



BOARDING PASS

AIRLINE COPY

NAME
ASIA AVIATION PUBLIC COMPANY LIMITED

FROM **BANGKOK DON MUEANG** FLIGHT **FD2023** DATE **14NOV23** B.TIME **14.15**

TO
3Q2023 OPPORTUNITY DAY

Bag Tags:

SSR: (BWFD, PTCM, WAK)

GATE CLOSERS 20 MINUTES BEFORE DEPARTURE TIME

Total permitted weight for Two(2) cabin baggage must not exceed 7kg.



NAME
ASIA AVIATION PLC.

FROM
BANGKOK DON MUEANG

TO
3Q2023 OPPORTUNITY DAY

FLIGHT **FD2023** DATE **14NOV23** TIME **1400**

GATE **9** BOARDING TIME **1020**

ZONE **1** SEAT **9A** SEQ **223**

LEGAL DISCLAIMER



The presentation is dated the day it is given. The delivery of this presentation shall not, under any circumstances, create any implication that there has been no change in the affairs of the Company since such date. The third-party information and statistical data in this presentation have been obtained from sources the Company believes to be reliable but in no way are warranted by the Company as to accuracy or completeness. This presentation may not contain all material information concerning the Company and the information set forth in this material is subject to change without notice.

These materials included herein that are not historical facts, are forward-looking statements. Such forward-looking statements involve a number of risks and uncertainties and are subject to change at any time. In the event, such risks or uncertainties materialise, AAV's results could be materially affected. The risks and uncertainties include, but are not limited to, risks associated with the inherent uncertainty of airline travel, seasonality issues, volatile jet fuel prices, world terrorism, perceived safe destination for travel, Government regulation changes and approval, including but not limited to the expected landing rights into new destinations.

This presentation is strictly not to be distributed without the explicit consent of the Company's management under any circumstances.



**FLY WITH THE
WORLD'S BEST**

AirAsia

FINANCIAL PERFORMANCE

PHAIRAT PORNPATANANGOON
CHIEF FINANCIAL OFFICER



3Q2023 KEY HIGHLIGHTS

Resiliency continued despite low-seasonal quarter-end



4.56M PAX

- **Passengers recovered by 86%** compared to pre-pandemic's 3Q2019
- **Dom' vs Int' passenger split ended at 59% vs 41%**, returning to its pre-pandemic level



90% LOAD FACTOR

- **Dom' saw a remarkable LF of 93%**, while **Int' LF was 85%**
- Quarterly **utilisation rate** reached a **record high of 12.8 hours/day/aircraft**



5,921M ASK

- **Recovered by 88%** of that in 3Q2019



27,868 STAGE FLOWN

- **Ended the quarter with ~1,050 flights a week**, ~60% of which were domestic flights
- **Flew 71 weekly flights to China**, optimised from 108 weekly flights in 2Q2023



83% OTP

- **Impacted by increased overall activities**, targeting improvement as the operating fleet expands.



1,720THB AVERAGE FARE

- **Up by 22% YoY**, mainly due to higher mix and level of Int' pax
- **Exceeded 3Q2019 level by 18%**



404THB PER PAX ANCILLARY

- **Remained above 400 THB PER PAX**, 58% of which from checked baggage



54 FLEET

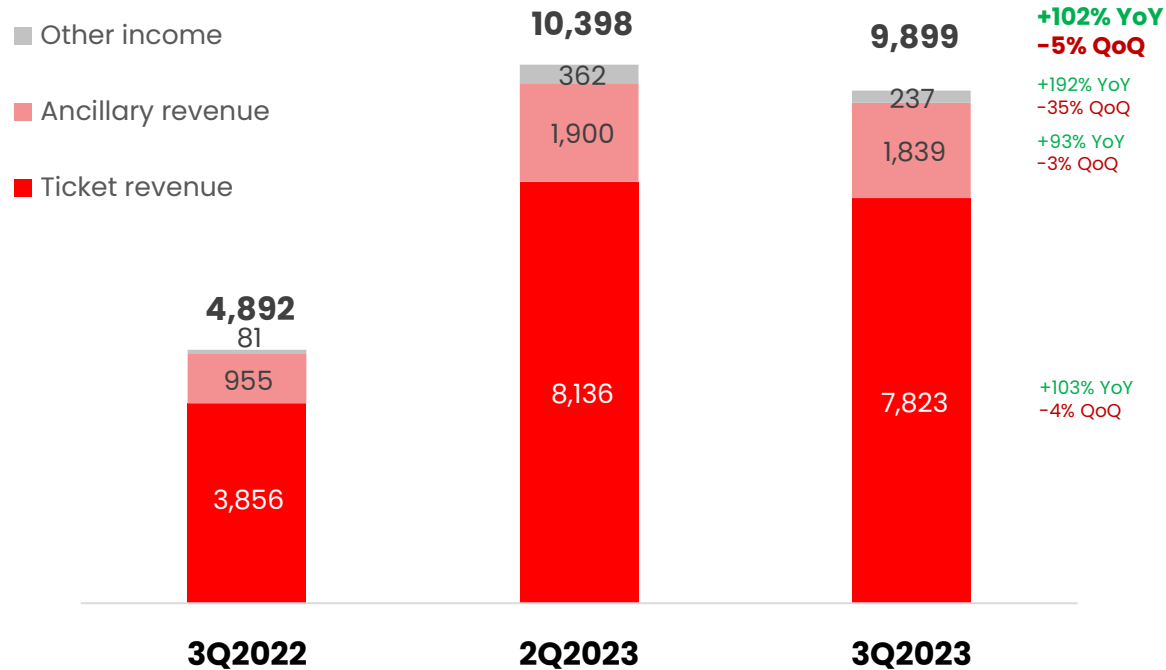
- **In collaboration with AirAsia Group** to reallocate more aircraft to TAA if needed in Nov-Dec

REVENUES

Triple-digit growth YoY following improvement in business operations

Total Revenues

(Million Baht)



YoY comparison

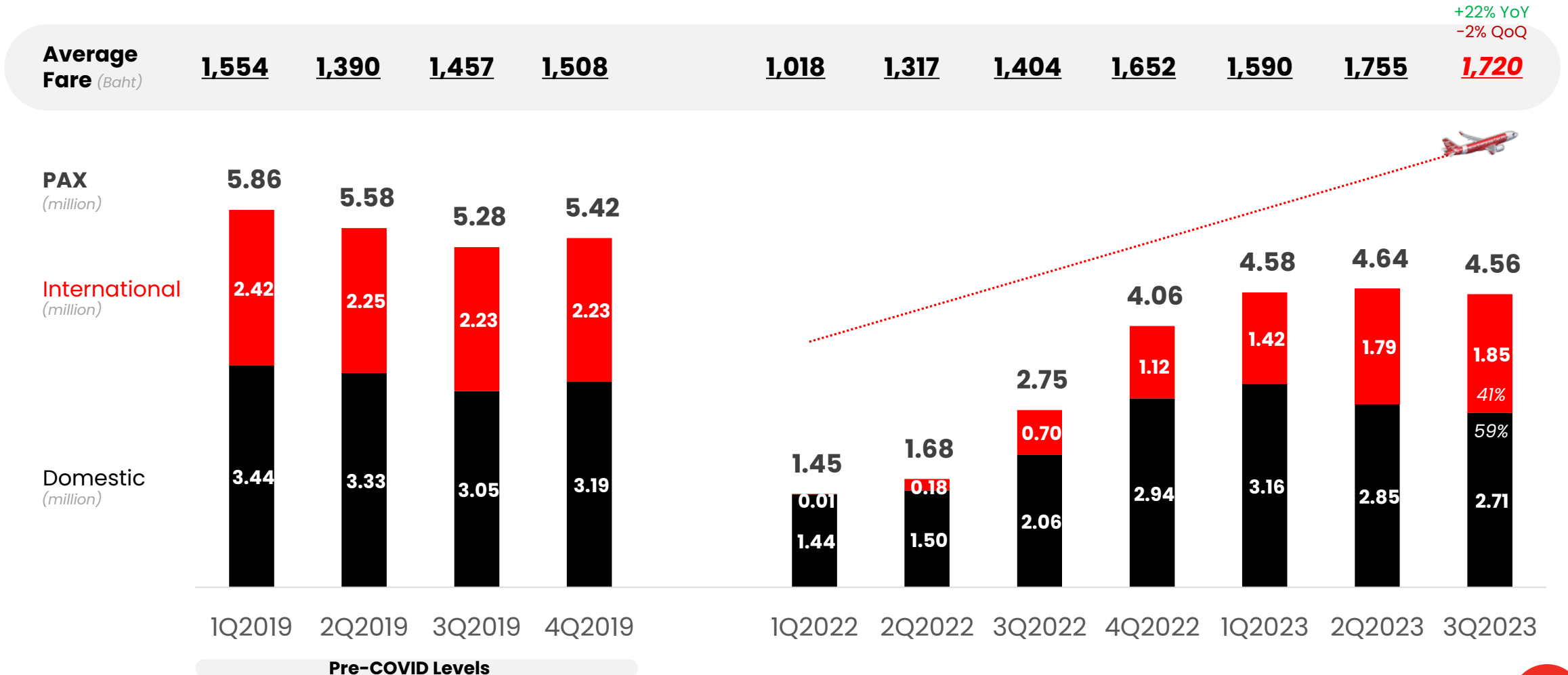
- **Ticket and ancillary revenues** up 103% and 93%, respectively, mainly from operating 46 aircraft vs 35 aircraft in 3Q2022, carrying 4.56 million pax.
- **Other income** up 192% mainly from expired credits issued to passengers during COVID-19.

QoQ comparison

- **Ticket revenue** dropped 4% due to 2% drop each in pax and ticket fare.
- **Ancillary revenue** declined 3% in line with lower ticket revenue.
- **Other income** decreased 35% from decreased expired credits issued to passengers during COVID-19.

AVERAGE FARES ROSE 18% FROM 3Q2019

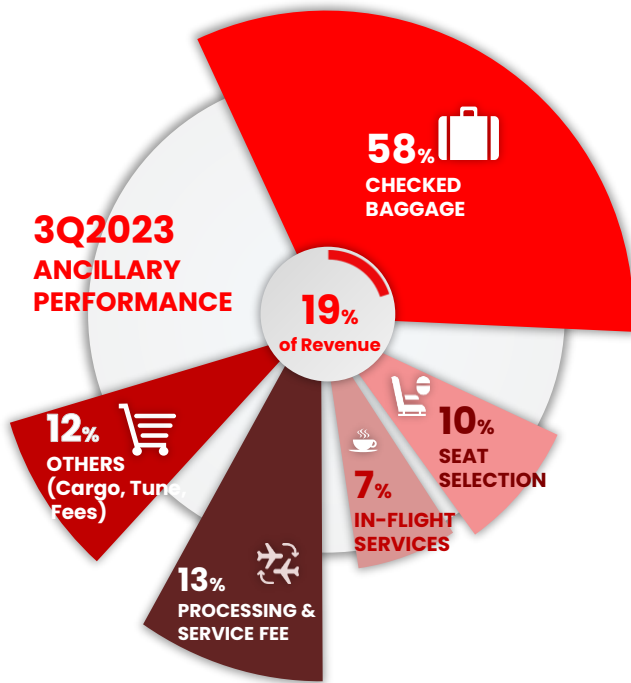
Sustained fare level above Baht 1,700



ANCILLARY PRODUCTS AND REVENUES

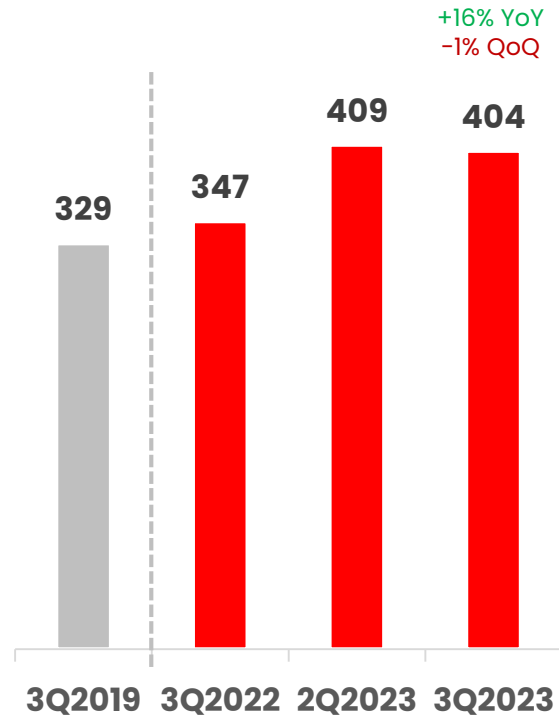
Maintained ancil per pax trend above Baht 400 mark

Breakdown of ancillary income



Ancillary per pax

(Baht)



New ancillary initiatives in 4Q2023

- Continue enhancing dynamic pricing model to discover passengers' unmet needs

BIGGEST BAGGAGE BUNDLE 60 kg!

