

Management’s Discussion and Analysis for the third quarter of 2024 ended September 30, 2024, for Thai Airways International Public Company Limited and Its Subsidiaries

1. Executive summary

In the third quarter of 2024, the global economy expanded in several regions. Major economies, such as the Eurozone, gradually recovering due to improved consumer spending. Japan's recovery is driven by domestic consumption and tourism revenue, while the U.S. economy remained resilient, supported by continued consumer spending, though it showed signs of a gradual slowdown (a "soft landing"). However, global economic risks remain, such as prolonged geopolitical conflicts, trade protectionist measures, manufacturing overcapacity issues in People’s Republic of China, and the United States of America presidential election, which could lead to policy uncertainty. The International Monetary Fund (IMF) forecasts global economic growth at 3.2%, still below pre-COVID-19 crisis levels.

The world aviation industry in the third quarter of 2024 showed continuous recovery, driven by the increasing travel demand for international passenger, less restrictive visa policies, and economic recovery from regional manufacturing sector in the Asia-Pacific region which exhibits the highest growth. According to the International Air Transport Association (IATA), the Revenue Passenger Kilometers (RPK) from July to September 2024 increased by an average of 7.9%, with international and domestic passenger traffic grew by 10.0% and 4.7% respectively. Revenue Freight Ton-Kilometers (RFTK) increased by an average of 11.5% compared to the same period last year. For the Asia-Pacific region, the Association of Asia Pacific Airlines (AAPA) reported a 21.1% increase in international passengers compared to the same period last year, a 20.2% increase in RPK and a 19.9% increase in Available Seat Kilometers (ASK). The Cabin Factor (CF) rose from 81.9% to 82.1%, while RFTK increased by 11.1%, and Available Dead Load Ton-Kilometers (ADTK) also increased by 10.3%. The Freight Load Factor (FLF) increased from 59.8% to 60.3%.

Thai economy in the third quarter of 2024 is likely to accelerate from the continued expansion of the service and tourism sectors resulting from the recovery of international demand including an increase in the value of exports excluding gold and the return of private investment. In terms of tourism, Thailand is recuperating from the Visa exemption policy extended to 93 countries or territories as well as domestic and foreign long holidays. From July to September 2024, the number of international tourists to Thailand totaled 8.6 million, a 21.1% increase compared to the same period last year. The number of tourists in the third quarter of 2024 representing 88.5% of 2019, nearly comparable to the pre-COVID-19 crisis level. The majority of tourists traveling to Thailand are from the Asia-Pacific region, accounted for 77.9% of all tourists, with the top 5 being China, Malaysia, India, South Korea, and Japan, aligning with the recovery of Thailand's aviation industry. However, the growth rate of tourist arrivals in the third quarter of 2024 slowed compared to first and second quarter of 2024, which saw growth rates of 43.5% and 26.3%, respectively, due to seasonal factors. Passenger traffic through Thailand's six main airports in the July–September 2024 period totaled approximately 29.2 million, an increase of 13.6%. Of these, international passengers accounted for about 62.0%, or approximately 18.1 million, representing a growth rate of 20.4% compared to the same period last year.

The third quarter of 2024, Thai Airways International Public Company Limited (“THAI”) continued to implement the rehabilitation plan. There were essential operations including:

- Route expansion to increase efficiency in revenue generation from transportation business. THAI resumed services on the Milan, Republic of Italy and Oslo, Kingdom of Norway routes, starting from July 1, 2024, to accommodate the growing volume of passenger travel and enhance connectivity between Thailand and other countries in the Asia-Pacific region, seamless travel to major European cities is being facilitated through the Star

Alliance network. Additionally, flight frequencies to Beijing and Shanghai, People's Republic of China have been increased, to boost tourism between Thailand and People's Republic of China through mutual visa exemption measures implemented by both countries.

- Route network expansion, to strengthen and expand its seamless route network, enhance services, and offer more travel options for passengers, THAI has continued codeshare partnership with Gulf Air, the national carrier of the Kingdom of Bahrain, since September 2024. This collaboration covers routes between Bangkok and several destinations, including Cairo, Kuwait City, Amman, Casablanca, Athens, and Manchester, with Gulf Air flights connecting via Bahrain. In return, Gulf Air will codeshare on Thai Airways' domestic routes, including flights between Bangkok and Chiang Rai, Udon Thani, Ubon Ratchathani, Khon Kaen, Krabi, and Hat Yai. The partnership also extends to international routes such as flights between Bangkok and Kuala Lumpur, Jakarta, Denpasar, and Sydney. Gulf Air passengers will enjoy seamless travel connections within Thailand via THAI flights, as well as to other Asian countries such as Indonesia and Malaysia, and to Australia. THAI is committed to further developing cooperation between the two airlines, aiming to provide passengers with the best possible travel experience.

- Exploitation of non-core assets which no longer used in business operations by selling 1 Boeing 777-200 aircraft, a residential property in London, and other assets.

- Environmental Commitment for Sustainable Growth, THAI focused on waste reduction by creatively repurposing unused materials. During the third quarter of 2024, the company partnered with the brand CIRCULAR and Thai designer from 10 fashion and lifestyle brands to launch a special collection. This collection features fashion and lifestyle products uniquely designed by transforming unused THAI uniforms into fashion and lifestyle products that are distinct from general products. This project is consistent with the Zero Waste Living concept, which has three pillars: FROM PLANE TO PLANET, flying for the environment; FROM WASTE TO WEALTH, enhancing the economic value; and FROM PURPLE TO PURPOSE, driven from the heart toward sustainable goals.

Additionally, at the 33rd annual TTG Travel Awards in 2024, held to honor outstanding individuals and organizations in the Asia-Pacific travel industry. The TTG Travel Awards are based on votes from readers of publications under TTG Travel Trade Publishing, including TTG Asia, TTG China, TTG India, TTG Mice, TTG Associations, TTG-BT Mice China, and TTG Asia Luxury. THAI received two prestigious awards: TTG Travel Hall of Fame and Best Inflight Service. The TTG Travel Hall of Fame award is given to individuals or organizations that have won the same category for 10 consecutive years. Thai Airways achieved this distinction by winning the Best Airline in Southeast Asia award for 10 consecutive years. As a result, the airline has been inducted into the TTG Travel Hall of Fame since 2016 and continues to hold this honor today.

As of September 30, 2024, THAI operated a total of 77 aircraft. In the third quarter of 2024, THAI had an average aircraft utilization of 13.1 hours, with a total of 3.94 million passengers, an increase of 20.5% from the same period last year. Available Seat Kilometers (ASK) increased 3,559 million or 26.2% and Revenue Passenger Kilometers (RPK) increased 2,544 million or 24.2% from the same period last year. The average cabin factor decreased from 77.3% in the same period last year to 76.1%. The average passenger yield (including fuel and insurance surcharges) was 2.83 THB, decreased by 3.4% from last year. Available Dead Load Ton-Kilometers (ADTK) increased 226 million or 31.6%, and Revenue Freight Ton-Kilometers (RFTK) also increased 119 million by 31.6% from the same period last year. The average freight load factor was 52.5%, similar to the same period last year.

THAI and its subsidiaries had total revenue (excluding one-time items) of THB 45,828 million, THB 8,820 million (23.8%) higher than the same period last year. Mainly from an increase in transportation revenue of THB 7,450 million (21.7%), resulting from passenger revenue increased by THB 6,182 million (20.0%) due to the increase in the number of flights and routes to accommodate the increasing demand passenger demand. In this quarter, THAI resumed services on routes to Milan, Republic of Italy and Oslo, Kingdom of Norway. In addition,

it increased flight frequencies to Beijing and Shanghai, People's Republic of China to stimulate tourism between Thailand and People's Republic of China from the visa exemption measures of both countries. As a result, THAI had a network covering 61 destinations in 26 countries worldwide, 8 of which are domestic destinations (excluding Bangkok). Freight and mail revenue increased by THB 1,268 million (36.6%) from a 31.6% increase in RFTK and a 5.6% increase in average freight yield. In addition, THAI and its subsidiaries had revenue from other businesses increased by THB 589 million (28.1%), mainly due to increased revenue from business units, driven by a rise in the number of passengers and flights from customer airlines. Other income increased by THB 781 million (146.5%). Meanwhile, total expenses (excluding one-time items) increased by THB 9,347 million (31.9%) higher than the previous year, according to higher production and/or traffic, more flights, more destinations, and an increase in passenger numbers. Moreover, operating costs increased due to several factors, such as aircraft repair and maintenance costs have risen due to higher estimated costs associated with an increased number of operational aircraft. Flight services expenses have also increased due to higher ground service rates. Additionally, sales and advertising expenses have grown in line with an increased in ticket reservations and also an increase in other expenses. As a result, THAI and its subsidiaries reported an operating profit before finance costs exclude one-time items of THB 7,192 million, THB 527 million (6.8%) lower than the same period last year.

