so as to effectively safeguard the legitimate rights and interests of whistleblowers. The Company also has a whistleblower protection mechanism. For details of the relevant implementation and monitoring methods, please refer to the section “3. Governance And Leading Sustainable Development”.

B7.3 Description of anti-corruption training provided to directors and staff

The Company actively carries out diversified integrity training. Regular anti-corruption training is conducted for directors and all employees to foster a culture of integrity. For details of the relevant implementation and monitoring methods, please refer to the section “3. Governance And Leading Sustainable Development”.

B8 Community Investment

General Disclosure

The Company abides by laws and regulations such as the Law of the People's Republic of China on Public Welfare Donations (《中華人民共和國公益事業捐贈法》) and the Charity Law of the People's Republic of China (《中華人民共和國慈善法》), continuously optimizes and improves charity management, and diligently fulfills its social responsibilities.

B8.1 Focus areas of contribution (e.g. education, environmental concerns, labor needs, health, culture, sport)

The Company actively participates in public welfare charities and continues to transmit warmth and positive energy to the society. During this Year, the Company made relevant contributions in rural revitalization, volunteer activities and blood donation activities. For details of the specific scope and content of the contribution, please refer to the section “9. Dedication And Contribution For A Harmonious Society”.

B8.2 Resources contributed (e.g. money or time) to the focus area

For details of the resources used in the focus area, including money, time, personnel, materials, etc., please refer to the section “9. Dedication And Contribution For A Harmonious Society”.

本公司制定並執行《線索處置操作實施細則(試行)》，明確舉報渠道並規範信訪投訴舉辦工作，切實維護投訴舉報人的合法權益。本公司亦設有舉報人保護機制。詳細的相關執行及監察方法見章節「三、治理•引領持續發展」。

B7.3 描述向董事及員工提供的反貪污培訓

本公司積極開展多元化的廉潔培訓，定期開展面向董事及全體員工的反貪腐培訓，營造廉潔氛圍。詳細的相關執行及監察方法見章節「三、治理•引領持續發展」。

B8 社區投資

一般披露

本公司遵循《中華人民共和國公益事業捐贈法》《中華人民共和國慈善法》等法律法規，不斷優化和完善慈善管理工作，用心履行社會責任。

B8.1 專注貢獻範疇(如教育、環境事宜、勞工需求、健康、文化、體育)

本公司積極參與公益慈善事業，持續向社會傳遞溫暖與正能量。本年度，本公司從鄉村振興、志願者活動、獻血活動等方面開展相關貢獻。具體貢獻範疇及內容詳見章節「九、奉獻•共創和諧社會」。

B8.2 在專注範疇所動用資源(如金錢或時間)

針對專注範疇所動用的資源，包括金錢、時間、人員、物資等，詳見章節「九、奉獻•共創和諧社會」。