To incentivise **checked baggage** take-up rate

Offer in-flight services with **new seasonal products**

Guest priority boarding / Immigration fast track

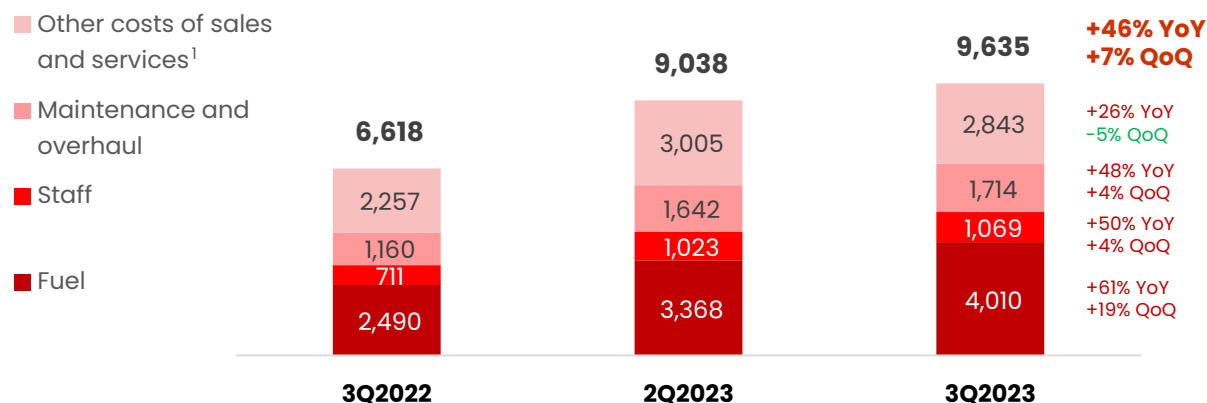
AirAsia Exclusive corner at Coral Lounge Services

EXPENSES

Mainly impacted by surge in fuel costs

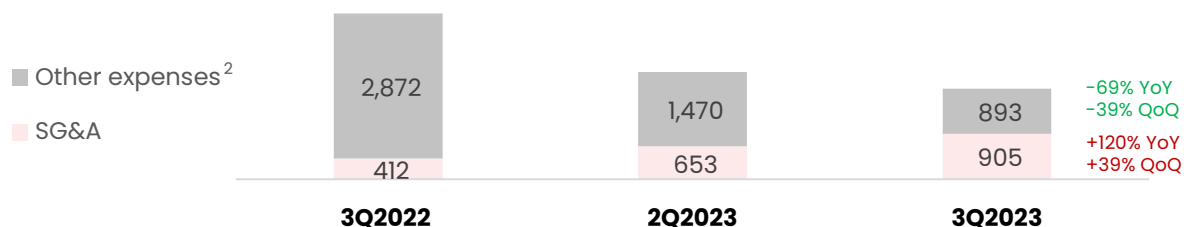
Cost of Sales and Services

(Million Baht)



SG&A and other expenses

(Million Baht)



¹ Other cost of sales and services included depreciation and amortisation and other operating costs

² Other expenses included gain/loss from FX, derivatives, disposal, and impairment

YoY comparison

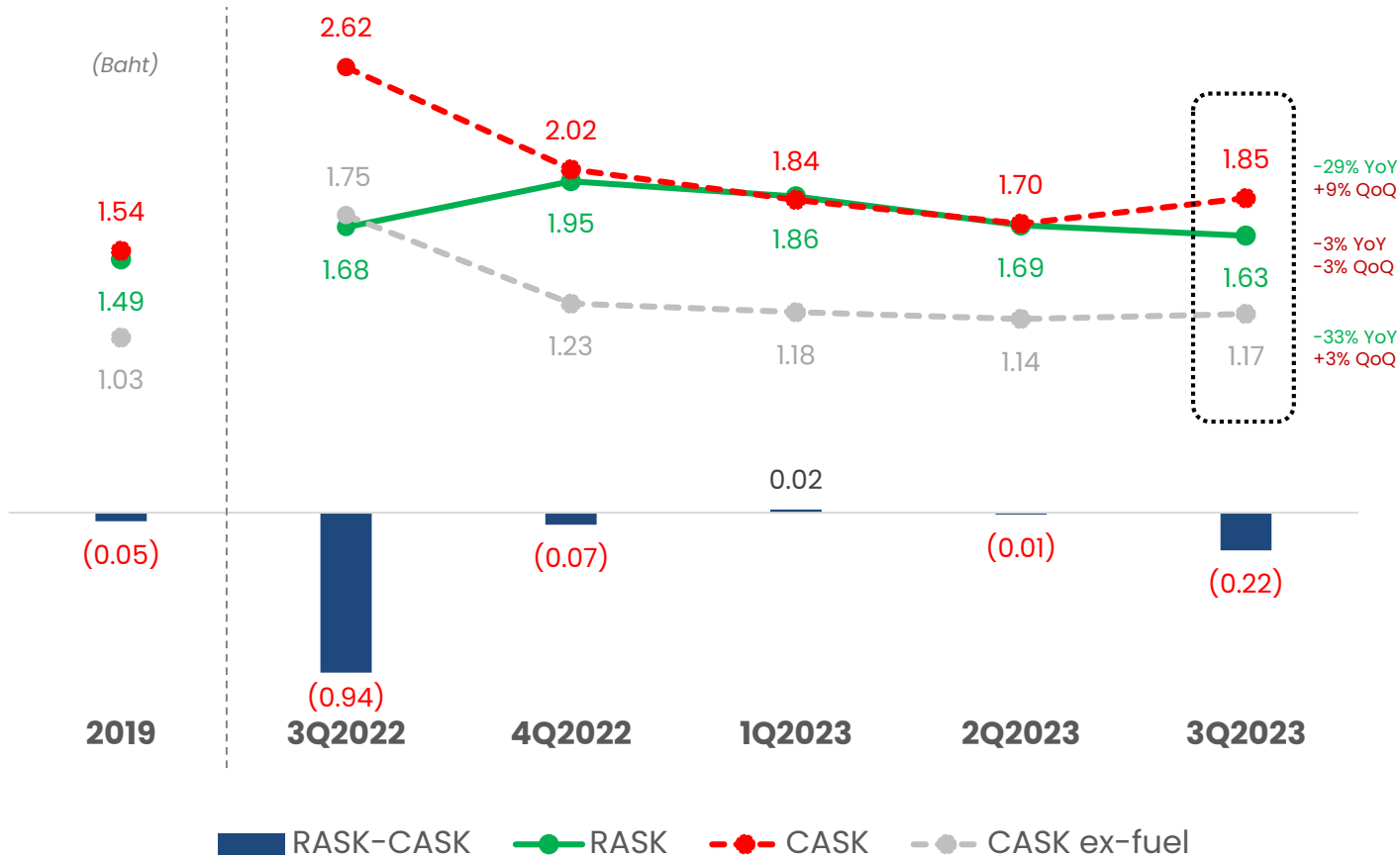
- **Fuel cost** increased from higher consumption offset by lower jet fuel price to USD 102 / barrel. No fuel hedge positions entered.
- **Staff and maintenance costs** rose in line with more operating aircraft and higher number of flights flown.
- **Other costs of sales and services** increased from higher user and airport charges including discontinuation of discounts provided by AOT from end 1Q2023.
- **SG&A** as percentage to revenue from sales and services declined from 12% to 8%.
- **Other expenses** dropped 69% mainly from lower FX loss, (2,885.1) MTHB in 3Q2022 vs (813.5) MTHB in 3Q2023.

QoQ comparison

- **COS** rose mainly due to 19% increase in total fuel costs including the reimposition of domestic excise tax at Baht 5.2 / litre.
- **Other expenses** primarily dropped from an FX loss of (813.5) MTHB in this quarter vs. (1,390.6) MTHB in 2Q2023

RASK & CASK EX-FUEL REMAINED DECENT GAP

Optimising CASK ex-fuel to pre-COVID level



RASK

- **Saw a slight drop** both YoY and QoQ mainly from outgrowing ASKs than fares but remained 9% above pre-covid level.

CASK / CASK ex-fuel

- **CASK ex-fuel** continued steady downward trend.
- **CASK** clearly went up QoQ from surge in fuel costs.

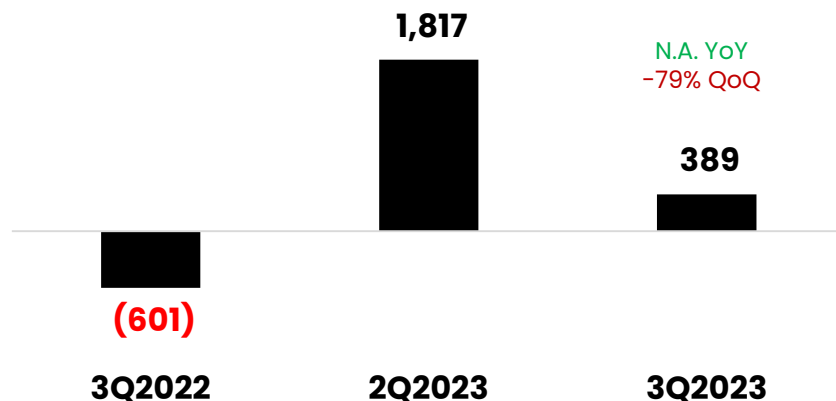
¹ Yield = Revenue per RPK

POSITIVE EBITDA REMAINED FOR FOURTH CONSECUTIVE QUARTERS

Prioritising to return profitable soonest

EBITDA

(Million Baht)

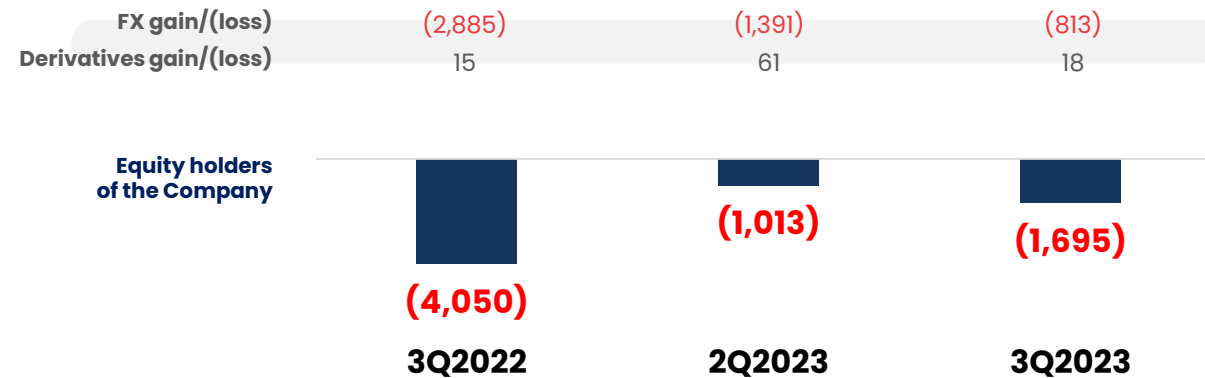


EBITDA margin¹

(12%) 18% 4%

Net Profit (Loss)

(Million Baht)



Net profit margin²

(84%) (10%) (18%)

EBITDA

- Turned positive for the fourth consecutive quarter.
- YoY growth driven by strong top-line improvement with 46 operating aircraft, up from 35 last year.
- QoQ dropped mainly due to an increase in fuel cost.

Net profit (loss)

- Remained negative including (813.5) MTHB FX loss in the quarter due to weakened Baht.
- YoY still posted a large improvement from strong operational recovery.
- QoQ dropped from an increase in operating costs, especially fuel costs.

¹ EBITDA margin = EBITDA / Revenues from sales and services

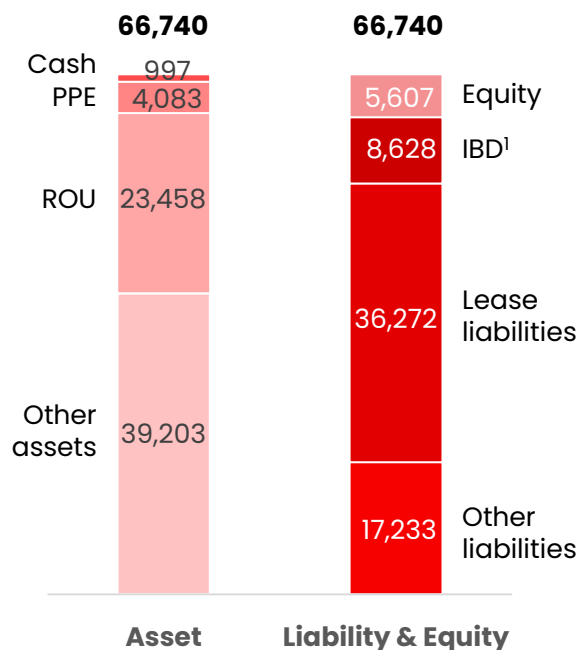
² Net profit margin = Net profit (loss) / Revenues from sales and services

FINANCIAL AND CASH FLOW POSITIONS

Supportive debt markets with visibility of further improving financial positions

9M2023: Balance Sheet

(Million Baht)