THAI and its subsidiaries recognized finance costs, according to Thai Financial Reporting Standards No. 9: TFRS 9 amounted of THB 4,829 million, THB 1,107 million (29.7%) higher than the previous year, and had net one-time items as revenue of THB 10,119 million. Mainly from gain on foreign exchange rates, gain on debt restructuring and tickets fee expiration adjustment and share of profit from investments in associates, despite severance pay, Mutual Separation Plan program, impairment losses in accordance with TFRS 9, and adjustment of inventory for non-fleet aircraft. As a result, in the third quarter of 2024, THAI and its subsidiaries had a net profit of THB 12,483 million, THB 10,937 million increased from last year. The net profit attributable to owners of parent was THB 12,480 million, resulting in profit per share of THB 5.72, an increase of THB 5.02 per share (717.1%) from the previous year. EBITDA after deducting cash for debts payment according to the terms of the aircraft lease agreement including aircraft lease fees calculated from actual aircraft use (Power by the Hour) was THB 6,655 million, THB 1,705 million (20.4%) lower than last year.

2. Summary of Operating Results: THAI and its subsidiaries

The consolidated financial statements for the third quarter of 2024 consists of THAI's financial statement and 5 subsidiary companies which are 1) THAI-Amadeus Southeast Asia Co.,Ltd., 2) Wingspan Services Co., Ltd., 3) Thai Smile Airways Co., Ltd., "(ThaiSmile)" 4) THAI Flight Training Co., Ltd., and 5) Tour Eurng Luang Co., Ltd.

Financial Performance: THAI and its subsidiaries

	Jul – Sep			
	2024	2023	Variance	
			MTHB	%
Total operating revenues	45,828	37,008	+8,820	+23.8
- Passenger and excess baggage revenue	37,103	30,921	+6,182	+20.0
- Freight and mail revenue	4,729	3,461	+1,268	+36.6
- Revenue from other businesses	2,682	2,093	+589	+28.1
- Other income	1,314	533	+781	+146.5
Total operating expenses	38,636	29,289	+9,347	+31.9
- Fuel and oil	13,550	11,995	+1,555	+13.0
- Non-fuel operating expenses	25,086	17,294	+7,792	+45.1
Operating Profit before finance costs exclude				
one-time items	7,192	7,719	-527	-6.8
Finance costs	4,829	3,722	+1,107	+29.7
Operating Profit exclude one-time items	2,363	3,997	-1,634	-40.9
Gain from debt restructuring	2,162	33	+2,129	+6,451.5
Tickets fee expiration adjustment	539	-	+539	-
Share of gain of associates using the equity method	3	12	-9	-75.0
Mutual Separation Plan (MSP)	(8)	(87)	+79	+90.8
Impairment loss in accordance with TFRS 9	(39)	(115)	+76	+66.1
Gain (Loss) on sale of asset	(1)	157	-158	-100.6
Severance Pay	(109)	(13)	-96	-738.5
Adjustment of inventory for non-fleet aircraft	(1,453)	-	-1,453	-
Impairment loss of assets	-	(11)	+11	+100.0
Rental adjustment: Don Mueang office	-	(400)	+400	+100.0
Gain (Loss) on foreign currency exchange	9,025	(2,308)	+11,333	+491.0
Profit before tax	12,482	1,265	+11,217	+886.7
Net Profit	12,483	1,546	+10,937	+707.4
Profit attributable to owners of parent	12,480	1,538	+10,942	+711.4
Net Profit per share (THB)	5.72	0.70	+5.02	+717.1

		Jul – Sep			
		2024	2023	Variance	
				Amount	%
Significant operating data					
EBITDA – Aircraft Lease Payment	(MTHB)	6,655	8,360	-1,705	-20.4
Number of passengers	(Million)	3.94	3.27	+0.67	+20.5
Available Seat Kilometers	(Million)	17,139	13,580	+3,559	+26.2
Revenue Passenger Kilometers	(Million)	13,046	10,502	+2,544	+24.2
Cabin Factor	(%)	76.1	77.3		-1.2
Passenger Yield	(THB/RPK)	2.83	2.93	-0.10	-3.4
Available Dead Load Ton-Kilometers	(Million)	943	717	+226	+31.6
Revenue Freight Ton-Kilometers	(Million)	496	377	+119	+31.6
Freight Load Factor	(%)	52.5	52.6		-0.1
Freight carried	(Ton)	114,596	86,259	+28,337	+32.9
Freight Yield	(THB/RFTK)	9.45	8.95	+0.50	+5.6
Number of aircraft (As of Sep 30)	(Aircraft)	78	75	+3	+4.0
Flight hours	(Hours)	83,513	67,482	+16,031	+23.8
Aircraft utilization	(Hours/Aircraft/Day)	13.1	12.1	+1.0	+8.3
Average foreign currency exchange rate					
1 USD : THB		34.8065	35.1671	-0.3606	-1.0
1 EUR : THB		38.2133	38.2575	-0.0442	-0.1
100 JPY : THB		23.3467	24.3518	-1.0051	-4.1
Average jet fuel price	(USD/BBL)	104.29	111.94	-7.65	-6.8

Note: EBITDA-Aircraft Lease Payment = Total Revenue (exclude gain on foreign exchange, gain from debt restructuring and gain from sale of investment) - Expenses (excluded Power by the Hour, finance costs, tax, depreciation and amortization, impairment loss of assets, impairment loss in accordance with TFRS 9, adjustment of inventory for non-fleet aircraft and loss on foreign currency exchange) after cash paid for lease liabilities included Power by the Hour.

Summary of THAI and its subsidiaries

Revenues

The total revenue (excluding one-time items) of the third quarter of 2024 was THB 45,828 million, an increase of THB 8,820 million (23.8%). As for the following details:

- **Passenger and excess baggage revenue**

Passenger and excess baggage revenue, the majority income of THAI, accounting for approximately 81% of total income (excluding one-time items), amounting to THB 37,103 million, an increase of THB 6,182 million (20.0%) from the previous year resulting from

- Passenger traffic (RPK) increased by 24.2% or approximately THB 7,400 million while Production traffic (ASK) increased by 26.2% as this year THAI increased the number of flights and destinations to accommodate the increasing demand for passenger travel, by resuming services to Milan, Republic of Italy and Oslo, Kingdom of Norway routes, and increasing the flight frequency to Beijing and Shanghai, People's Republic of China to stimulate tourism between Thailand and People's Republic of China.

- Cabin factor decreased by 1.2%, down to 76.1% from 77.3% in the previous year. This decline was primarily due to increased competition from the resumption of services by other airlines, as well as the fact that quarter 2 and 3 are typically the lowest periods for passenger travel demand of the year. In 2023, the aviation industry was still in recovery, adjusting to the pent-up travel demand. Additionally, THAI has resumed services to Perth, Milan and Oslo which is still in the process of creating customer awareness.

- Average passenger yield (including fuel and insurance surcharges) was 2.83 THB, 0.10 THB lower than last year or approximately THB 1,300 million. Due to increased competition on international routes as more airlines resumed operations, although the average passenger yield for domestic routes increased.

- **Freight and mail revenue**

Freight and mail revenue which accounted for approximately 10% of total revenue (excluding one-time items), amounted to THB 4,729 million, an increase of THB 1,268 million (36.6%), as a result of a 31.6% increase in Revenue Freight Ton-Kilometers (RFTK), or approximately THB 1,000 million due to the increase in the number of aircraft in service. Average freight yield (including fuel and insurance surcharges) was THB 9.45, an increase of THB 0.50 from the same period last year or approximately THB 250 million, while the average freight load factor was 52.5%, similar to the previous year.

- **Revenue from other businesses** consists of revenues from business units which include Ground services, Catering, Cargo handling services, and other supporting activities amounted to THB 2,682 million, THB 589 million (28.1%) higher than last year, mainly due to the increase in number of passengers and flights from customer airlines.

- **Other income** consisting of interest income, penalty fee income and other income, amounted to THB 1,314 million, THB 781 million (146.5%) higher than the previous year due to increased interest income from increased cash and cash equivalents.

Expenses

In the third quarter of 2024, THAI and its subsidiaries had total expenses (excluding one-time items) of THB 38,636 million, an increase of THB 9,347 million (31.9%). Details of the expenses as follows:

- **Fuel and oil expenses**, amount of THB 13,550 million, accounting for 35.1% of total expenses (excluding one-time items), increased by THB 1,555 million (13.0%) as a result of the increased number of flights, resulting in higher fuel consumption than the previous year, despite the average fuel price being 6.8% lower than last year and the appreciation of the Thai Baht against the US dollar compared to the previous year.

- **Non-fuel operating expenses** total THB 25,086 million, increased by THB 7,792 million (45.1%), with details as follows:

Unit: Million Baht	Jul – Sep			
	2024	2023	Variance	
			MTHB	%
Expenses (excluding one-time items)				
Employee benefits expenses	2,875	2,438	+437	+17.9
Flight service expenses	4,774	3,486	+1,288	+36.9
Crew expenses	1,279	969	+310	+32.0
Aircraft repair and maintenance costs	5,525	1,873	+3,652	+195.0
Depreciation and amortization expenses	3,330	2,957	+373	+12.6
Aircraft and spare parts rental fees	228	678	-450	-66.4
Inventories and supplies used expenses	1,946	1,455	+491	+33.7
Selling and advertising expenses	2,620	1,659	+961	+57.9
Other expenses	2,509	1,779	+730	+41.0
Non-fuel Operating Expenses	25,086	17,294	+7,792	+45.1

Summary of expenses that have changed significantly are as follows:

- Variable cost totaled THB 16,372 million, higher than last year by THB 6,252 million (61.8%) as follows:
 - Flight service expenses, consisted of ground services, airport fee, navigation fee and other services fee, amounted to THB 4,774 million, an increase of THB 1,288 million (36.9%) mainly from increased number of flights and higher ground service expenses per flight.
 - Crew expenses amounted to THB 1,279 million, an increase of THB 310 million (32.0%), mainly from the increase in the number of flights and destinations as well as the increase in expenses per flight, from flight allowances that vary with flight hours, accommodation expenses, among others.
 - Aircraft repair and maintenance costs amounted to THB 5,525 million, an increase of THB 3,652 million (195.0%), mainly due to the addition of aircraft, including 8 Airbus A350-900 and 1 Boeing 787-9, compared to the same period last year, resulted in a 23.8% increase in flight hours, and monthly maintenance expenses rate per contract rose, as the company received fewer negotiated discounts from the restructuring phase. Additionally, this quarter, the company received fewer credit notes from Rolls-Royce for engine repairs compared to the same period last year.
 - Aircraft and spare parts rental fees include Power by the Hour and other types of right-of-use asset lease expenses with a contract term of less than 12 months, totaling THB 228 million, a decrease of THB 450 million (66.4%), from lease agreements for aircraft calculated based on actual aircraft usage (Power by the Hour) reached the end of the contract term and reverted to monthly payments under normal operating leases without recognition as lease of aircraft and spare parts expenses.
 - Inventories and supplies used expenses amounted to THB 1,946 million, an increase of THB 491 million (33.7%), mainly from the increase in passenger numbers and raw material costs, along with higher expenses for aircraft consumable spare parts due to increased maintenance activities.
 - Selling and advertising expenses total THB 2,620 million, an increase of THB 961 million (57.9%), mainly due to the increase in reservation expenses in line with the increase in the number of passengers and number of seats.
- Fixed cost comprises of employee benefits expenses, depreciation and amortization expenses, and other expenses total THB 8,714 million, THB 1,540 million (21.5%) higher than last year. Details as follows:
 - Employee benefits expenses (excluding compensation reserves for employees participating in Mutual Separation Plan program and the termination compensation) amounted to THB 2,875 million, an increase of THB 437 million (17.9%), mainly due to the adjustment of the salary payments for pilots and cabin crew, which were reduced during COVID-19, the increase in number of employees and outsource staff to support and align with business growth.
 - Depreciation and amortization expenses total THB 3,330 million, an increase of THB 373 million (12.6%), mainly due to the delivery of 8 Airbus A350-900 aircraft and 1 Boeing 787-9 aircraft.
 - Other expenses amounted to THB 2,509 million, an increase of THB 730 million (41.0%), mainly due to the increased expenses associated with services and rates adjustments by service providers, which include insurance premiums, expenses related to information technology systems, and external contractor fees, among others.
- **Finance costs** increased by THB 1,107 million (29.7%) from the previous year, mainly due to the recording of interest on operating leases from the adoption of TFRS 16, in relation to the increase in the delivery of operating lease aircraft, as well as the recognition of finance costs in accordance with TFRS 9 on financial instruments for creditors ordered by the Official Receiver.

Gain from debt restructuring of THB 2,162 million, from debt adjustments in compliance with the orders of the official receiver. (Also see Note 4.2 to the financial statements.)

Loss from the sale of assets of THB 1 million, consisting of:

- Loss on sale of 1 Boeing 777-200 aircraft of THB 0.4 million
- Loss on sale of residence in London of THB 3 million
- Gains from sale of other assets of THB 2 million

Mutual Separation Plan (“MSP”) program, compensation for employees participating in the MSP B, C and D plan that have been approved to extend the termination period of THB 8 million.

Severance pay in the event of termination of employment of THB 109 million, which is compensation for employees who terminate employment in Thailand and outstations due to THAI entering the rehabilitation process. It is necessary to improve the organization in all aspects to reduce costs and increase competitiveness.

Ticket fee expiration adjustment amounted to THB 539 million from the recognition of revenue from expired ticket fee, during March 2019 - June 2023, during which the company extended ticket validity due to the COVID-19 pandemic. The revenue recognition for these fees occurred because passengers did not request refunds within the specified period.

Adjustment of inventory for non-fleet aircraft amounted to THB 1,453 million mainly due to the revision of the policy for provisioning against inventory write-downs of non-fleet aircraft spare parts, changing from a gradual estimate to a full provisioning for the entire value.

Impairment loss in accordance with TFRS No.9 of THB 39 million due to trade receivables’ debt repayment.

Gain of foreign currency exchange was THB 9,025 million, consisting of unrealized foreign currency exchange gain of THB 10,860 million, from the appreciation of Thai Baht against the US Dollar, Euro and Japanese Yen as of September 30, 2024, when compared to June 30, 2024. As a result, the value of loans, lease liabilities for aircraft, and foreign currency-denominated assets and liabilities decreased after currency conversion. While there were realized foreign currency exchange loss of THB 1,835 million.

Share of profit of associates total THB 3 million, lower than the previous year by THB 9 million. Details as follows:

- Don Mueang International Airport Hotel Ltd.’s profit of THB 4 million, decreased by THB 1 million from last year.
- Suvarnabhumi Airport Hotel Ltd.’s profit of THB 0.5 million, decreased by THB 6 million from last year.
- Phuket Air Catering Ltd.’s loss of THB 1 million, while last year had a profit of THB 1 million.

EBITDA after deducting cash payment of debt under aircraft lease terms including Power by the hour for the third quarter of 2024 was THB 6,655 million, THB 1,705 million (20.4%) less than the same period last year.

Summary of performance: THAI and its subsidiaries for the first 9 months of 2024 (January 1 – September 30, 2024)

Financial Performance: THAI and its subsidiaries

	Jan – Sep			
	2024	2023	Variance	
			MTHB	%
Total operating revenues	135,810	115,897	+19,913	+17.2
- Passenger and excess baggage revenue	111,708	97,024	+14,684	+15.1
- Freight and mail revenue	12,683	11,657	+1,026	+8.8
- Revenue from other businesses	7,951	5,995	+1,956	+32.6
- Other income	3,468	1,221	+2,247	+184.0
Total operating expenses	111,617	86,567	+25,050	+28.9
- Fuel and oil	40,218	34,291	+5,927	+17.3
- Non-fuel operating expenses	71,399	52,276	+19,123	+36.6
Operating Profit before finance costs exclude one-time items	24,193	29,330	-5,137	-17.5
Finance costs	14,233	11,237	+2,996	+26.7
Operating Profit exclude one-time items	9,960	18,093	-8,133	-45.0
Outdated passenger ticket revenue adjustment	4,136	-	+4,136	-
Gain from debt restructuring	3,510	3,615	-105	-2.9
Tickets fee expiration adjustment	539	-	+539	-
Share of gain of associates using the equity method	54	40	+14	+35.0
Impairment loss in accordance with TFRS 9 (reversal)	19	(235)	+254	+108.1
Gain on sale of assets	46	523	-477	-91.2
Adjustment of holiday compensation for retired employees	-	(92)	+92	+100.0
Mutual Separation Plan (MSP)	(25)	(229)	+204	+89.1
Severance Pay	(113)	(13)	-100	-769.2
Adjustment of inventory for non-fleet aircraft	(1,453)	-	-1,453	-
Impairment loss of assets	(4,070)	(77)	-3,993	-5,185.7
Rental adjustment: Don Mueang office	-	(400)	+400	+100.0
Gain (Loss) on foreign currency exchange	2,630	(5,522)	+8,152	+147.6
Profit before tax	15,233	15,703	-470	-3.0
Net Profit	15,221	16,342	-1,121	-6.9
Profit attributable to owners of parent	15,195	16,314	-1,119	-6.9
Net Profit per share (THB)	6.96	7.47	-0.51	-6.8

		Jan - Sep			
		2024	2023	Variance	
				Amount	%
Significant operating data					
EBITDA – Aircraft Lease Payment	(MTHB)	25,056	31,720	-6,664	-21.0
Number of passengers	(Million)	11.62	10.13	+1.49	+14.7
Available Seat Kilometers	(Million)	47,778	40,085	+7,693	+19.2
Revenue Passenger Kilometers	(Million)	36,973	32,069	+4,904	+15.3
Cabin Factor	(%)	77.4	80.0		-2.6
Passenger Yield	(THB/RPK)	3.01	3.01	-	-
Available Dead Load Ton-Kilometers	(Million)	2,589	2,110	+479	+22.7
Revenue Freight Ton-Kilometers	(Million)	1,356	1,068	+288	+27.0
Freight Load Factor	(%)	52.4	50.6		+1.8
Freight carried	(Ton)	315,993	245,968	+70,025	+28.5
Freight Yield	(THB/RFTK)	9.23	10.70	-1.47	-13.7
Number of aircraft (As of Sep 30)	(Aircraft)	78	75	+3	+4.0
Flight hours	(Hours)	235,755	199,746	+36,009	+18.0
Aircraft utilization	(Hours/Aircraft/Day)	13.0	12.0	+1.0	+8.3
Average foreign currency exchange rate					
1 USD : THB		35.7250	34.5192	+1.2058	+3.5
1 EUR : THB		38.8139	37.3843	+1.4296	+3.8
100 JPY : THB		23.6561	25.0453	-1.3892	-5.5
Average jet fuel price	(USD/BBL)	107.90	109.83	-1.93	-1.8

Note: EBITDA-Aircraft Lease Payment = Total Revenue (exclude gain on foreign exchange, gain from debt restructuring and gain from sale of investment) - Expenses (excluded Power by the Hour, finance costs, tax, depreciation and amortization, impairment loss of assets, impairment loss in accordance with TFRS 9, adjustment of inventory for non-fleet aircraft and loss on foreign currency exchange) after cash paid for lease liabilities included Power by the Hour.