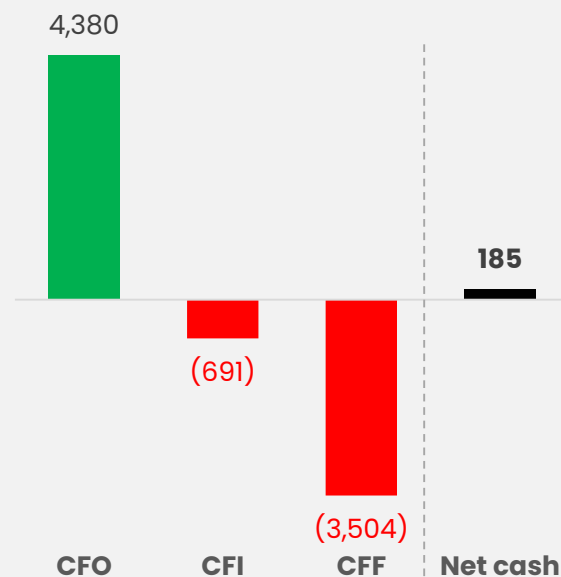


- **1.5x interest-bearing debt/equity** or 1.4x if net cash

¹IBD –Interest bearing debt comprised borrowings and debentures

9M2023: Cash Flows

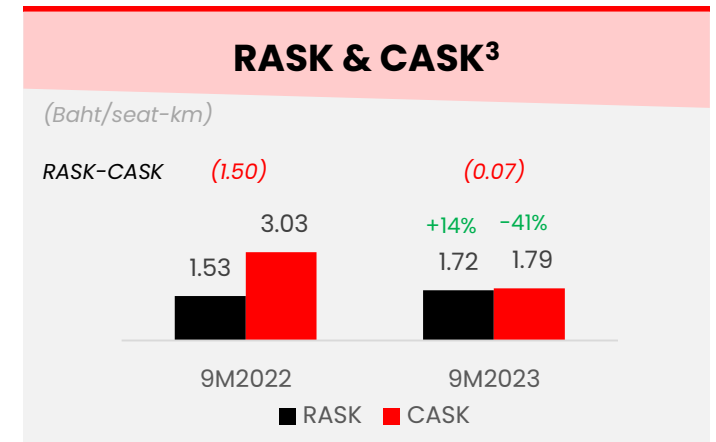
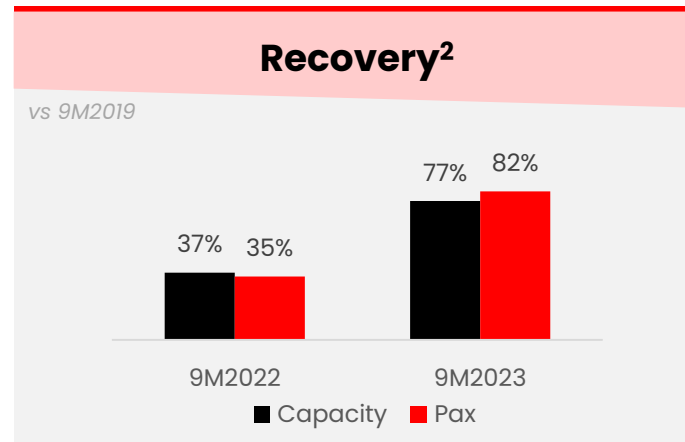
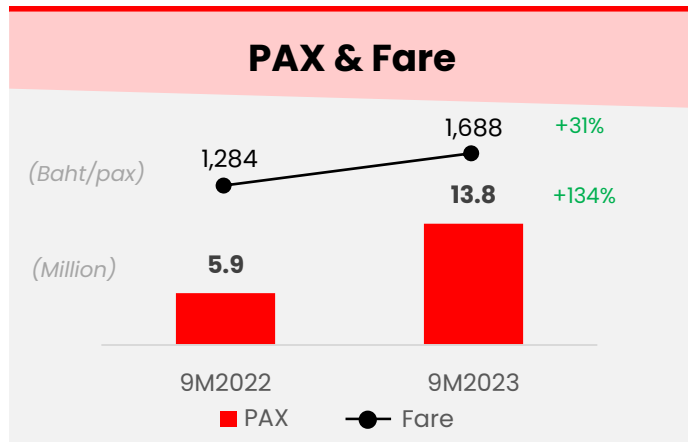
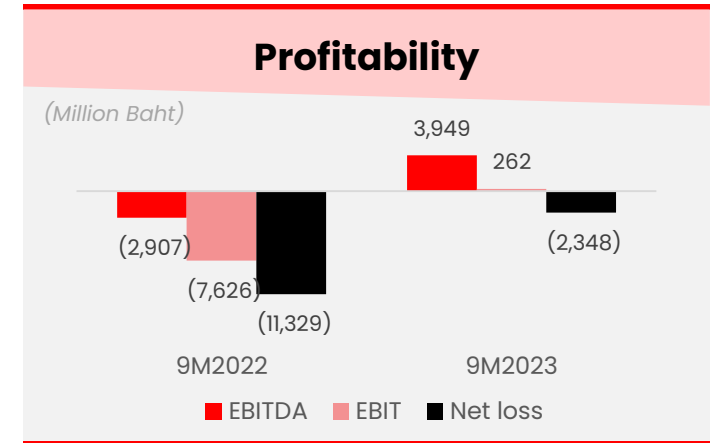
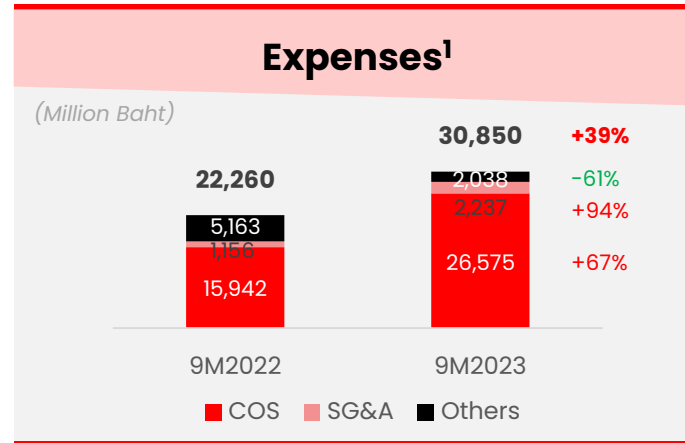
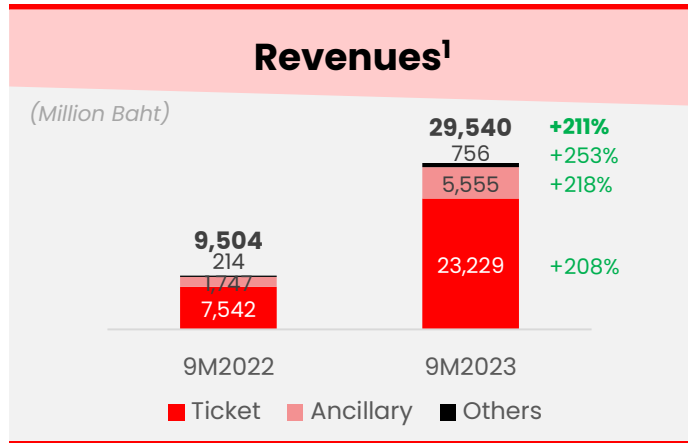
(Million Baht)



- **Cash flows from operations** improved to 4,380 MTHB from (1,319) MTHB last year.
- **Cash flows from investing** were mainly from expenditures on aircraft parts and maintenance reserves.
- **Cash flows from financing** were mainly cash paid for aircraft lease agreements.
 - 1,200 MTHB of debenture issued in September-23

9M2023 SNAPSHOT

- Strong passenger recovery and fare improvement resulted in 211% of top-line growth
- EBITDA reached 3,948.9 MTHB. Net loss improved to (2,347.8) MTHB, from operational improvements and lower FX loss.



¹ 9M2022: FX loss = (5,073.9) MTHB; Derivative loss = (17.5) MTHB | 9M2023: FX loss = (1,641.5) MTHB; Derivative gain = 69.4 MTHB

² Compared to the same period in 2019 (pre-pandemic)

³ Revenues and costs from operations – excluding other income/expense

BUSINESS UPDATE & OUTLOOK

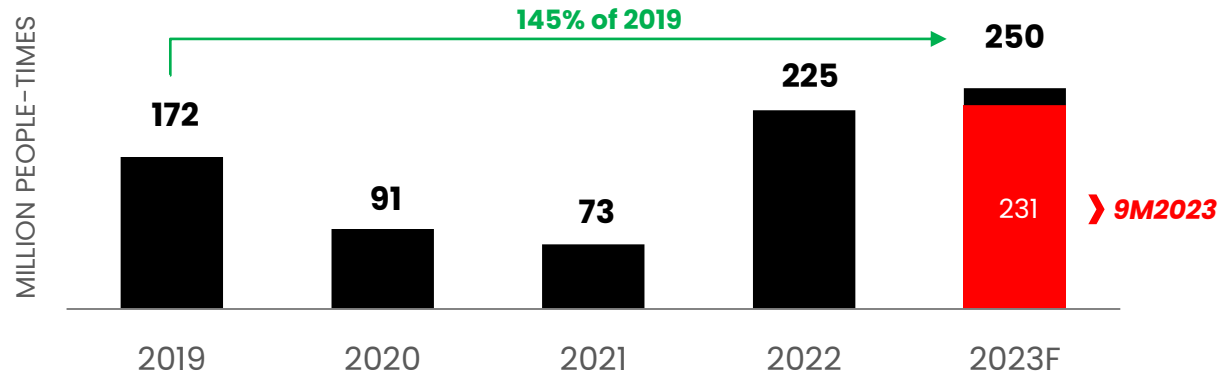
SANTISUK KLONGCHAIYA
CHIEF EXECUTIVE OFFICER



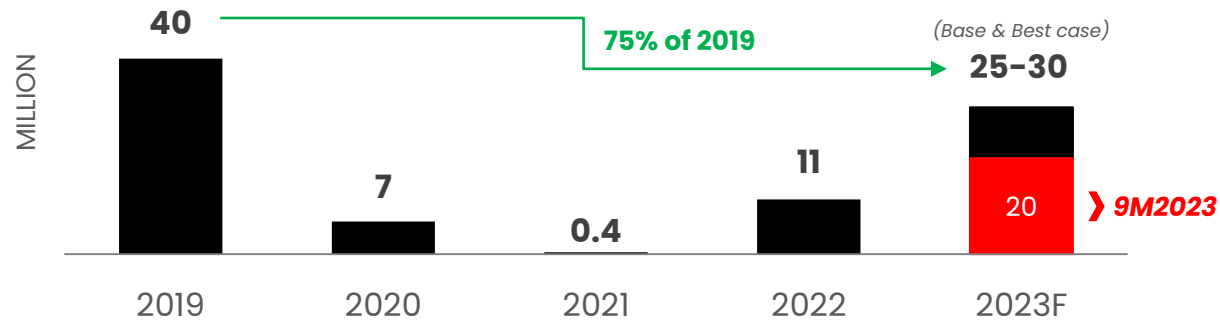
PROJECTED TOURIST NUMBERS

Inbound arrivals in 9M2023 reached 71% of TAT's target

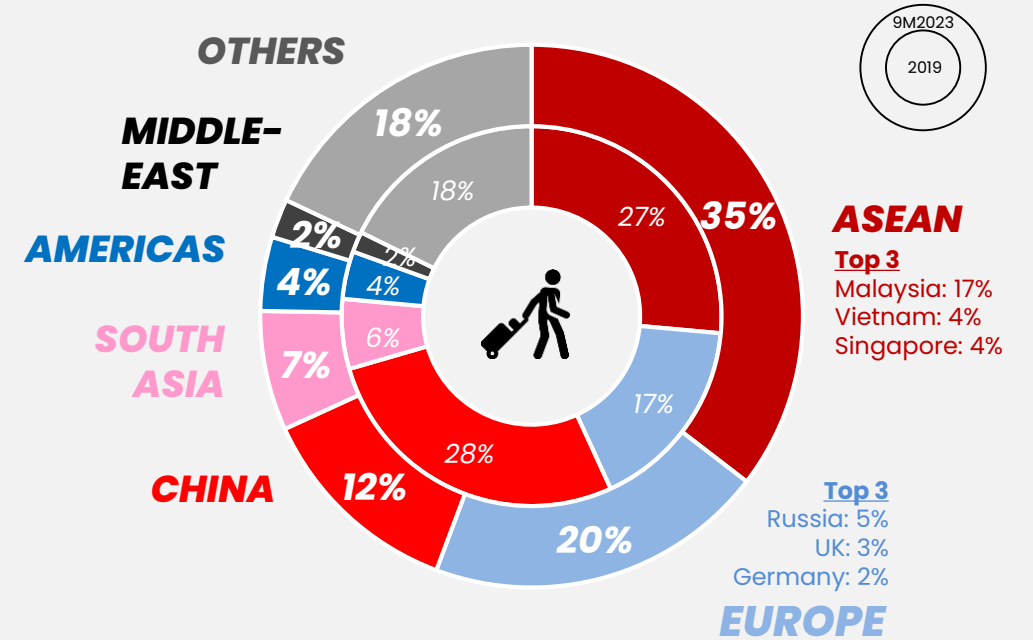
Thailand Domestic Tourists Stats



Thailand International Tourist Arrivals



Tourist Profiles (9M2023 vs. Pre-COVID)



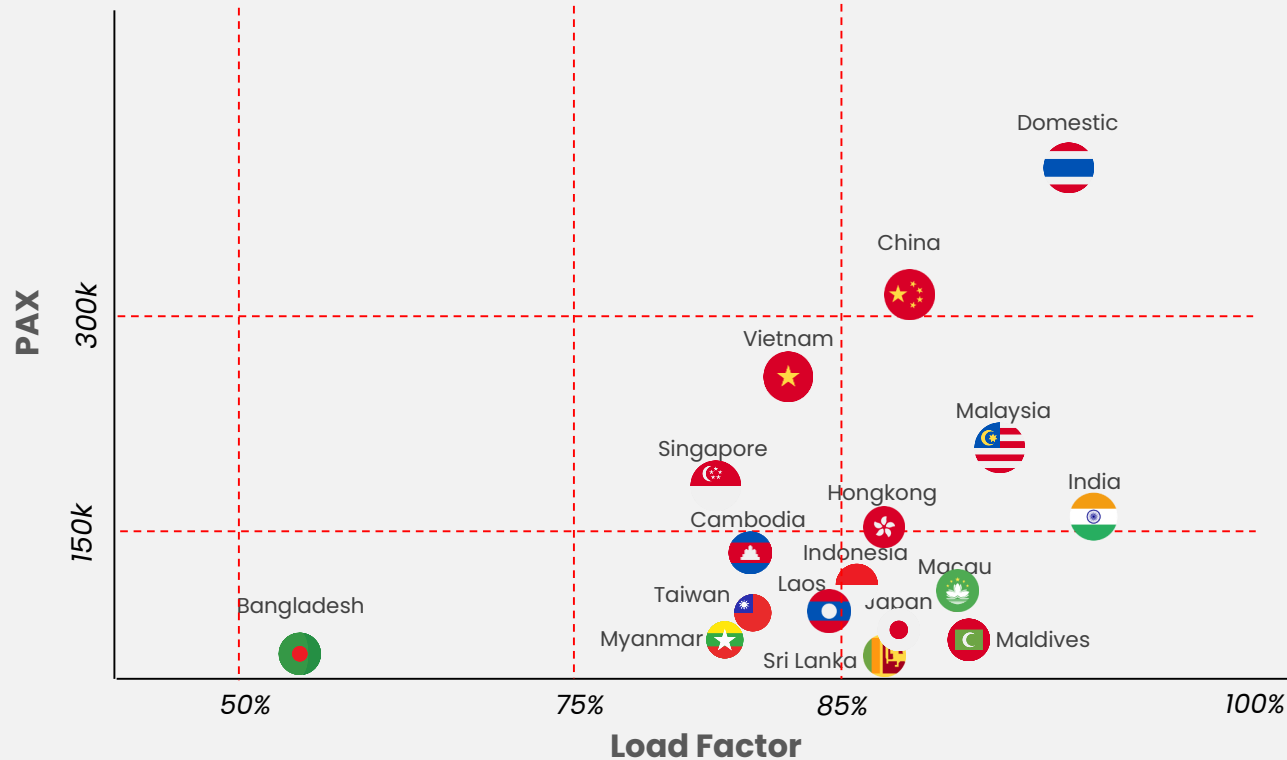
- (1 Jan – 5 Nov 23) Unofficial inbound arrivals reached 22.6 million with Malaysian (3.69m), Chinese (2.83m), South Korean (1.34m), Indian (1.33m), and Russian (1.13m) topped the first five nationalities

Source: Tourism Authority of Thailand (25 October 2023)