In the first 9 months of 2024, THAI and its subsidiaries had total revenue (excluding one-time items) of THB 135,810 million, an increase of THB 19,913 million (17.2%), mainly due to an increase in transportation revenue of THB 15,710 million (14.5%), with passenger and excess baggage revenue increased THB 14,684 million (15.1%) from a 15.3% increase in passenger traffic and average passenger yield (including fuel and insurance surcharges) similar to the same period last year. Freight and mail revenue increased by THB 1,026 million (8.8%), from 27.0% higher freight traffic (RFTK), despite a 13.7% decrease in average freight yield. In addition, revenue from other businesses increased by THB 1,956 million (32.6%) from the increase in number of passengers and flights from customer airlines. Other revenue increased by THB 2,247 million (184.0%). Total expenses (excluding one-time items) was THB 111,617 million, an increase of THB 25,050 million (28.9%), mainly due to an increase in fuel expense of THB 5,927 million (17.3%), resulting from an increase in the number of flights, resulting in higher fuel consumption than last year, and the Thai Baht depreciates against the US dollar compared to the previous year. These cause in higher fuel costs when calculated in Baht even though the average fuel price was 1.8% lower than the previous year. Additionally, operating variable cost increased in line with production growth, partly due to a 94.0% increase in aircraft repair and maintenance expenses, a 33.9% rise in flight services expenses, and a 45.9% increase in selling and advertising expenses. Also, fixed cost increased by 24.7%, partly due to an 18.3% increase in employee benefits expenses and a 50.7% increase in other expenses due to the increase in external contractor fees and utility costs, in line with higher production volumes, resulting in THAI and its subsidiaries had an operating profit before finance costs excluding one-time items of THB 24,193 million, a decrease of THB 5,137 million (17.5%) from last year.

THAI and its subsidiaries recorded net one-time items as income of THB 5,273 million, mainly resulting from outdated passenger ticket revenue adjustment, gain on debt restructuring, gain on foreign currency exchange, ticket fee expiration adjustment recording as revenue, gain from sale of assets, share of profit from investment in associates, despite impairment loss of assets, severance pay, adjustment of inventory for non-fleet aircraft and Mutual Separation Plan program. Consequently, THAI and its subsidiaries had a net profit of THB 15,221 million, THB 1,121 million (6.9%) lower than last year. Net profit attributable to owners of parent amounted to THB 15,195 million with earnings per share of THB 6.96, THB 0.51 per share lower than the previous year.

EBITDA after deducting cash payment of debt under aircraft lease terms including Power by the hour for the first 9 months of 2024 was THB 25,056 million, THB 6,664 million (21.0%) less than the same period last year.

3. Financial Position and Liquidity

Capital Expenditures

Unit: Million Baht	Jan - Sep	
	2024	2023
Aircraft and aircraft spare parts	2,700	4,895
Non-Aircraft	565	106
Total	3,265	5,001

In the first 9 months of 2024, capital expenditures were THB 3,265 million, THB 1,736 million lower than the previous year. Details as follows:

- Investment in aircraft and aircraft spare parts of THB 2,700 million, THB 2,195 million lower than the same period last year, mostly from the purchase of GENx spare engines for Boeing 787-9 aircraft, and rotatable aircraft spare parts, while last year was for the purchase of TRENT XWB spare engines for Airbus A350-900 aircraft.
- Investment in other fixed assets of THB 565 million, mostly from maintenance equipment services for Technical department.

Liquidity

As of September 30, 2024, THAI and its subsidiaries had cash and cash equivalents of THB 59,782 million, represented 22.7% of total assets, an increase from December 31, 2023 of THB 6,843 million (12.9%).

Summary of cash from and used in each activity are as follows:

Unit : Million Baht	Jan – Sep	
	2024	2023
Net cash from operating activities	45,128	36,445
Net cash used in investing activities	(19,402)	(11,953)
Net cash used in financing activities	(15,205)	(6,669)
Effect of exchange rate changes on cash and cash equivalents	(3,675)	1,242
Effect of changes in credit loss on cash and cash equivalents	(3)	(11)
Increase in cash and cash equivalents	6,843	19,054

In the first 9 months of 2024, THAI and its subsidiaries had net cash provided by operating activities of THB 45,128 million, an increase of THB 8,683 million from the previous year. Net cash used in investing activities was THB 19,402 million, an increase of THB 7,449 million from the previous year, mainly due to pre-delivery payment for aircraft procuring, investment in bill of exchange, fixed deposits, derivatives collateral and purchase of engines, spare parts and rotatable aircraft spare parts. Net cash used in financing activities was THB 15,205 million, an increase of THB 8,536 million from the previous year, mainly from repayments of aircraft lease liabilities, bond interest payments, and interest payments on long-term loans. As a result, cash and cash equivalents as of September 30, 2024 amounted to THB 59,782 million, an increase of THB 6,843 million from December 31, 2023, which was THB 52,939 million.

Fleet

As of September 30, 2024, THAI and its subsidiaries had 77 active aircraft, with 1 non-operational aircraft and 20 decommission aircraft which the Business Rehabilitation Plan Administrators approved to sell and currently preparing the contract and inspection.

Assets of THAI and its subsidiaries

As of September 30, 2024, THAI and its subsidiaries had total assets of THB 263,743 million, an increase of THB 24,752 million (10.4%) from December 31, 2023. Details as follows:

	Consolidated					
	Sep 30, 2024		Dec 31, 2023		Variance	
	MTHB	% of Total Assets	MTHB	% of Total Assets	MTHB	%
Current assets						
Cash and cash equivalents	59,782	22.7	52,939	22.2	+6,843	+12.9
Non-current assets held for sale	3,112	1.2	2,103	0.9	+1,009	+48.0
Other current assets	44,091	16.7	39,034	16.3	+5,057	+13.0
Current Assets	106,985	40.6	94,076	39.4	+12,909	+13.7
Property, plant and equipment - net	38,922	14.7	44,579	18.6	-5,657	-12.7
Right-of-use Assets	76,666	29.1	65,048	27.2	+11,618	+17.9
Other non-current assets	41,170	15.6	35,288	14.8	+5,882	+16.7
Total Assets	263,743	100.0	238,991	100.0	+24,752	+10.4

Current assets were THB 106,985 million, represented 40.6% of total assets, increased by THB 12,909 million (13.7%) from as of December 31, 2023. The significant items consisted of

- Cash and cash equivalents amounted to THB 59,782 million, an increase of THB 6,843 million (12.9%) from December 31, 2023, with net cash provided by operating activities exceeding net cash used in investing and financing activities.

- Non-current assets classified as held for sale amounted to THB 3,112 million, an increase of THB 1,009 million (48.0%) from December 31, 2023, mainly from the reclassification of 6 Airbus A380-800 aircraft from property, plant and equipment with a net book value of THB 1,328 million and the reclassification of engines, spare parts and other assets from other non-current assets with a net book value of THB 263 million and THB 245 million, respectively. However, there are sales of 3 Airbus A340-600 aircraft, 1 Boeing 747-400 aircraft, 2 Boeing 777-200 aircraft and other assets, with a net book value of THB 630 million, including the recording of impairment loss of 6 Boeing 777-200 aircraft amounting to THB 197 million. (Also see Note 9 to the financial statements.)

- Other current assets amounted to THB 44,091 million, an increase of THB 5,057 million (13.0%) from December 31, 2023, mainly from an increase of THB 8,615 million in other current financial assets from more investments in bill of exchange with the right to be redeemed, fixed deposits with a maturity period of more than 3 months and not over 1 year and debentures maturity period within 1 year. (Also see Notes 5.2, 6.1, 7, 8 to the financial statements.)

Property, plant and equipment amounted to THB 38,922 million, represented 14.7% of total assets, a decrease of THB 5,657 million (12.7%) from December 31, 2023, mainly from the recording of impairment loss of THB 3,873 million, consisting of impairment losses of 6 Airbus A380-800 aircraft of THB 3,793 million, from the purchase offers being lower than the net book value, and TRENT 970-84 spare engines of THB 732 million, despite a reversal of impairment losses of TRENT 772B spare engines of THB 652 million. In addition, there was a transfer of 6 Airbus A380-800 aircraft and 4 spare engines with a net book value of THB 1,558 million to non-current assets classified as held for sale. Depreciation for the period, despite the additional acquiring of spare engines and rotating aircraft equipment. (Also see Note 11 to the financial statements.)

Right-of-use assets amounted to THB 76,666 million, represented 29.1% of total assets, consisting of aircraft operating lease obligations, and other fixed asset operating leases, increased by THB 11,618 million (17.9%) from December 31, 2023, mainly from the delivery of 6 Airbus A350-900 aircraft and 1 Boeing 787-9 aircraft, despite depreciation for the period. (Also see Note 12 to the financial statements.)

Other non-current assets amounted to THB 41,170 million, represented 15.6% of total assets, increasing by THB 5,882 million (16.7%) from December 31, 2023, mainly from an increase in pre-delivery payment for aircraft procuring and derivatives collateral. (Also see Notes 10, 13, 14 to the financial statements.)

Return on Asset in the first 9 months of 2024 was 6.06% while last year was 7.56% due to net profit in the first 9 months of 2024 was lower than the same period last year.

Liabilities of THAI and its subsidiaries

As of September 30, 2024, total liabilities of THAI and subsidiaries amounted to THB 291,684 million, an increase from December 31, 2023 of THB 9,551 million (3.4%), details as follows:

	Consolidated					
	Sep 30, 2024		Dec 31, 2023		Variance	
	MTHB	% of Total Liabilities	MTHB	% of Total Liabilities	MTHB	%
Current liabilities	70,454	24.2	67,009	23.8	+3,445	+5.1
Current portion of long-term liabilities	8,486	2.9	7,187	2.5	+1,299	+18.1
Long-term liabilities	161,942	55.5	157,231	55.7	+4,711	+3.0
Other non-current liabilities	50,802	17.4	50,706	18.0	+96	+0.2
Total Liability	291,684	100.0	282,133	100.0	+9,551	+3.4

Current liabilities amounted to THB 70,454 million, represented 24.2% of total liabilities, an increase of THB 3,445 million (5.1%) from December 31, 2023, mainly due to deferred revenue increased by THB 5,521 million. (Also see Notes 5.2, 17 to the financial statements.)

Long-term liabilities, including the current portion of long-term liabilities amounted to THB 170,428 million, represented 58.4% of total liabilities, an increase of THB 6,010 million (3.7%) from December 31, 2023. Mainly from an increase in leases liabilities of THB 3,664 million from the operating leases of additional 6

Airbus A350-900 aircraft and 1 Boeing 787-9 aircraft, despite the repayment of lease liabilities. In addition, debentures increased by THB 2,376 million from the recognition of finance costs using the amortized cost method. (Also see Notes 5.2, 6.3, 15, 16 to the financial statements.)

Other non-current liabilities amounted to THB 50,802 million, represented 17.4% of total liabilities, an increase of THB 96 million (0.2%), mainly due to an increase in estimates of other non-current liabilities of THB 3,437 million from long-term provision for repair and maintenance of aircraft, maintenance reserve for aircraft overhaul, aircraft's engines and others component of aircraft which has to pay maintenance in the future in accordance with the agreement. THAI has obligation under operating lease of aircraft maintenance, aircraft's engines and other components maintenance over the lease period including preparation of aircraft conditions before handover to lessors at the end of the lease. THAI shall estimate expected maintenance expenses upon flight hour, flight cycle, overhaul period, and lease period which were calculated along with usage time proportion. Although trade and other non-current payables decreased by THB 3,235 million from trade and other payables adjustments to be in accordance with the debt maturity date and interest rates under the rehabilitation plan and the order of the Official Receiver. (Also see Notes 5.2, 17, 18, 19, 20 to the financial statements.)

Shareholders' Equity of Thai Airways International PCL., and its subsidiaries

As of September 30, 2024, shareholders' equity of THAI and its subsidiaries was THB -27,941 million, an improvement of THB 15,201 million compared to December 31, 2023, from net profit of the company and its subsidiaries.

Contingent Liabilities

As of September 30, 2024, THAI had contingent liabilities arising from commitments which have not been recognized in the financial statements from bank guarantee issued by domestic and foreign banks and future obligations under aircraft lease agreements and asset acquisition agreements, which are awaiting delivery. (Also see Note 25 to the financial statements.)

Financial Performance Summary, Thai Airways Public Company Limited (THAI)

During the third quarter of 2024, Thai Airways Public Company Limited ("THAI") had total revenue (excluding one-time items) of THB 45,756 million, THB 10,921 million (31.4%) higher than last year, resulting from an increase in transportation revenue amounted to THB 9,772 million (30.5%), from passenger revenue increased THB 8,504 million (29.7%), due to increasing production and traffic. THAI resumed services on routes to Milan, Republic of Italy and Oslo, Kingdom of Norway. In addition, it increased frequencies to Beijing and Shanghai, People's Republic of China, and provided services on regional and domestic routes to replace Thai Smile. Freight and mail revenue also rose by THB 1,268 million (36.6%) from a 31.6% increase in Revenue Freight Ton-Kilometers (RFTK), and a 5.6% increase in freight yield. Furthermore, revenue from other businesses increased by THB 395 million (17.8%), due to the increase in both the number of flights and passengers on customer airlines, and other revenue grew by THB 754 million (134.6%). Total expenses (excluding one-time items) amounted to THB 38,591 million, THB 12,443 million (47.6%) higher than last year resulting from increasing in production/traffic, number of flights, routes, number of passengers. Moreover, operating costs increased due to several factors, such as aircraft repair and maintenance costs have risen due to higher estimated costs associated with an increased number of operational aircraft. Flight services expenses have also increased due to higher ground service rates. Additionally, sales and advertising expenses have grown in line with an increased in ticket reservations and increased other expenses. As the results, THAI reported the operating profit before finance costs exclude one-time items of THB 7,165 million, THB 1,522 million (17.5%) lower than the same period last year.

THAI recognized finance costs, which was the recognition of financial costs according to Financial Reporting Standards No. 9: TFRS 9 in the amount of THB 4,829 million, THB 1,260 million (35.3%) higher than last year and net one-time items as income of THB 10,256 million, mainly resulting from gain on foreign currency exchange, gain on debt restructuring, and ticket fee expiration adjustment recording as revenue, despite severance pay and Mutual Separation Plan program and adjustment of inventory for non-fleet aircraft. Consequently, for the third quarter of 2024, THAI had a net profit of THB 12,594 million, THB 10,678 million (557.3%) higher than last year. Earnings per share of THB 5.77, THB 4.89 per share (555.7%) higher than the previous year. EBITDA after deducting cash for debts payment according to the terms of the aircraft lease agreement including aircraft rental fees calculated from actual aircraft use (Power by the Hour) was THB 6,631 million, THB 1,423 million (17.7%) lower than last year.

Financial Performance: THAI

	Jul - Sep			
	2024	2023	Variance	
			MTHB	%
Total operating revenues	45,756	34,835	+10,921	+31.4
- Passenger and excess baggage revenue	37,103	28,599	+8,504	+29.7
- Freight and mail revenue	4,729	3,461	+1,268	+36.6
- Revenue from other businesses	2,610	2,215	+395	+17.8
- Other income	1,314	560	+754	+134.6
Total operating expenses	38,591	26,148	+12,443	+47.6
- Fuel and oil	13,550	10,925	+2,625	+24.0
- Non-fuel operating expenses	25,041	15,223	+9,818	+64.5
Operating Profit before finance costs exclude one-time items	7,165	8,687	-1,522	-17.5
Finance costs	4,829	3,569	+1,260	+35.3
Operating Profit exclude one-time items	2,336	5,118	-2,782	-54.4
Gain from debt restructuring	2,162	33	+2,129	+6,451.5
Tickets fee expiration adjustment	539	-	+539	-
Impairment loss in accordance with TFRS 9 (reversal)	101	(27)	+128	+474.1
Mutual Separation Plan (MSP)	(8)	(87)	+79	+90.8
Gain (Loss) on sale of asset	(1)	157	-158	-100.6
Severance Pay	(109)	(13)	-96	-738.5
Adjustment of inventory for non-fleet aircraft	(1,453)	-	-1,453	-
Impairment loss of assets	-	(11)	+11	+100.0
Rental adjustment: Don Mueang office	-	(400)	+400	+100.0
Overhaul provision of Airbus A320 aircraft transferred from Thai Smile	-	(1,088)	+1,088	+100.0
Gain (Loss) on foreign currency exchange	9,025	(2,052)	+11,077	+539.8
Profit before tax	12,592	1,630	+10,962	+672.5
Net Profit	12,594	1,916	+10,678	+557.3
Net Profit per share (THB)	5.77	0.88	+4.89	+555.7

		Jul - Sep			
		2024	2023	Variance	
				Amount	%
Significant operating data					
EBITDA – Aircraft Lease Payment	(MTHB)	6,631	8,054	-1,423	-17.7
Number of passengers	(Million)	3.94	2.19	+1.75	+79.9
Available Seat Kilometers	(Million)	17,139	12,586	+4,553	+36.2
Revenue Passenger Kilometers	(Million)	13,046	9,698	+3,348	+34.5
Cabin Factor	(%)	76.1	77.1		-1.0
Passenger Yield	(THB/RPK)	2.83	2.94	-0.11	-3.7
Available Dead Load Ton-Kilometers	(Million)	943	717	+226	+31.6
Revenue Freight Ton-Kilometers	(Million)	496	377	+119	+31.6
Freight Load Factor	(%)	52.5	52.6		-0.1
Freight carried	(Ton)	114,596	83,697	+30,899	+36.9
Freight Yield	(THB/RFTK)	9.45	8.95	+0.50	+5.6
Number of aircraft (As of Sep 30)	(Aircraft)	78	61	+17	+27.9
Flight hours	(Hours)	83,513	55,145	+28,368	+51.4
Aircraft utilization	(Hours/Aircraft/Day)	13.1	13.3	-0.2	-1.5
Average foreign currency exchange rate					
1 USD : THB		34.8065	35.1671	-0.3606	-1.0
1 EUR : THB		38.2133	38.2575	-0.0442	-0.1
100 JPY : THB		23.3467	24.3518	-1.0051	-4.1
Average jet fuel price	(USD/BBL)	104.29	111.94	-7.65	-6.8

Note: EBITDA- Aircraft Lease Payment = Total Revenue (exclude gain on foreign exchange, gain from debt restructuring and gain from sale of investment) - Expenses (excluded Power by the Hour, finance costs, tax, depreciation and amortization, impairment loss of assets, impairment loss in accordance with TFRS 9, adjustment of inventory for non-fleet aircraft and loss on foreign currency exchange) after cash paid for lease liabilities included Power by the Hour.