3Q2023 SAW HIGH LOAD FACTORS DESPITE LOW SEASONALITY

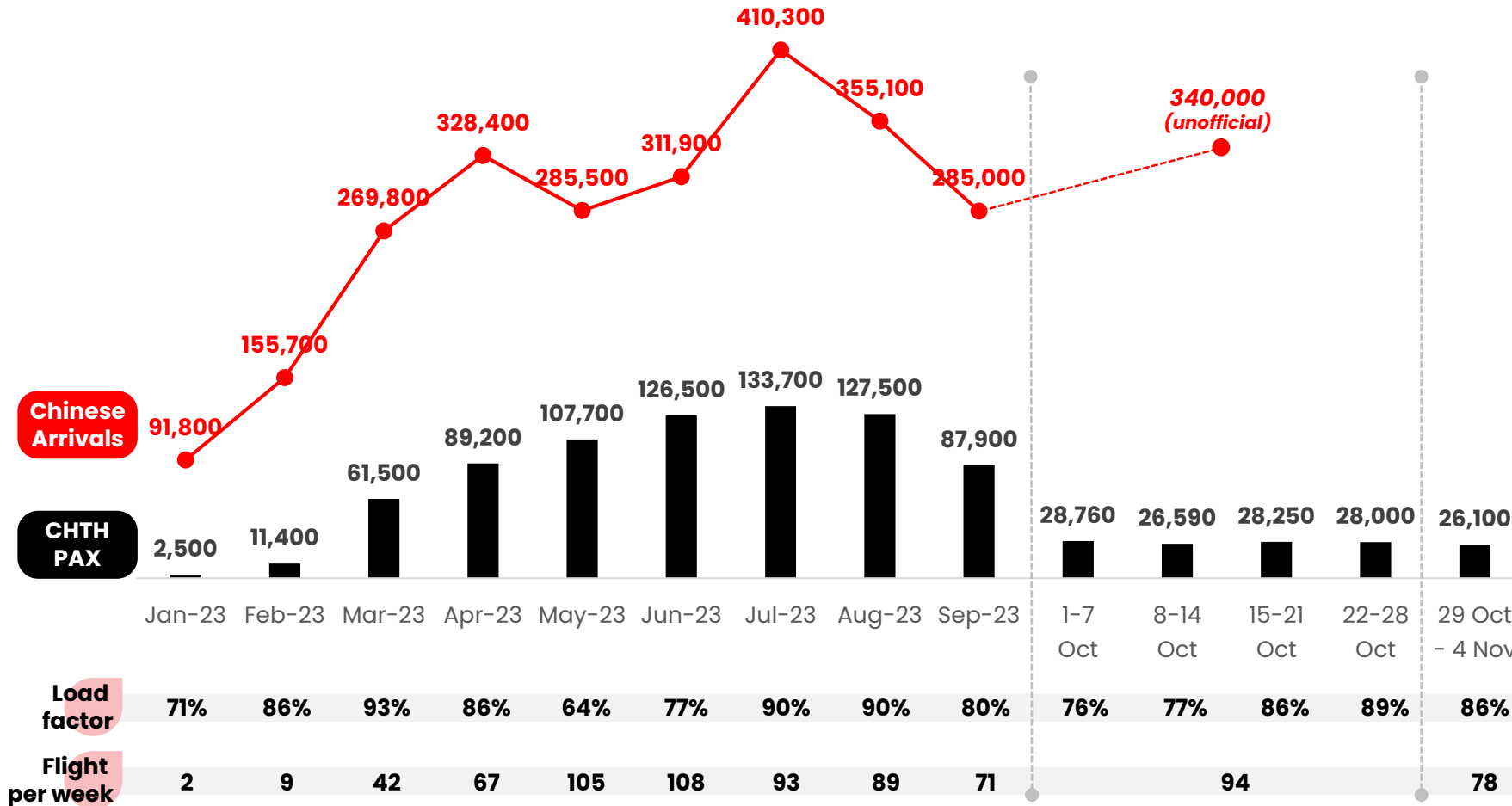
Current price points showed high corresponding demand with potential upside for 4Q2023

- Marked market leadership in domestic. Cut 4% ASK QoQ to capture opportunities in high potential international routes
- Increased flights to Hong Kong and Macau, flying 34 and 17 weekly flights
- Optimised flights to China down to 71 weekly flights (next page)
- Continued 4 weekly flights to Dhaka (Bangladesh). Profitable despite low load factor
- Reinstated 4 weekly flights to Colombo (Sri Lanka) since July



SITUATION ON CHINA

Optimised weekly flights to 71 in 3Q2023, with pre-COVID levels postponed to early 2024

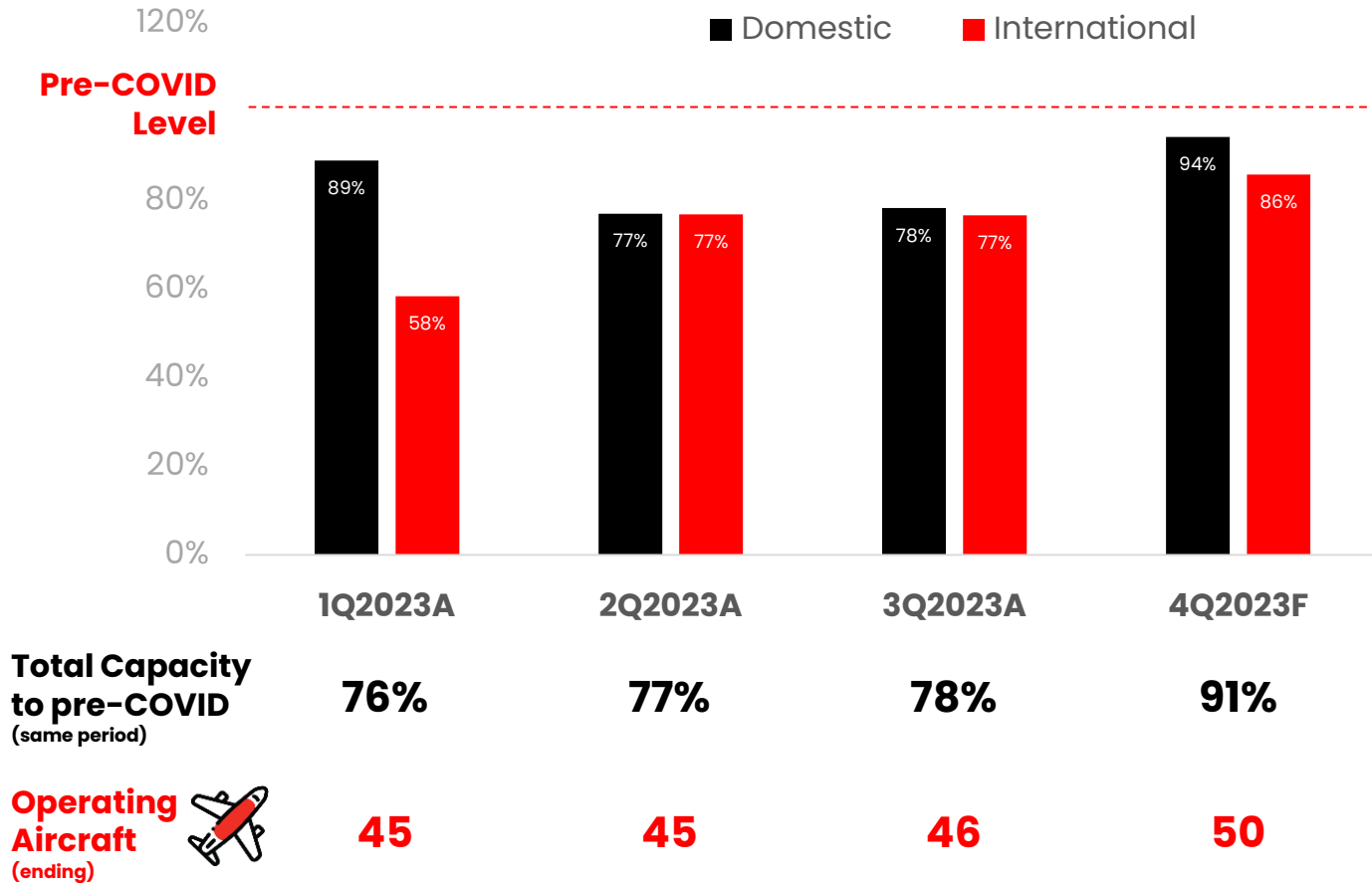


Commentary

- **Better reallocated fleet** to balance with demand
- **No immediate impact seen from the previous unfortunate incident in Bangkok**, supported by the well handling of government
- Flights in **October** ended at **94 to serve the Golden Week**
- Plan to fly **~76 weekly flights in December** while pursuing **pre-covid level (~140 weekly flights) in early 2024**

2023 CAPACITY DEPLOYMENT PLAN

Plan to utilise 50 aircraft by year-end, out of 54 total fleet, with MRO constraints slowly improved



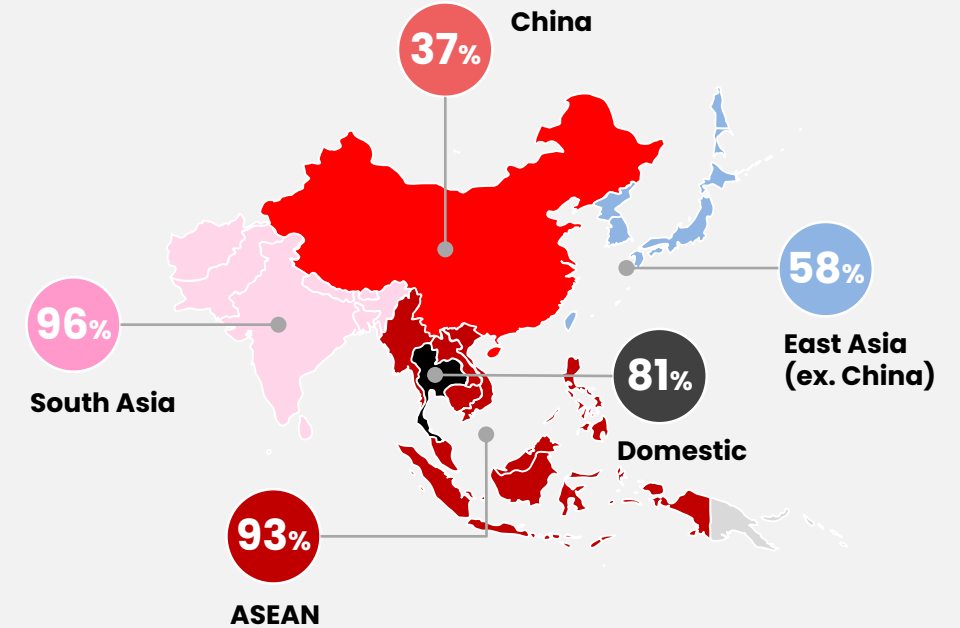
Total Capacity to pre-COVID (same period)

Operating Aircraft (ending)

*Update as of 25 October 2023

9M2023 Capacity recovery by regions (vs 9M2019)

(vs 9M2019)



DOMESTIC MARKET

Mark clear leaderships with most extensive routes

TAA's Domestic Routes

Load factor

82% → 93%

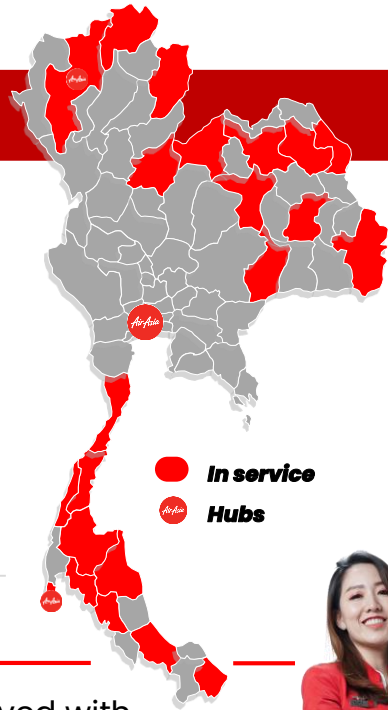
Passenger carried (million)

3.05

2.71

3Q2019

3Q2023



“Leverage more aircraft to ensure price competitiveness while putting a focus on superior punctuality”

- **38% domestic market share** achieved with clear leadership in all regions
- **615 total weekly flights** at end-3Q2023 to **32 destinations**
- **Strong cross-regional route network**



Domestic Pax Market Share
Sep-23

38%

Outlook for 4Q2023



- **Adding overall flight frequency by 20% QoQ** with key routes such as BKKCNX, BKKKBV, CNXHDI, DMKNNT



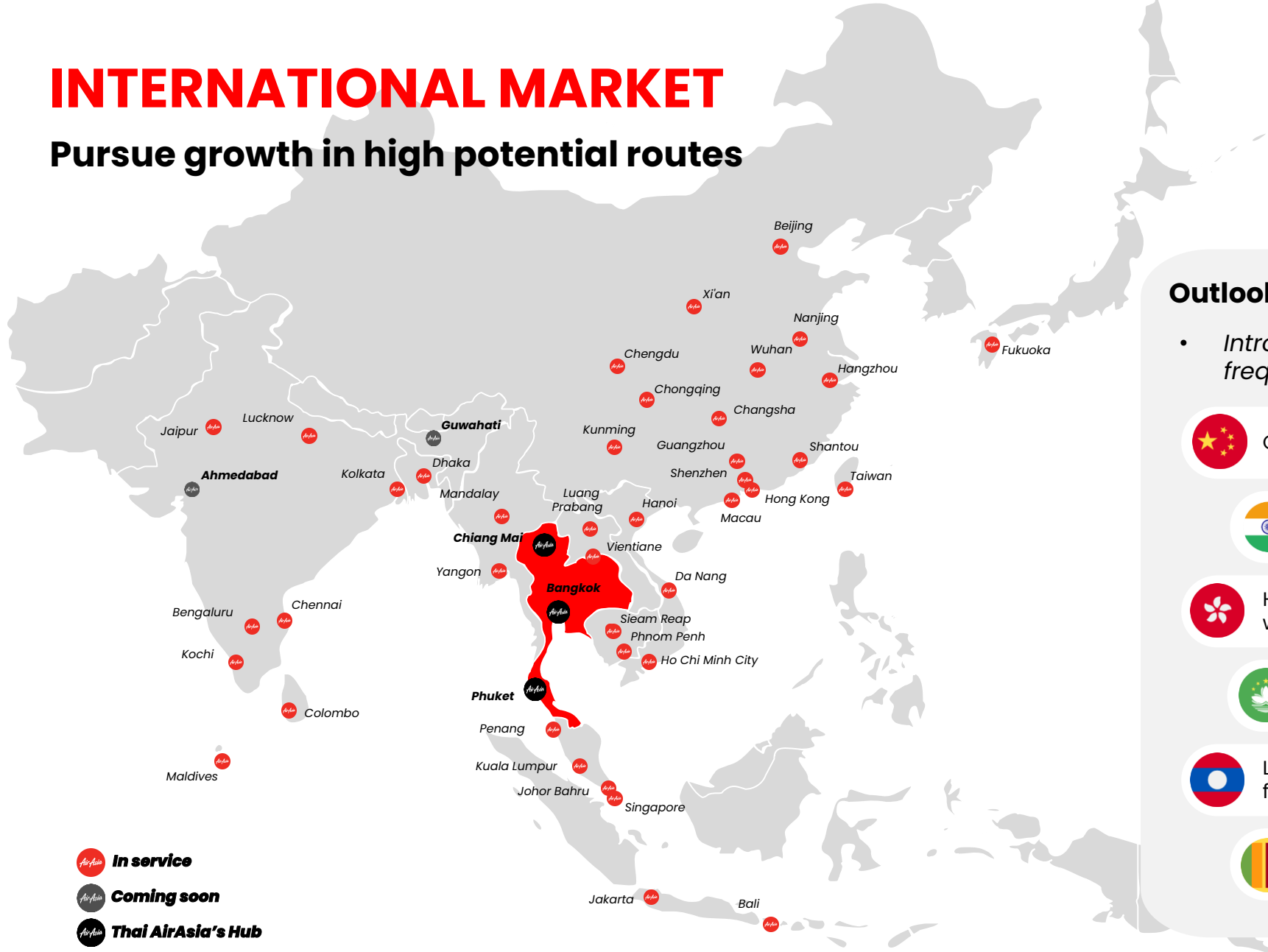
- Secured **69% of 4Q2023 forward booking** as of 13 November



- New rates of **fuel excise tax** are expected **to be finalised before year-end**

INTERNATIONAL MARKET

Pursue growth in high potential routes



Outlook for 4Q2023

- Introducing additional routes and increasing flight frequency in high-demand markets



CHINA – Capacity optimisation with demand



INDIA – Add Guwahati, Ahmedabad, and resume Gaya (+11 flights per week in total)



HONG KONG – Capacity increase to 42 flights per week, exceeding the pre-COVID level.