In the first 9 months of 2024, Thai Airways International Public Company Limited (THAI) has total revenue (excluding one-time items) of THB 135,552 million, an increase of THB 26,811 million (24.7%) from the previous year, mainly due to an increase in transportation revenue of THB 23,828 million (23.7%), with passenger and excess baggage revenue increased THB 22,806 million (25.7%) from higher passenger production and traffic. Freight and mail revenue increased by THB 1,022 million (8.8%) from a 27.0% increase in RFTK, while average freight yield was 13.7% lower than last year. Furthermore, revenue from other businesses increased THB 679 million (9.7%), due to a rise in the number of flights and passenger from customer airlines, and other revenue increased THB 2,304 million (200.3%). Total expenses (excluding one-time items) was THB 111,413 million, an increase of THB 32,635 million (41.4%), mainly due to operating expenses that varied in line with higher production and/or traffic volumes, resulting in THAI had an operating profit before finance costs excluding one-time items of THB 24,139 million, a decrease of THB 5,824 million (19.4%) from last year.

In the first 9 months of 2024, net one-time transaction revenue totaling THB 5,611 million, resulting in net profit of THB 15,520 million, lower than the previous year by THB 305 million, equivalent to Profit per share of THB 7.11, down from the previous year by THB 0.14 per share. EBITDA after deducting cash for debts payment according to the terms of the aircraft lease agreement including aircraft rental fees calculated from actual aircraft use (Power by the Hour), was THB 24,995 million, down from the previous year by THB 4,672 million (15.7%).

Accumulated Financial Performance: THAI

	Jan - Sep			
	2024	2023	Variance	
			MTHB	%
Total operating revenues	135,552	108,741	+26,811	+24.7
- Passenger and excess baggage revenue	111,708	88,902	+22,806	+25.7
- Freight and mail revenue	12,683	11,661	+1,022	+8.8
- Revenue from other businesses	7,707	7,028	+679	+9.7
- Other income	3,454	1,150	+2,304	+200.3
Total operating expenses	111,413	78,778	+32,635	+41.4
- Fuel and oil	40,218	31,417	+8,801	+28.0
- Non-fuel operating expenses	71,195	47,361	+23,834	+50.3
Operating Profit before finance costs exclude one-time items	24,139	29,963	-5,824	-19.4
Finance costs	14,232	10,694	+3,538	+33.1
Operating Profit exclude one-time items	9,907	19,269	-9,362	-48.6
Outdated passenger ticket revenue adjustment	4,136	-	+4,136	-
Gain from debt restructuring	3,510	3,615	-105	-2.9
Tickets fee expiration adjustment	539	-	+539	-
Impairment loss in accordance with TFRS 9 (reversal)	416	(455)	+871	+191.4
Gain on sale of asset	46	523	-477	-91.2
Mutual Separation Plan (MSP)	(25)	(229)	+204	+89.1
Severance Pay	(113)	(13)	-100	-769.2
Adjustment of inventory for non-fleet aircraft	(1,453)	-	-1,453	-
Impairment loss of assets	(4,070)	(77)	-3,993	-5,185.7
Adjustment of holiday compensation for retired employees	-	(92)	+92	+100.0
Rental adjustment: Don Mueang office	-	(400)	+400	+100.0
Provision of overhaul for Airbus A320 aircraft transferred from Thai Smile	-	(2,120)	+2,120	+100.0
Gain (Loss) on foreign currency exchange	2,625	(4,851)	+7,476	+154.1
Profit before tax	15,518	15,170	+348	+2.3
Net Profit	15,520	15,825	-305	-1.9
Net Profit per share (THB)	7.11	7.25	-0.14	-1.9

		Jan - Sep			
		2024	2023	Variance	
				Amount	%
Significant operating data					
EBITDA – Aircraft Lease Payment	(MTHB)	24,995	29,667	-4,672	-15.7
Number of passengers	(Million)	11.62	6.50	+5.12	+78.8
Available Seat Kilometers	(Million)	47,778	36,693	+11,085	+30.2
Revenue Passenger Kilometers	(Million)	36,973	29,344	+7,629	+26.0
Cabin Factor	(%)	77.4	80.0		-2.6
Passenger Yield	(THB/RPK)	3.01	3.02	-0.01	-0.3
Available Dead Load Ton-Kilometers	(Million)	2,589	2,110	+479	+22.7
Revenue Freight Ton-Kilometers	(Million)	1,356	1,068	+288	+27.0
Freight Load Factor	(%)	52.4	50.6		+1.8
Freight carried	(Ton)	315,993	237,441	+78,552	+33.1
Freight Yield	(THB/RFTK)	9.23	10.70	-1.47	-13.7
Number of aircraft (As of Sep 30)	(Aircraft)	78	61	+17	+27.9
Flight hours	(Hours)	235,755	158,070	+77,685	+49.1
Aircraft utilization	(Hours/Aircraft/Day)	13.0	13.7	-0.7	-5.1
Average foreign currency exchange rate					
1 USD : THB		35.7250	34.5192	+1.2058	+3.5
1 EUR : THB		38.8139	37.3843	+1.4296	+3.8
100 JPY : THB		23.6561	25.0453	-1.3892	-5.5
Average jet fuel price	(USD/BBL)	107.90	109.83	-1.93	-1.8

Note: EBITDA- Aircraft Lease Payment = Total Revenue (exclude gain on foreign exchange, gain from debt restructuring and gain from sale of investment) - Expenses (excluded Power by the Hour, finance costs, tax, depreciation and amortization, impairment loss of assets, impairment loss in accordance with TFRS 9, adjustment of inventory for non-fleet aircraft and loss on foreign currency exchange) after cash paid for lease liabilities included Power by the Hour.

Assets of Thai Airways International PCL.

As of September 30, 2024, THAI has total assets of THB 263,037 million, an increase of THB 25,609 million (10.8%) from December 31, 2023. Details as follows:

	Separate Financial Statement					
	Sep 30, 2024		Dec 31, 2023		Variance	
	MTHB	% of Total Assets	MTHB	% of Total Assets	MTHB	%
Current assets						
Cash and cash equivalents	59,600	22.6	52,359	22.0	+7,241	+13.8
Non-current assets held for sale	3,112	1.2	2,103	0.9	+1,009	+48.0
Other current assets	43,872	16.7	38,377	16.2	+5,495	+14.3
Current Assets	106,584	40.5	92,839	39.1	+13,745	+14.8
Property, plant and equipment-net	38,874	14.8	44,556	18.8	-5,682	-12.8
Right-of-use Assets	76,641	29.1	65,042	27.4	+11,599	+17.8
Other non-current assets	40,938	15.6	34,991	14.7	+5,947	+17.0
Total Assets	263,037	100.0	237,428	100.0	+25,609	+10.8

- Current assets amounted to THB 106,584 million, representing 40.5% of total assets, an increase of THB 13,745 million (14.8%) from December 31, 2023, mainly due to an increase of THB 8,595 million in other current financial assets from more investments in bill of exchange with the right to be redeemed, fixed deposits with a maturity period of more than 3 months and not over 1 year and debentures maturity period within 1 year.

In addition, cash and cash equivalents increased by THB 7,241 million. (Also see Note 5.2, 6.1, 7, 8, 9 to the financial statements.)

- Property, plant and equipment amounted to THB 38,874 million, representing 14.8% of total assets, a decrease of THB 5,682 million (12.8%), mainly from the recording of impairment loss of THB 3,873 million, consisting of impairment losses of 6 Airbus A380-800 aircraft of THB 3,793 million and TRENT 970-84 spare engines of THB 732 million, despite a reversal of impairment losses of TRENT 772B spare engines of THB 652 million. In addition, there was a transfer of 6 Airbus A380-800 aircraft and 4 spare engines with a net book value of THB 1,558 million to non-current assets classified as held for sale. Depreciation for the period, despite the additional acquiring of spare engines and rotating aircraft equipment. (Also see Note 11 to the financial statements.)

- Right-of-use assets amounted to THB 76,641 million, representing 29.1% of total assets, consisting operating lease aircraft and other operating leases fixed asset, increased by THB 11,599 million (17.8%), mainly due to the delivery of 6 Airbus A350-900 aircraft and 1 Boeing 787-9 aircraft, despite depreciation for the period. (Also see Note 12 to the financial statements.)

- Other non-current assets amounted to THB 40,938 million, representing 15.6% of total assets, an increase of THB 5,947 million (17.0%) from December 31, 2023. Mainly from an increase in pre-delivery payment for aircraft procuring and derivatives collateral. (Also see Notes 10, 13, 14 to the financial statements.)

Liabilities of Thai Airways International PCL.

As of September 30, 2024, THAI had total liabilities of THB 290,862 million, an increase of THB 10,082 million (3.6%) from December 31, 2023. Details as follows:

	Separate Financial Statement					
	Sep 30, 2024		Dec 31, 2023		Variance	
	MTHB	% of Total Liabilities	MTHB	% of Total Liabilities	MTHB	%
Current liabilities	69,707	24.0	65,709	23.4	+3,998	+6.1
Current portion of long-term liabilities	8,475	2.9	7,180	2.6	+1,295	+18.0
Long-term liabilities	161,927	55.7	157,231	56.0	+4,696	+3.0
Other non-current liabilities	50,753	17.4	50,660	18.0	+93	+0.2
Total Liabilities	290,862	100.0	280,780	100.0	+10,082	+3.6

- Current liabilities amounted to THB 69,707 million, representing 24.0% of the total liabilities, an increase of THB 3,998 million (6.1%) from December 31, 2023, due to an increase in deferred revenue amounted to THB 5,598 million in line with increased flights and revenue. (Also see Notes 5.2, 17 to the financial statements.)

- Long-term liabilities, including the current portion of long-term liabilities were THB 170,402 million representing 58.6% of total liabilities, increased by THB 5,991 million (3.6%) resulting from increase in lease liabilities amounted to THB 3,645 million, from taking the delivery of 6 Airbus A350-900 aircraft and 1 Boeing 787-9 aircraft, despite the repayment of lease liabilities. In addition, debentures increased by THB 2,376 million from the recognition of finance costs using the amortized cost method. (Also see Note 5.2, 6.3, 15, 16 to the financial statements.)

- Other non-current liabilities amounted to THB 50,753 million, representing 17.4% of total liabilities, an increase of THB 93 million (0.2%), mainly due to an increase in estimates of other non-current liabilities of THB 3,437 million from long-term provision for repair and maintenance of aircraft, maintenance reserve for aircraft overhaul, aircraft's engines and others component of aircraft which has to pay maintenance in the future in accordance with the agreement. THAI has obligation under operating lease of aircraft maintenance, aircraft's engines and other components maintenance over the lease period including preparation of aircraft conditions before handover to lessors at the end of the lease. THAI shall estimate expected maintenance expenses

upon flight hour, flight cycle, overhaul period, and lease period which were calculated along with usage time proportion. Although trade and other non-current payables decreased by THB 3,235 million from trade and other payables adjustments to be in accordance with the debt maturity date and interest rates under the rehabilitation plan and the order of the Official Receiver. (Also see Notes 5.2, 17, 18, 19, 20 to the financial statements.)

Shareholders' Equity of Thai Airways International PCL.

As of September 30, 2024, THAI has shareholders' equity of THB -27,825 million, an improvement of THB 15,527 million compared to December 31, 2023, from net profit of the company.

4. Outlook

From the World Economic Outlook (WEO) report issued in October, published by the International Monetary Fund (IMF) on October 22, 2024, projects moderate global economic growth. The U.S. economy is expected to be a key driver of growth among developed nations, with stronger-than-expected private consumption. However, growth forecasts for Europe have been revised downward due to challenges in the manufacturing sector. China is seeing stronger exports, but its economy is weighed down by pressures in the real estate sector and low consumer confidence. On the other hand, India continues to experience robust economic growth. The IMF has maintained its global growth projections for both 2024 and 2025 at 3.2%. Towards the end of the year, the U.S. presidential election result, could influence shifts in international economic and political policies. Additionally, the global economy may face risks from geopolitical conflicts and tight monetary policies.

For the fourth quarter of 2024, The Association of Asia Pacific Airlines (AAPA) anticipates that passenger and freight demand in the region will continue to grow, driven by the continued growth of route networks and production to support the year-end festival season. However, it continues to confront risks and uncertainties, such as supply chain concerns, delayed aircraft delivery, and a skilled workforce scarcity resulting regional airlines will continue to focus on cost containment while seeking new revenue streams, enhancing operational efficiency, and achieving long-term growth to maintain its profitability.

Thailand's economy is forecasted to grow gradually by 2.8% in 2024 and 3.0% in 2025. Key drivers in the final quarter of 2024 include the recovery of the tourism and export sectors, with approximately 36 million foreign tourists expected to visit Thailand in 2024, alongside a steady recovery in private consumption and accelerated investment in approved projects, according to the government's 8-point vision under the Ignite Thailand policy framework, which promotes Thailand as a hub in many areas by attracting direct foreign investment. However, both internal and external risk factors for the Thai economy must be monitored, including geopolitical conflicts, global financial market volatility caused by tight monetary policies, the outcome of the US presidential election, the economic recovery of major trading partners, and household and business debt.

Key operations in October 2024, THAI took delivery of 2 Airbus A330-300 aircraft to support the continuous growth in passenger demand from the recovery of the aviation industry. By the end of 2024, THAI fleet will consist of 79 operational aircraft, comprising of 20 narrow body aircraft and 59 wide body aircraft. In the winter 2024/25 schedule, THAI will resume services to Siem Reap and Brussels, and increase flight frequencies to Nagoya, Kochi and Denpasar.

Furthermore, THAI has negotiated and signed agreements with Boeing and GE Aerospace to purchase 45 Boeing 787 Dreamliner, the wide-body aircraft equipped with GENx engines, which are lighter and feature advanced technologies to increase operational efficiency while also lowering fuel costs and environmental impacts, with the option to purchase an additional 35 aircraft by 2033. THAI intends to increase its fleet to 150 aircraft, including 52 narrow-body aircraft and 98 wide-body aircraft. The acquisition of new aircraft will result in a younger average fleet age for the company, leading to enhanced operational efficiency and reduced fuel costs. This will

optimize the structure of the company's fleet to better support network expansion, improve flexibility in flight management and maintenance, and drive future growth. Additionally, it will allow the company to deliver improved services to its customers.

THAI had completed the submission of the registration statement and draft prospectus to the Office of the Securities and Exchange Commission (SEC) and the Stock Exchange of Thailand (SET) on September 30, 2024. An independent financial advisor released a fair valuation report on October 11, 2024. This will be followed by the process of creditors exercising their rights to convert debt into equity in November 2024. THAI plans to offer additional common shares in December 2024, and expecting to resume trading within the second quarter of 2025.

THAI has demonstrated its commitment and continuous efforts in business rehabilitation through the restructuring of its organization into a new phase as a private company. This includes fleet and route adjustments, improvements in service quality and operational efficiency, as well as restructuring employee compensation, welfare, and benefits. These efforts are geared toward sustainable and continuous growth under the concept of "Fly for The New Pride," aiming for new horizons of pride. The key strategies are as follows:

- Enhancing the flight network to ensure comprehensive coverage, focusing on seamless flight connections that meet global passenger demands.
- Developing and designing passenger-centric products and services with an emphasis on creating the best possible travel experience and strengthening the brand's position.
- Improving operational efficiency to drive cost competitiveness, creating sustainability and increasing profitability.
- Establishing capacity to generate new revenue streams, diversifying income sources, and reducing dependence on aviation-related revenue.
- Focusing on sustainable growth alongside corporate social and environmental responsibility, to create long-term value for the business, society, and the environment.

These strategies will allow THAI to operate with agility, tackle challenges, adapt to changes swiftly, and innovate effectively to seize business opportunities, thereby ensuring strong and sustainable growth in the future.