MACAU – Ramp up the frequency to 21 flights per week



LAOS – Increase flight frequency from 17 to 26 flights per week, riding on decent RASK trend



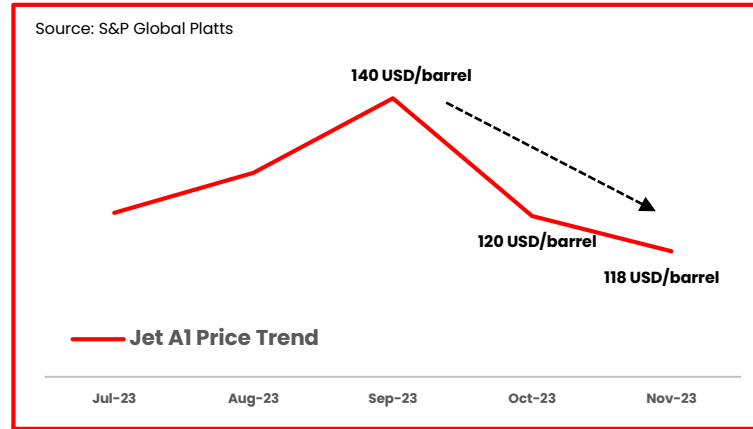
SRI LANKA – Increase flight frequency from 4 to 7 flights per week

4Q2023 CATALYSTS

Several catalysts to support bright 4Q2023 outlook



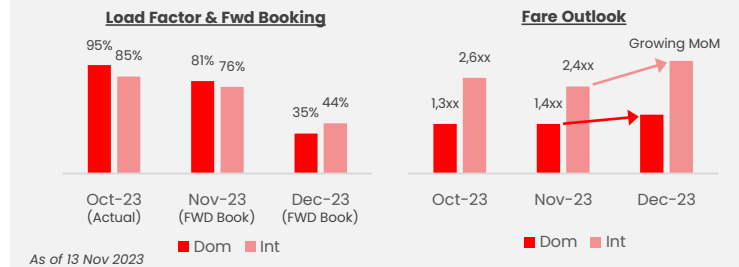
- **VISA-Free for Chinese, Kazakh, Indian, and Taiwanese** to boost arrivals until at least end of 1Q2024



- **Fuel price recently trended down** but remained cautious about fluctuation from ongoing global conflicts
- **Domestic excise tax** reconsidered and to be effective soonest
- **More 4 active aircraft added in 4Q2023**

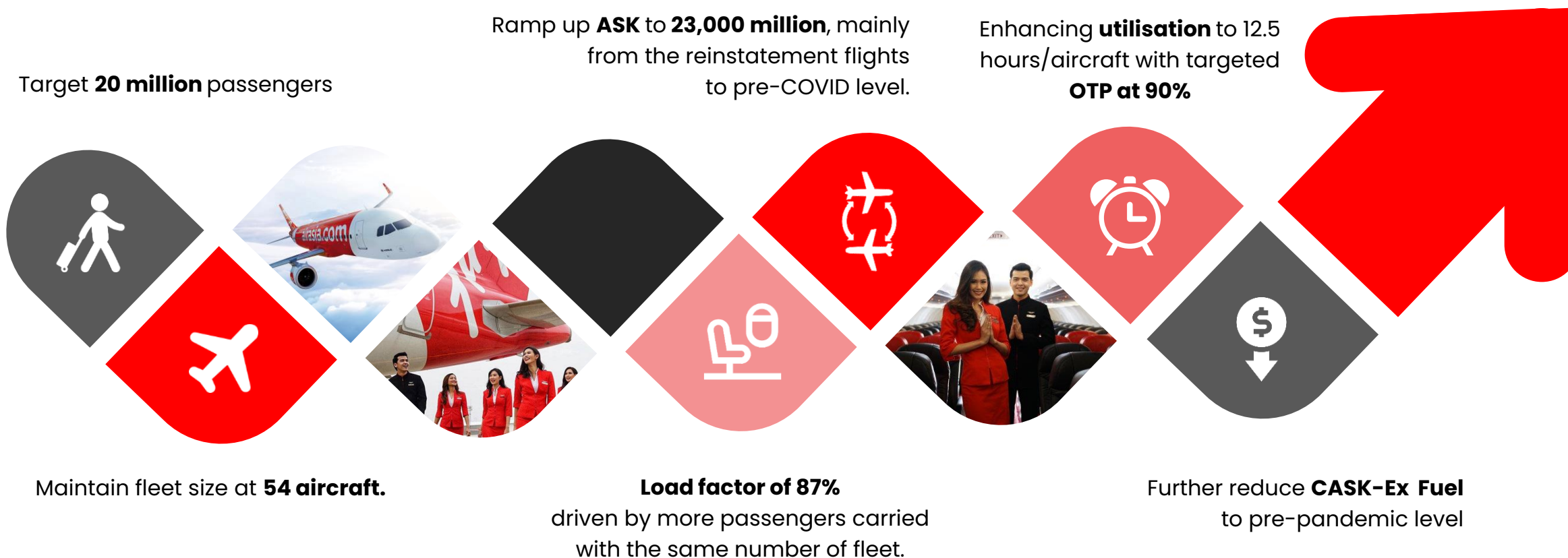


- Aim to **adjust fares up 15-20% QoQ** in response to **high year-end seasonality** and **prioritise to return to profitability**



2023 OUTLOOK (ALL MAINTAINED)

Double the size of passengers from 2022 along with more efficient management



RELEVANT MATERIALS



www.aavplc.com



taa_investorrelations@airasia.com



+66 2562 5745-6



Don Mueang International Airport,
3rd Flr., Central Office Building,
No.3200, Vibhavadi Rangsit Road,
Sanambin, Don Mueang,
Bangkok 10210

DOCUMENT

LOCATION

Investor Presentation

<https://www.aavplc.com/en/investor-relations/document/presentations>

Earning Releases

<https://www.aavplc.com/en/newsroom/investor-news>

Annual Reports

<https://www.aavplc.com/en/investor-relations/document/annual-reports>

Resource Centre

<https://www.aavplc.com/en/investor-relations/resource-center>

Operating Statistic

<https://www.aavplc.com/en/investor-relations/operating-statistics>

Sustainability Report

<https://www.aavplc.com/en/document/sustainability-reports>

FOLLOW US



AAV EBITDA RECONCILIATION

Unit: Baht million	3Q2023	3Q2022	9M2023	9M2022
Gain (Loss) from operating activities	(1,535)	(5,011)	(1,310)	(12,756)
Gain (Loss) on exchange rate	(813)	(2,885)	(1,642)	(5,074)
Gain/(Loss) on derivatives	18	15	69	(17)
Gain (Loss) from disposal asset	-	2	-	(39)
Provision for Impairment PPE	-	-	-	-
EBIT	(739)	(2,142)	262	(7,626)
Depreciation and amortisation expenses	1,128	1,541	3,686	4,719
EBITDA	389	(601)	3,949	(2,907)

AAV STATEMENT OF COMPREHENSIVE INCOME

Unit: Baht million	Consolidated					
	3Q2023	3Q2022	Change	9M2023	9M2022	Change
Revenues from sales and services	9,662	4,811	101%	28,784	9,289	210%
Other income	237	81	192%	756	214	253%
Total revenues	9,899	4,892	102%	29,540	9,504	211%
Cost of sales and services	9,635	6,618	46%	26,575	15,942	67%
Selling and Administrative expense	905	412	120%	2,237	1,156	94%
Other expenses	893	2,872	-69%	2,038	5,163	-61%
Total expenses	11,433	9,903	15%	30,850	22,260	39%
Profit (loss) from operating activities	(1,535)	(5,011)	-69%	(1,310)	(12,756)	-90%
Finance income	7	7	-2%	23	22	9%
Finance cost	(596)	(625)	-5%	(1,639)	(1,735)	-6%
Profit (loss) before income tax	(2,124)	(5,628)	-62%	(2,925)	(14,470)	-80%
Income tax revenue (expense)	429	1,578	-73%	578	3,141	-82%
Profit (loss) to Equity holders of the Company	(1,695)	(4,050)	-58%	(2,348)	(11,144)	-79%
Total CI to Equity holders of the Company	(1,695)	(4,050)	-58%	(2,348)	(11,086)	-79%
Basic and diluted earnings (loss) per share Baht	(0.1393)	(0.3451)	-60%	(0.1930)	(0.9661)	-80%

AAV STATEMENT OF FINANCIAL POSITION

Unit: Baht million

	Consolidated		Change
	9M2023	FY2022	
Assets			
Cash and Cash equivalents	997	798	25%
Other current assets	8,514	4,439	92%
Property, Building, Aircraft, leasehold improvements and equipment, net	4,083	4,185	-2%
Right of use asset	23,458	25,026	-6%
Intangible assets ¹⁾	14,858	14,859	Flat
Goodwill ²⁾	8,825	8,825	Flat
Other non-current assets	7,005	6,554	7%
Total assets	<u>67,740</u>	<u>64,686</u>	<u>5%</u>
Liabilities			
Deferred revenues	6,152	4,751	29%
Borrowings from financial institutions	4,534	4,138	10%
Debenture	4,094	3,160	30%
Liabilities under lease liabilities	36,272	36,456	-1%
Other liabilities	11,081	8,225	35%
Total liabilities	<u>62,134</u>	<u>56,731</u>	<u>10%</u>
Share capital			
Issued and paid-up capital	1,216	1,216	Flat
Share Premium	14,668	14,668	Flat
Retained Earnings – Legal reserve	49	49	Flat
Retained Earnings – Unappropriated	(11,527)	(9,179)	26%
Other share capital	1,200	1,200	Flat
Total share capital	<u>5,607</u>	<u>7,954</u>	<u>-30%</u>
Total liabilities and share capital	<u>67,740</u>	<u>64,686</u>	<u>5%</u>

1) Baht 14,860 million for landing rights which is tested for impairment

2) The Company had gained controls over TAA according to an "Amended and Restated Shareholders' Agreement" from 51% to 55% interest in TAA

FIN STATS

OP STATS

SUSTAIN-
ABILITY

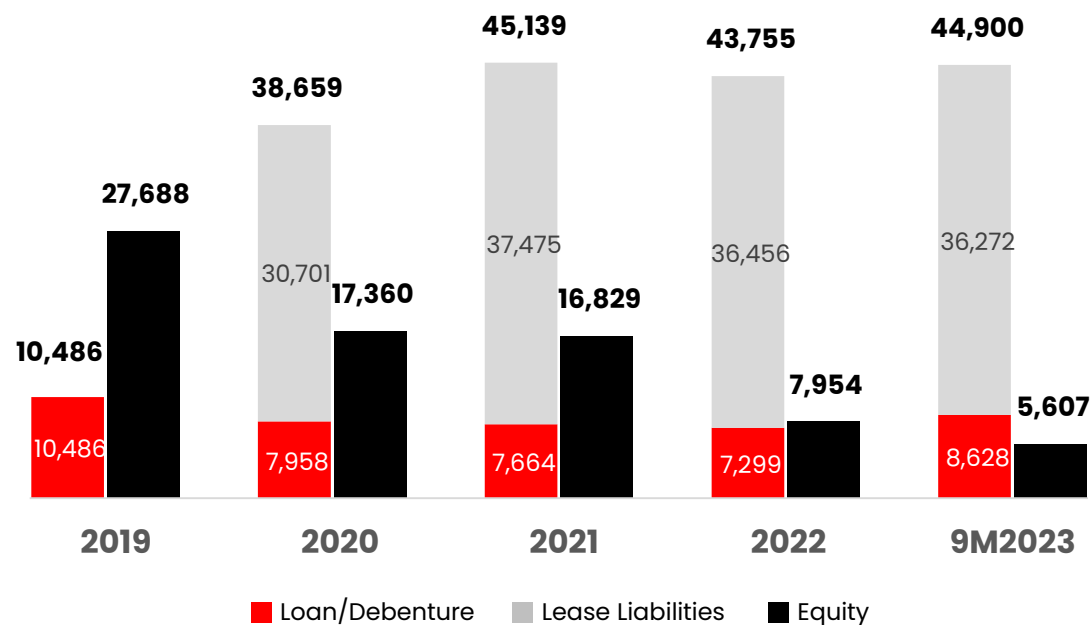


CAPITAL STRUCTURE

Currently operating with D/E ratio of 1.5x with a cost of funds at 6.5%

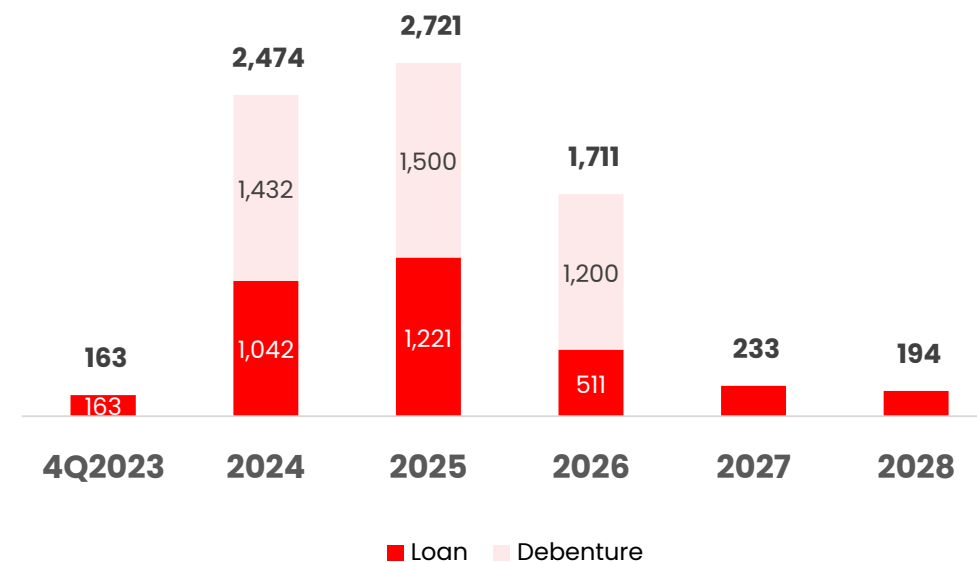
Debt & Equity Balances

(Million Baht)



Long-term Loan/Debenture Repayment Schedule

(Million Baht)



D/E Ratio

	2019	2020	2021	2022	9M2023
Exclude lease liabilities	0.38x	0.46x	0.46x	0.92x	1.54x
Include lease liabilities	0.38x	2.23x	2.68x	5.50x	8.01x

- Cost of debt in 9M2023: 6.5% p.a.

TAA : KEY STATISTICS

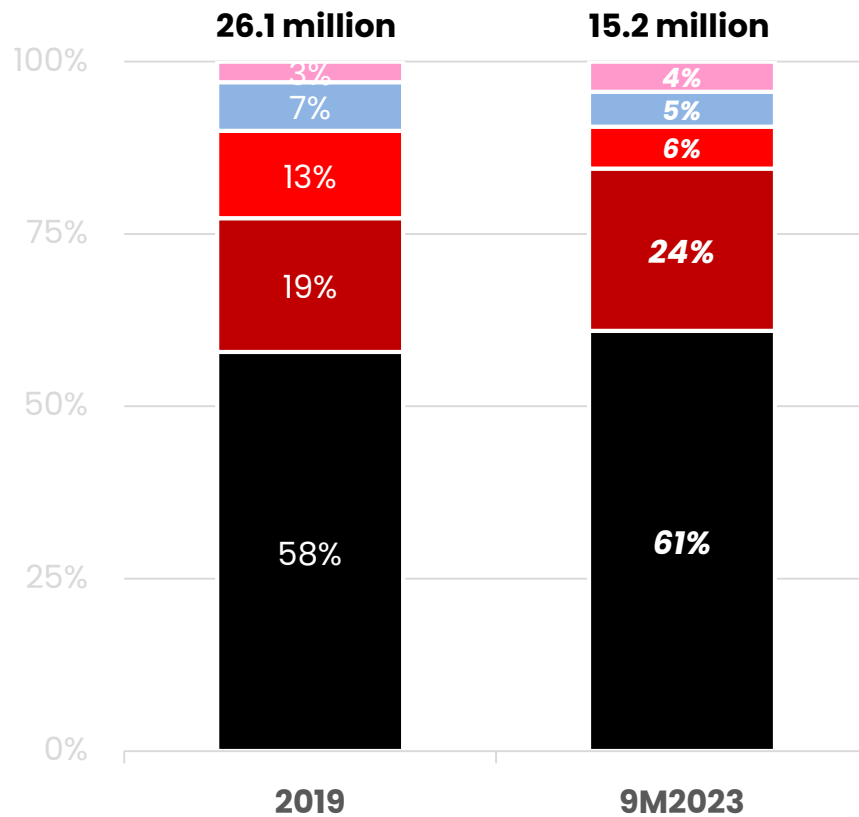
	3Q2023	3Q2022	Change	9M2023	9M2022	Change
Passenger carried (Million)	4.56	2.75	65%	13.78	5.89	134%
<i>International passengers</i>	1.85	0.70	165%	5.06	0.89	472%
<i>Domestic passengers</i>	2.71	2.06	32%	8.72	5.00	74%
Capacity (Million seats)	5.08	3.16	61%	15.25	7.38	107%
Load factor	90%	87%	+3 ppts	90%	80%	+10 ppts
RPK (Million)	5,219	2,487	111%	14,785	4,854	205%
ASK (Million)	5,921	2,863	107%	16,756	6,062	176%
No. of stages flown	27,868	17,269	61%	83,557	40,597	106%
Average stage length (km)	1,161	906	28%	3,278	2,415	36%
Ending Fleet size (Aircraft)	54	58	-4	54	58	-4
Aircraft utilisation (Hours/day)	12.8	9.8	29%	12.5	8.6	45%
On time performance	83%	92%	-9 ppts	83%	95%	-12 ppts
Average fare (Baht)	1,720	1,404	22%	1,688	1,284	31%
RASK (Baht)	1.63	1.68	-3%	1.72	1.53	12%
CASK (Baht)	1.85	2.62	-29%	1.79	3.03	-41%
CASK ex-fuel (Baht)	1.17	1.75	-33%	1.16	2.22	-48%

ASEAN IS LEADING THE CAPACITY RECOVERY

Most service coverage were resumed while China has announced a reopening in Jan-23

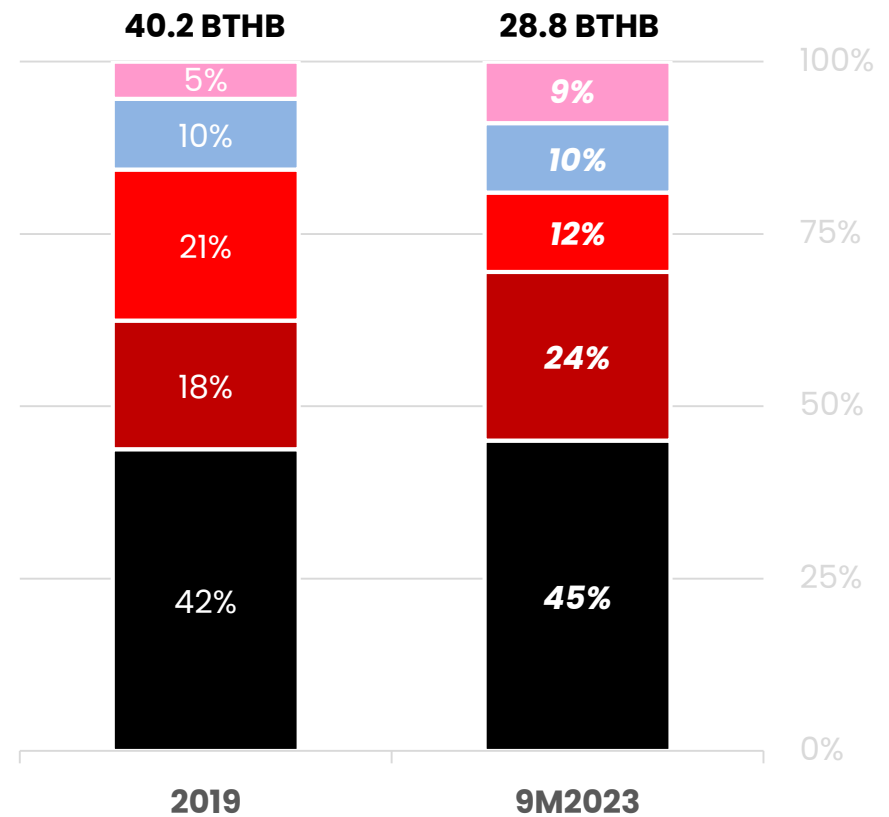


Capacity Allocation



SOUTH ASIA
EAST ASIA
(ex. China)
CHINA
ASEAN
DOMESTIC

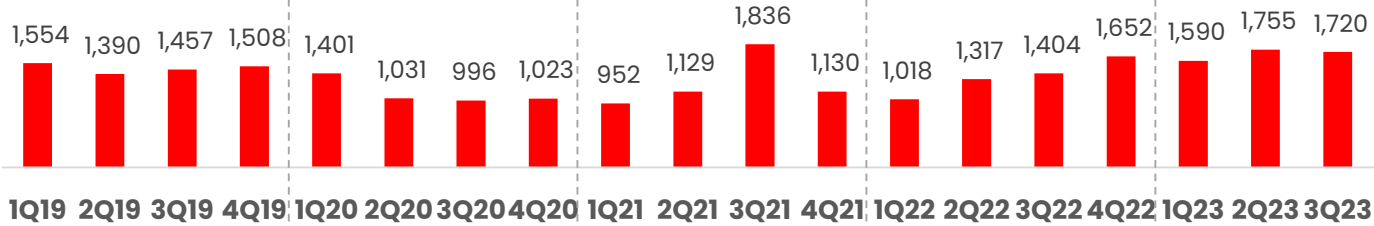
Revenue Contribution



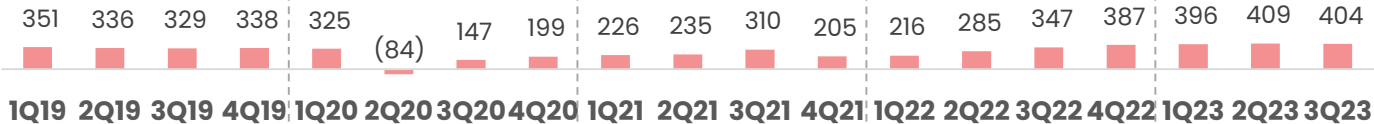
OVERVIEW OF FARE TREND

Fare surpassed pre-pandemic level, both international and domestic

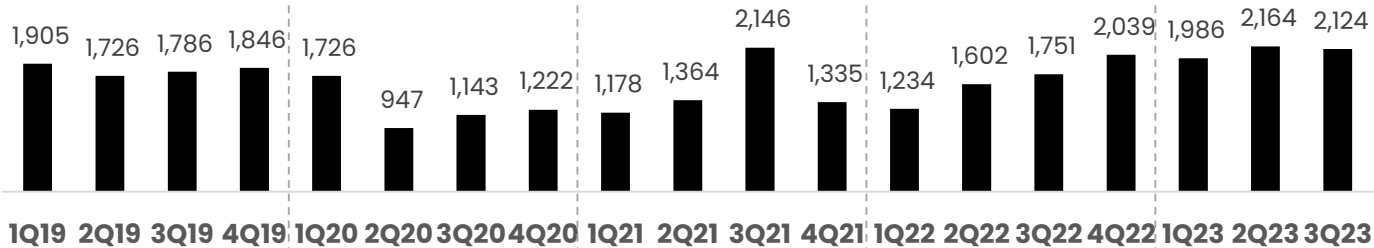
Base fare per pax



Ancillary per pax



Total fare per pax



19-quarter CAGR

0.5%

0.7%

0.6%

Base fare comparison
3Q2023 vs 3Q2019

DOMESTIC

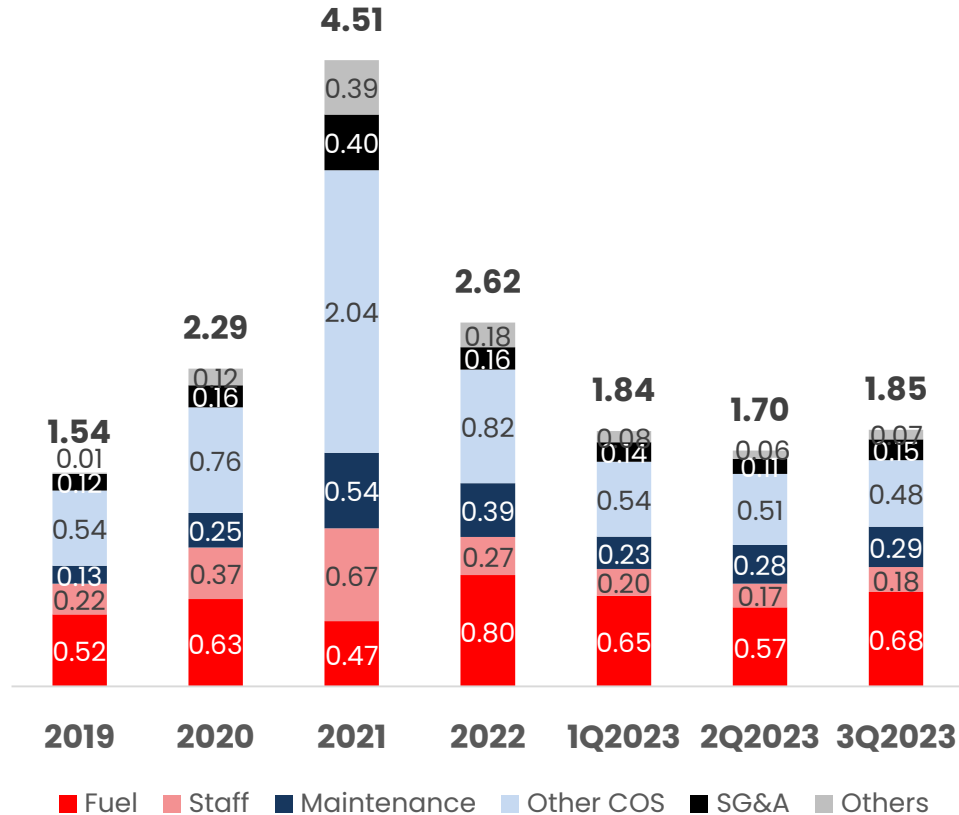
+18%

INTERNATIONAL

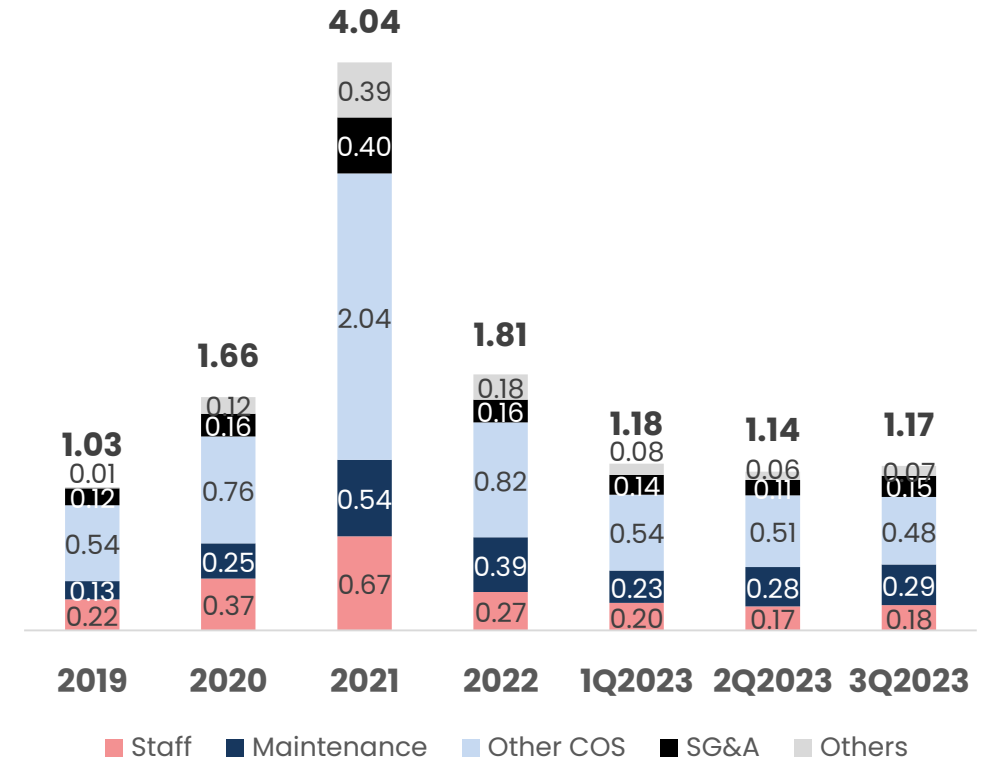
+25%

CASK OPTIMISATION TO PRE-COVID LEVELS

CASK Breakdown
(Baht / seat-km)

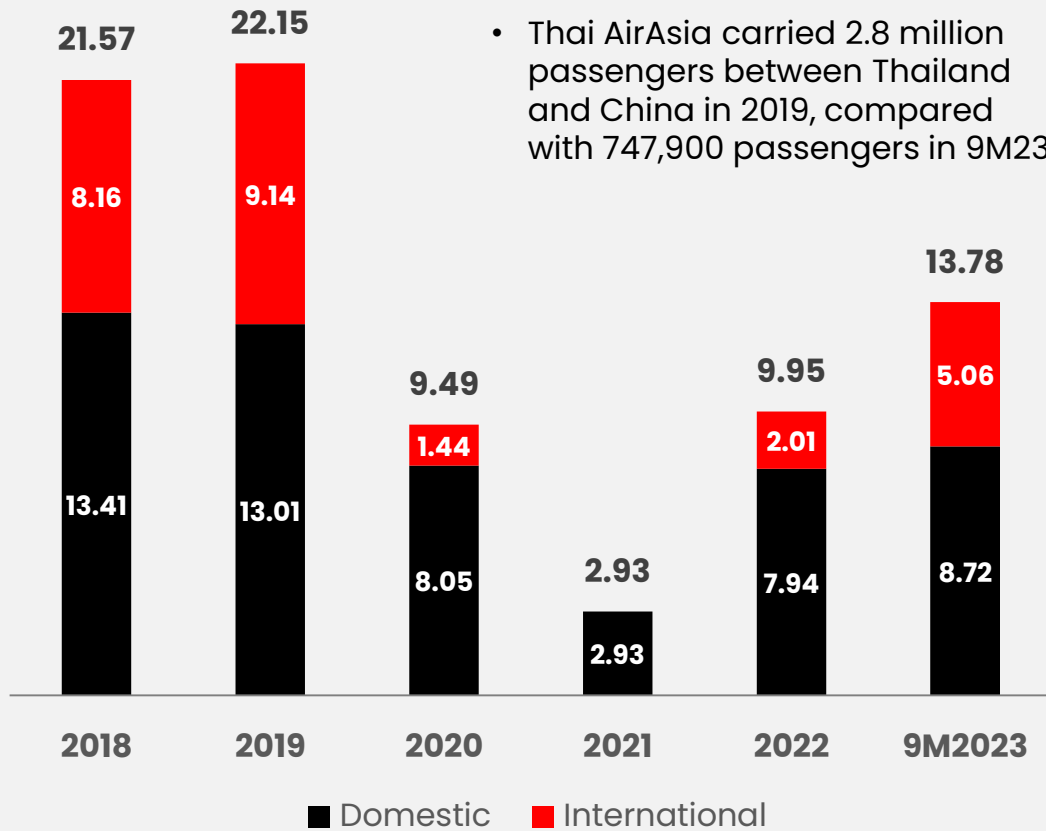


CASK ex-fuel Breakdown
(Baht / seat-km)



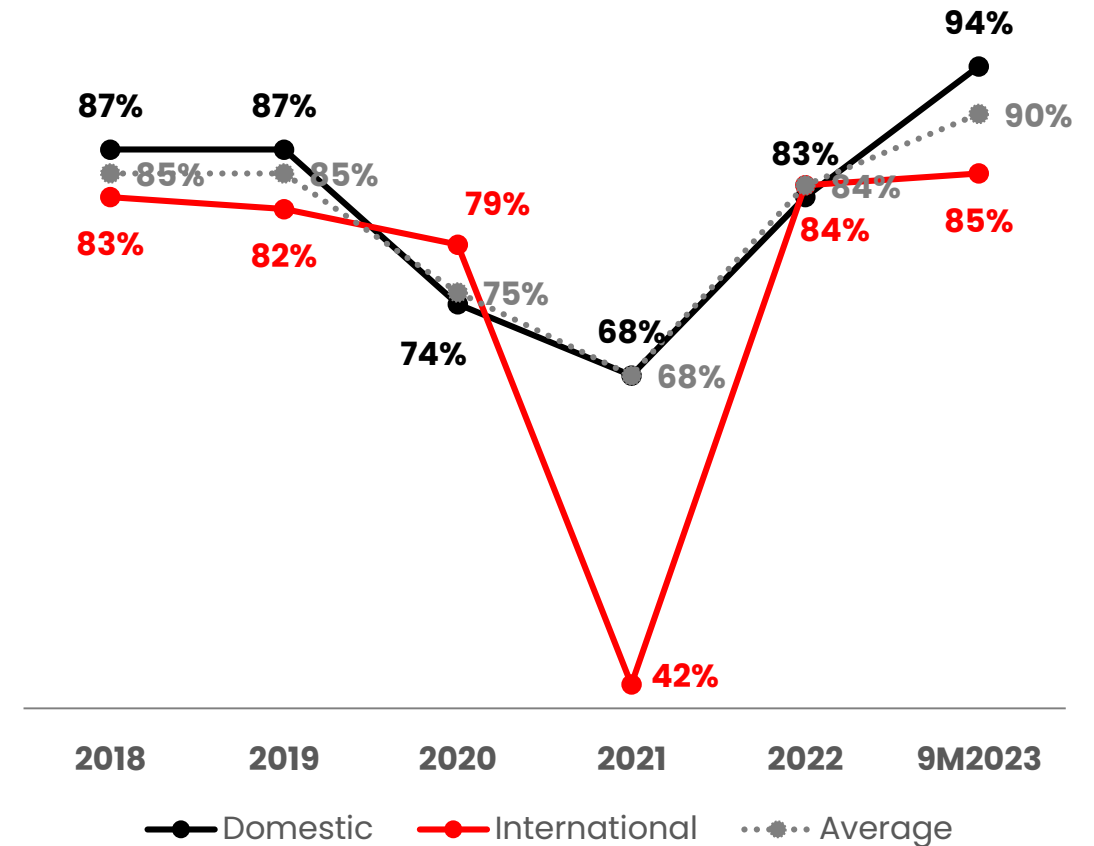
PASSENGERS CARRIED AND LOAD FACTOR HISTORICAL TREND

Passengers carried (million)



- Thai AirAsia carried 2.8 million passengers between Thailand and China in 2019, compared with 747,900 passengers in 9M23.

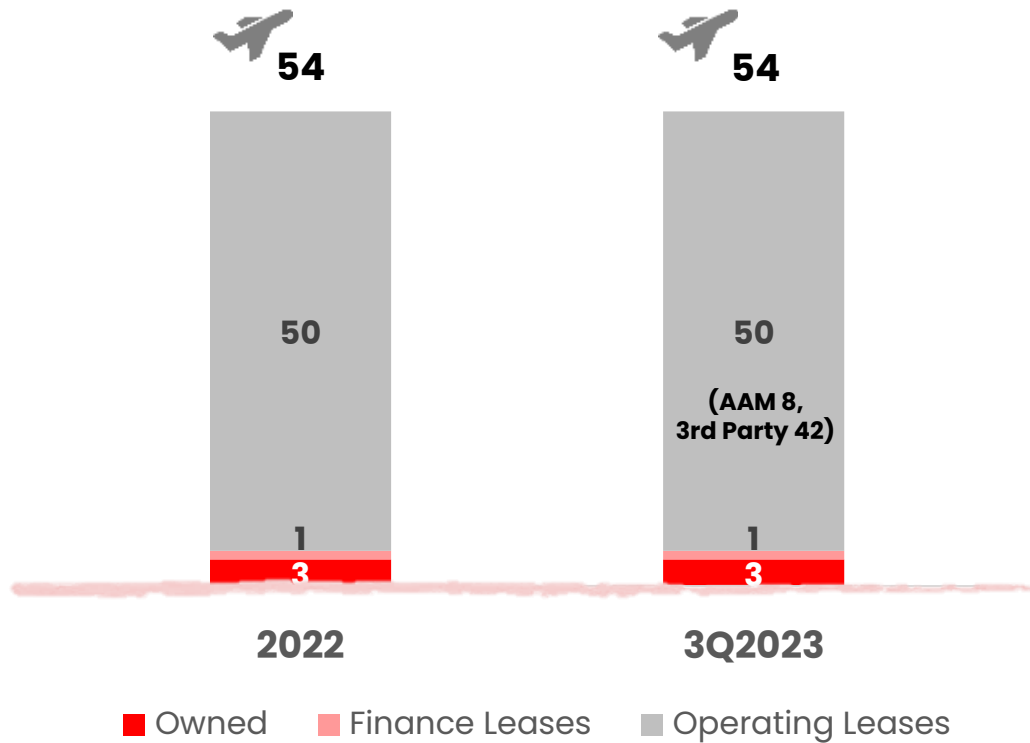
Load factor



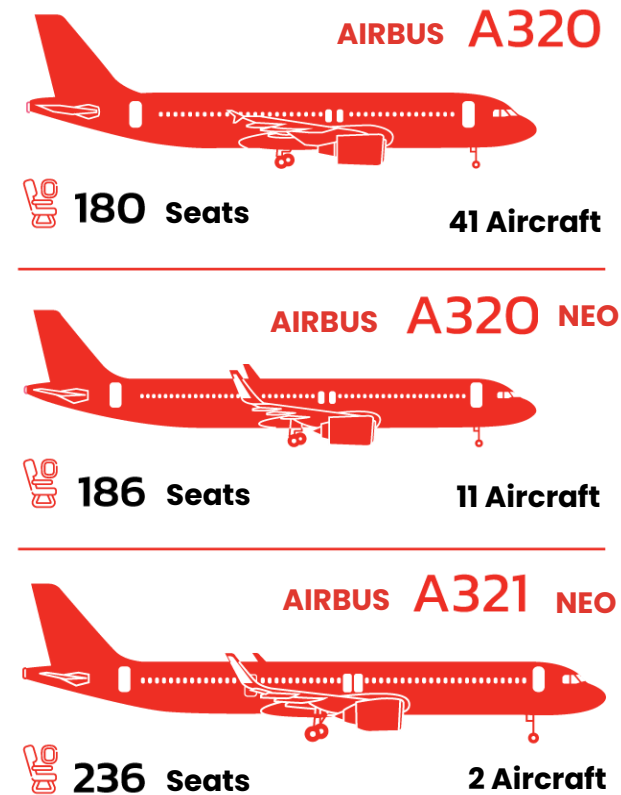
MAINTAINED 54 TOTAL FLEET, ALMOST HALF OF LOCAL MARKET

Retiring A320 and on path to replace and add with A321

Cumulative Fleet



Fleet Profile of 3Q2023



2022 SUSTAINABILITY HIGHLIGHTS

Good



No. of Flight operations
65,495

Number of domestic and international flights conducted by Thai AirAsia in 2022

International Organization for Standardization (ISO)
9001:2015
ISO 9001:2015

The Company is ISO 9001:2015-Quality Management Systems certified

Net Promoter Score (NPS)
55%

The Company measures its service efficiency using the Net Promoter Score, targeting a score of 50%. NPS in 2022 was 55%.



On-Time Performance
92%

Most on-time airline in Asia* based on on-time performance. Company target was 90%

*Data and definitions of on-time performance reference Cirium On-Time Performance Review 2022

Green

Climate change
3gCO₂/RPK

Achieved Reducing the Carbon Intensity Ratio to 3gCO₂/RPK per year



Greenhouse Gas emissions
806,643
tons CO₂

Scope 1, 2, and 3 Emissions

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
Cooperated with Civil Aviation Authority of Thailand (CAAT) for 4th year

Thai AirAsia has cooperated with the Civil Aviation Authority of Thailand to participate in CORSIA program since 2019

Contactless self check-in
1.1M Check-in
Saved **3,472,821**
Sheets of Paper

Saved 3,472,821 sheets which is 1,041,210,257 trees worth of paper that would have been printed with paper charts

Green Operating Procedure
2,237
tonnes of fuel savings

Thai AirAsia's fuel efficiency programme (Green Operation) delivered 2,237 tonnes of fuel savings which converts to more than of 7,000 tonnes of CO₂ emissions avoided or USD 1.8 million saving

Vibhavadi Zero Waste Participated for 4th year

Continuously Participating in Vibhavadi Zero Waste. This year, the Company increased its Recycle Rate of Non-Hazardous Waste from 88.1% in 2021 to 100% at its Don Mueang Station.

Non-Hazardous Waste Recycling at Don Mueang Station

Company targeted Recycle Rate of over 80% of total Non-Hazardous Waste. Company recycled 100% of Non-Hazardous Waste from Don Mueang Station, achieving zero waste to landfills.

100%

Reduce Water Consumption on Flights
53.16
litres per flight

The Company targeted no more than 60 litres of water consumed per flight. This year, the Company was able to achieve its target, averaging 53.16 litres of water consumed per flight.

Growth

No. Work-Related Fatalities

0

No work-related fatalities among Thai AirAsia employees or contractors in 2022

No. Work-Related Diseases

0

No Thai AirAsia employees or contractors experienced work-related disease in 2022

Gender Diversity and Equality
36.3%

In 2022, 36.3% of employees were female, of which 15.18% were Manager or HOD level.



Disputes with Communities Society

0

Zero disputes with communities or society

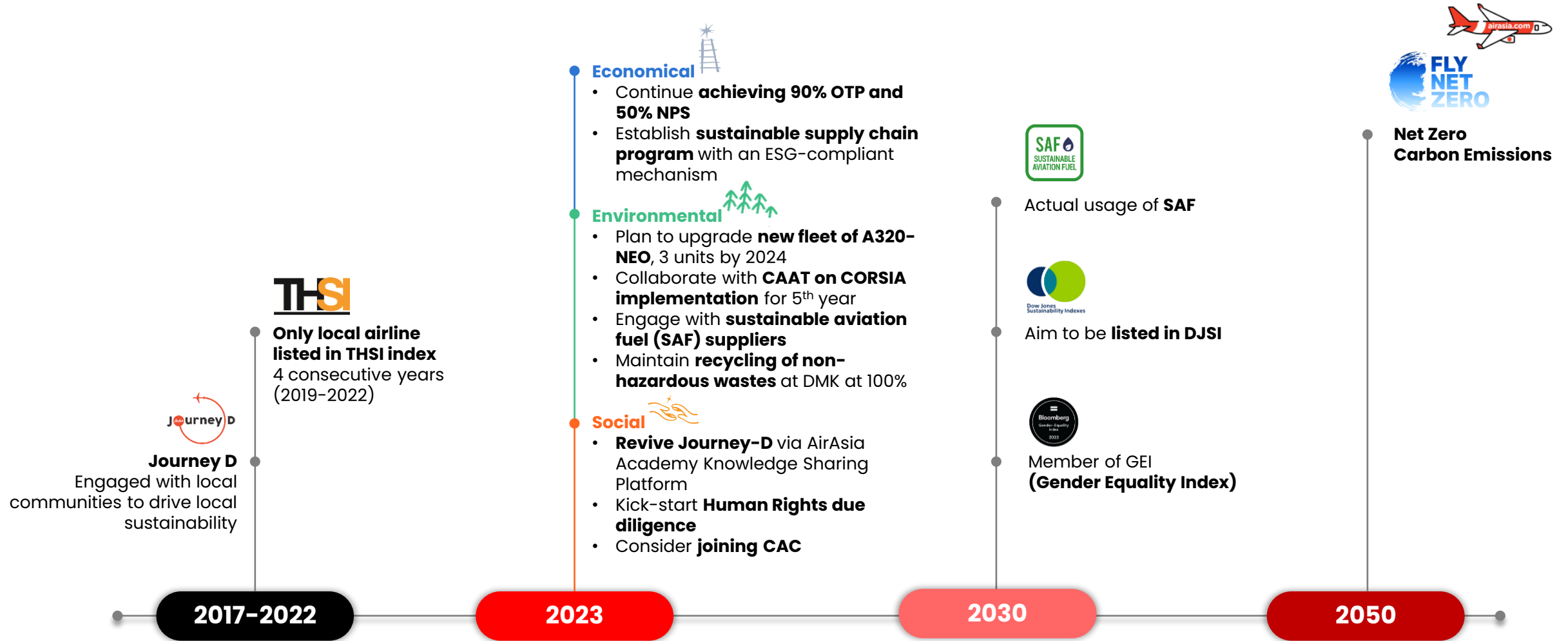
Employee Training
24 Hours/Person/Year

Average 24 hours of specialised training per employee per year



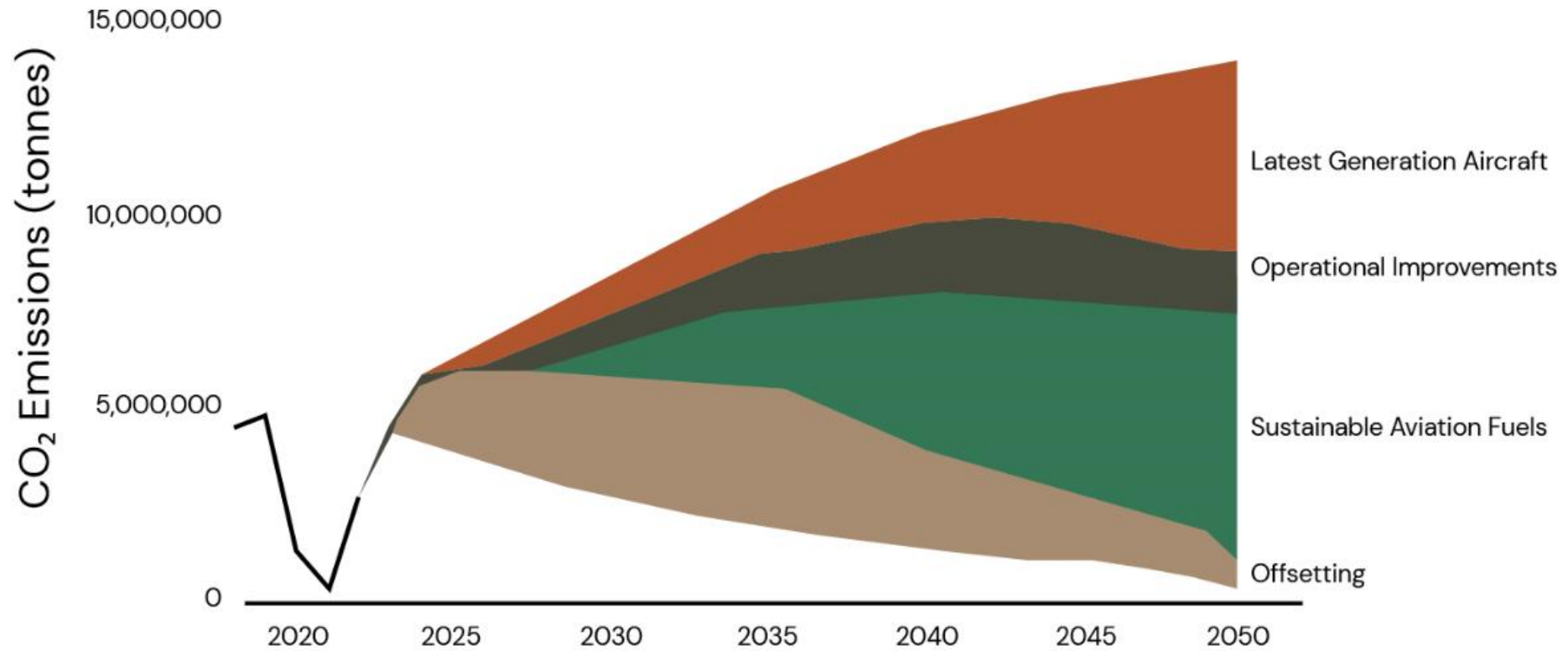
ENSURING FUTURE SUCCESS THROUGH ESG ROADMAP

Create sustainability awareness with all stakeholders



AIRASIA NET ZERO PATHWAY

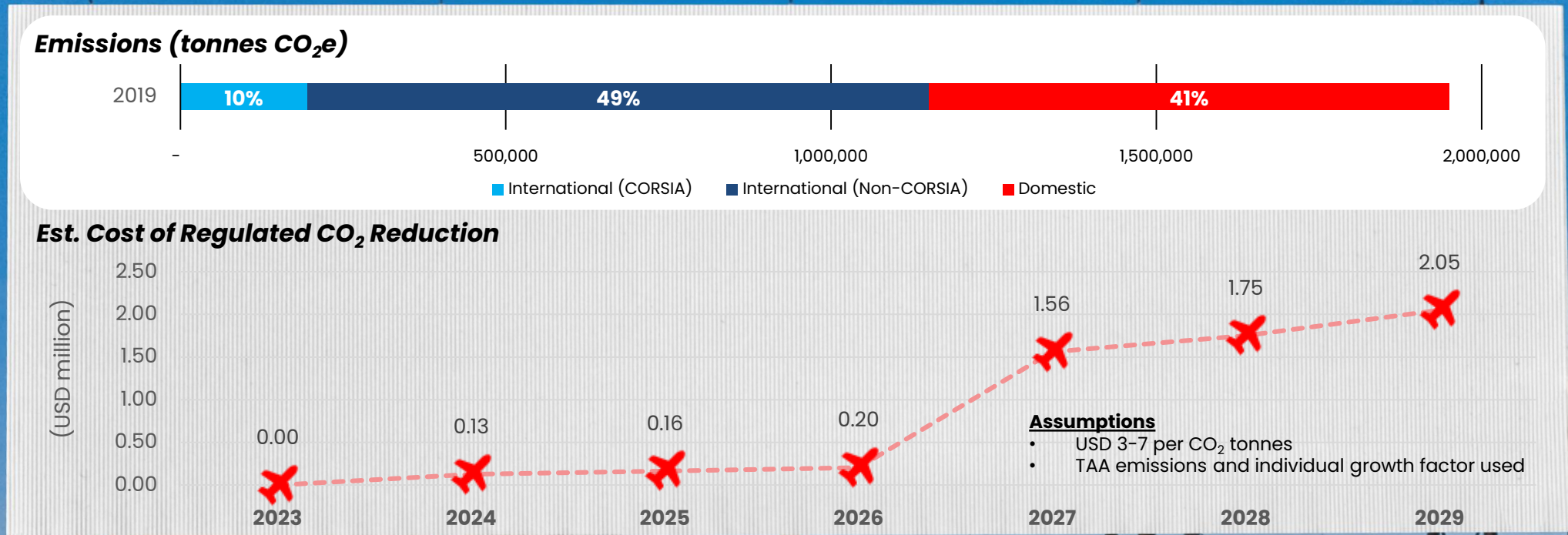
Roadmap towards CO₂ reduction



Source: AirAsia Group

CORSIA OBLIGATIONS

Potential material effects in 2027 after China and India are mandated



Note: Estimation as of March 2023.

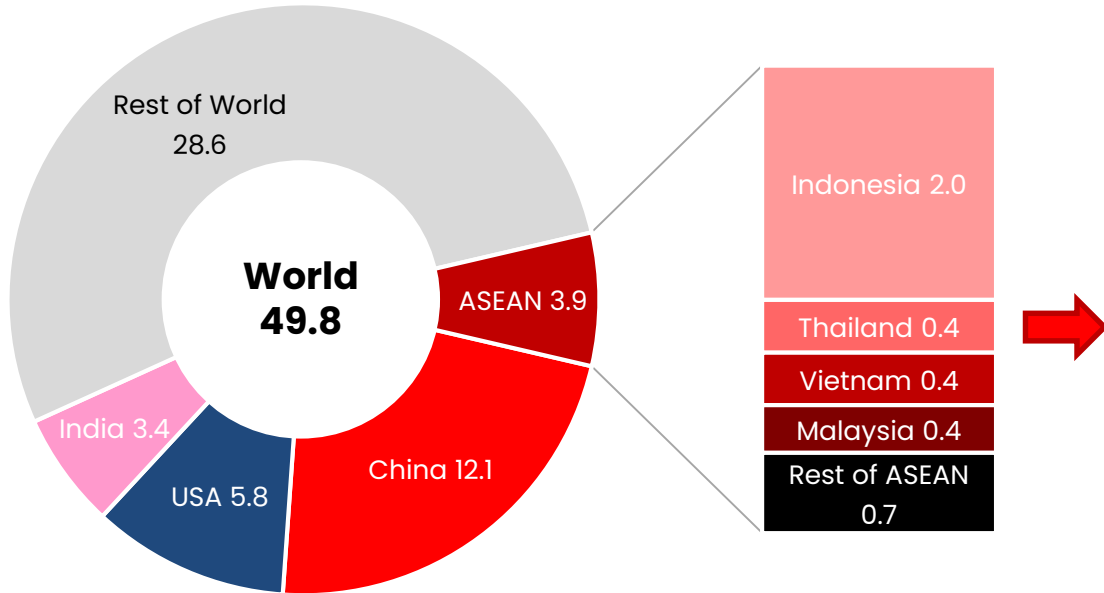


2019 GLOBAL GREEN HOUSE GAS EMISSION

TAA's CO₂ emission accounted for 17% of the local aviation market in 2019

Global Green House Gas Emissions in 2019

Unit: billion tonnes CO₂e

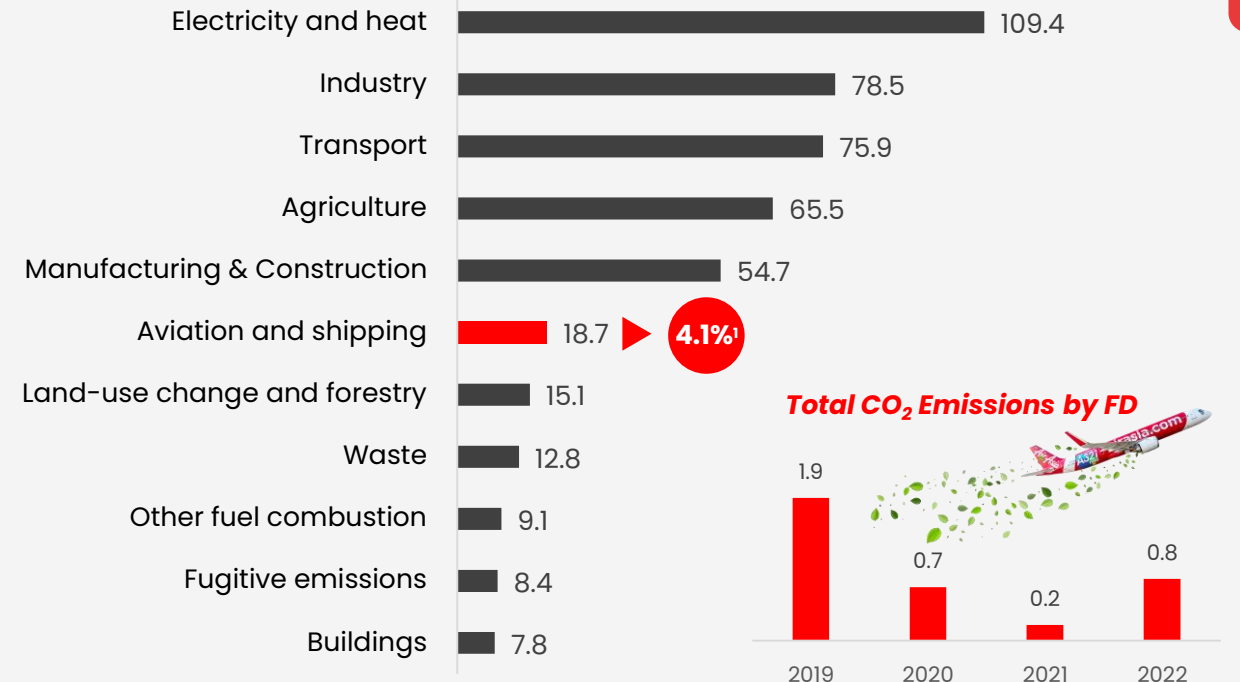


Source: Our World in Data

Note: ¹Based on global data, Thailand's aviation may be assumed to contribute around 2% of GHG emissions.

Green House Gas Emissions by Sector in 2019, Thailand

Unit: million tonnes CO₂e



• accounted for 17% of industry in 2019