5. Financial Ratios

		Jan - Sep			
		Consolidated		The Company	
		2024	2023	2024	2023
Liquidity Ratio					
Current Ratio	(times)	2.90	2.22	2.95	2.34
Profitability Ratio					
Operating Profit (Loss) Margin	%	7.33	15.61	7.31	17.72
Net Profit (Loss) Margin	%	11.21	14.10	11.45	14.55
Return on Equity	%	n/a	n/a	n/a	n/a
Efficiency Ratio					
Return on Total Assets	%	6.06	7.56	6.20	7.32
Financial Policy Ratio					
Interest Bearing Debt to Equity	(times)	n/a	n/a	n/a	n/a
Total Debt to Equity	(times)	n/a	n/a	n/a	n/a
Interest Coverage Ratio	(times)	2.69	3.33	2.69	3.30
Net Debt to EBITDA	(times)	6.05	6.30	6.04	6.48
Debt Service Coverage Ratio	(times)	1.30	1.98	1.29	1.93

GLOSSARY

Current Ratio	= Current Assets (Exclude Non-Current Assets held for sale / Current Liabilities (Exclude Unearned Transportation Revenues))
Operating Profit (Loss) Margin	= Operating Profit (Loss) / Total Revenue (Exclude one-time items)
Net Profit (Loss) Margin	= Net Profit (Loss) / Total Revenue (Exclude one-time items)
Return on Equity	= Net Profit (Loss) / Average Shareholders' Equity
Return on Total Assets	= Net Profit (Loss) / Average total assets
Interest Bearing Debt to Equity	= (Short-term Loan + Long-term Loan including current portion of Long-term Loan within 1 year) / Shareholders' Equity
Total Debt to Equity	= Total liabilities / Shareholders' Equity
Interest Coverage Ratio	= EBITDA / Interest
Net Debt to EBITDA	= (Total liabilities - Cash and cash equivalents) / EBITDA
Debt Service Coverage Ratio	= EBITDAR / (Long-term Loan repayment and Lease liabilities + Interest payment + Lease of aircraft and spare part)

Related Party Transactions

6.1 Significant related party transactions carried between the company (exclude subsidiary company) and major shareholders and entities that may have conflicts of interest for the nine months period ended September 30, 2024 are detailed as follow:

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Ministry of Finance (MOF)	MOF is the major shareholder of THAI with 47.86% shares.	1. International loans take through the MOF consist of:				- The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties. - Also see Notes No.1 and 2
		- Outstanding loans under the rehabilitation plan	13,214.18	12,583.54	11,721.78	
		- Deferred interests	687.89	861.76	135.90	
		2. THAI leased the lands from the Treasury Department.	5.45	7.80	8.63	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		3. THAI sold tickets to MOF.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total revenue	3.50	1.43	0.00	
		- Account receivable	0.00	0.00	0.00	

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Government Savings Bank (GSB)	GSB is controlled by the MOF, a major shareholder of THAI.	<p>1. THAI entered into a committed revolving credit line with GSB credit limit up to THB 3.5 billion, the credit line was used.</p> <p>- Outstanding loans - Interest expenses - Accrued interests</p> <p>- Outstanding loans under the rehabilitation plan - Interest Expenses - Deferred interests</p> <p>2. THAI sold tickets, rented out space, and other services to GSB.</p> <p>- Total revenue</p>	<p>- 79.48 531.10</p> <p>2,475.70 22.41 22.41</p> <p>0.31</p>	<p>3,500.00 119.22 545.14</p> <p>0.36</p>	<p>3,500.00 119.22 425.92</p> <p>0.63</p>	<p>- The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties.</p> <p>Note: - The interest rate for the year 2022-Aug 31, 2024 were the effective interest rate according to the original contract. - The pricing is on an arms' length basis and on commercial terms as unrelated parties. - Also see Notes No.1 and 3</p> <p>- The pricing, terms and interest rates are on an arms' length basis and on commercial term as unrelated parties.</p>
Export-Import Bank of Thailand (EXIM)	EXIM is controlled by the MOF, a major shareholder of THAI.	<p>1. THAI entered into a long-term loan agreement with EXIM:</p> <p>- Outstanding loans - Outstanding loans under the rehabilitation plan - Interest Expenses</p>	<p>- - -</p>	<p>- 17.11</p>	<p>453.75 37.45</p>	<p>- The pricing, terms and interest rates are on an arms' length basis and on commercial term as unrelated parties.</p> <p>- Also see Notes No.1 and 3</p>

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
		<p>2. THAI entered into a committed revolving credit line with EXIM credit limit up to THB 1.5 billion, the credit line was used.</p> <p>- Outstanding loans under the rehabilitation plan - Interest Expenses - Deferred interests</p>	<p>1,521.48 17.21 73.92</p>	<p>1,508.18 22.63 56.71</p>	<p>1,485.55 22.14 34.07</p>	<p>- The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties.</p> <p>- Also see Note No.1</p>
Islamic Bank of Thailand (IBANK)	IBANK is controlled by the MOF, a major shareholder of THAI.	<p>1. THAI entered into a long-term loan agreement with IBANK:</p> <p>- Outstanding loans under the rehabilitation plan - Interest Expenses - Deferred interests</p>	<p>1,686.66 113.81 417.12</p>	<p>1,579.31 139.89 303.31</p>	<p>1,439.42 109.35 163.42</p>	<p>- The pricing, terms and interest rates are on an arms' length basis and on commercial term as unrelated parties.</p> <p>- Also see Notes No.3</p>
Krung Thai Bank Public Company Limited (KTB)	MOF controlled via the Bank of Thailand and Financial Institutions Development Fund, which is the major shareholder of KTB.	<p>1. THAI entered into a committed revolving credit line with KTB credit limit up to THB 3.0 billion, the credit line was used.</p> <p>- Outstanding loans - Interest expenses - Accrued interests</p>	<p>51.24 333.59</p>	<p>2,260.73 76.86 282.34</p>	<p>2,260.73 76.86 205.49</p>	<p>- The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties.</p> <p>Note: - The interest rate for the year 2022-Aug 31, 2024 were the effective interest rate according to the original contract.</p>

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
		<ul style="list-style-type: none"> - THAI entered into a committed revolving credit line with KTB credit limit up to THB 3.5 billion, the credit line was used. - Outstanding loans - Interest expenses - Accrued interests - Outstanding loans under the rehabilitation plan - Interest expenses - Deferred interests 	 26.60 170.31 5,708.00 10.18 10.18	 3,500.00 39.90 143.71 5,708.00 10.18 10.18	 3,500.00 39.90 103.81	<ul style="list-style-type: none"> - The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties. - The pricing, terms and interest rates are on an arms' length basis and on commercial term as unrelated parties. - Also see Notes No.1 and 2

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
		2. THAI sold debentures to KTB. - Debenture value - Interest in accordance with the business rehabilitation plan - Deferred interests	832.00 9.33 41.01	832.00 12.48 31.76	832.00 12.48 19.28	- The pricing, terms, interest rates and commitment fees are on an arms' length basis and on commercial term as unrelated parties. - Also see Note No.1
		3. THAI provided office space rental, ATM space, utilities, and leased line to KTB. - Total revenue - Account receivable	1.93 0.00	2.58 0.21	2.76 0.16	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		4. THAI paid service fees to KTB for cash delivery and debentures distribution fee. - Total expenses - Account payable	0.32 0.00	0.00 0.13	0.00 0.13	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Thailand Post Company Limited	Thailand Post and THAI have a common major shareholder, namely MOF.	1. THAI bought postal services, both domestic and international, and postal tools from Thailand Post. - Total expenses	0.27	0.38	0.27	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Tourism Authority of Thailand (TAT)	TAT is controlled by the MOF, a major shareholder of THAI.	1. THAI paid for advertising and sales promotion to TAT.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total expenses - Account payable	0.00 0.52	1.32 0.55	0.00 0.52	
		2. THAI sold tickets and provided office space rental to TAT.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total revenue - Account receivable	26.21 10.24	4.57 0.87	16.17 5.23	
MCOT Public Company Limited (MCOT)	MCOT and THAI have a common major shareholder, namely MOF.	1. THAI paid for advertising to MCOT.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total expenses - Account payable - Account payable under the rehabilitation plan - Deferred interests	0.00 0.00 0.78 0.05	0.00 0.00 0.86 0.16	0.00 0.87 - -	

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
PTT Public Company Limited (PTT)	PTT and THAI have a common major shareholder, namely MOF.	1. THAI bought fuel and lubricant for its vehicles from PTT.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - Also see Note No.3
		- Total expenses - Account payable - Account payable under the rehabilitation plan - Interest expenses - Deferred interests	0.00 0.00 1.15 0.07 0.29	0.01 0.13 1.26 0.09 0.22	0.01 0.17 1.17 0.09 0.13	
		2. THAI sold tickets to PTT.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total revenue	21.61	28.07	16.33	
PTT Oil and Retail Business Public Company Limited (PTTOR)	PTT is the major shareholder of PTTOR with 75% shares.	1. THAI purchased JET A-1 aviation fuel and fuel for vehicles from PTTOR.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - Also see Note No.3
		- Total expenses - Account payable - Account payable under the rehabilitation plan - Interest expenses - Deferred interests	9,984.88 825.09 568.54 42.09 636.23	7,183.63 665.95 603.27 144.00 594.14	6,281.62 376.24 788.03 201.98 450.14	
		2. THAI sold tickets to PTTOR.				- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		- Total revenue - Account receivable	7.85 1.99	11.84	8.83	

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Airports of Thailand Public Company Limited (AOT)	AOT and THAI have a common major shareholder, namely MOF.	<p>1. AOT provided space rental at several airports for THAI's offices, aircraft/ vehicle parking, cargo loading/ unloading, stores for ground service equipment, containers, and other services.</p> <p>- Total expenses - Account payable</p> <p>2. THAI sold tickets to AOT and received 2% of passenger service charge collected for AOT.</p> <p>- Total revenue - Account receivable</p>	<p>6,381.25 5,446.77</p> <p>48.18 18.78</p>	<p>6,676.54 889.86</p> <p>49.20 78.08</p>	<p>3,865.62 890.11</p> <p>18.52 33.70</p>	<p>- The pricing is on an arms' length basis and on commercial terms as unrelated parties.</p> <p>- The pricing is on an arms' length basis and on commercial terms as unrelated parties.</p>
National Telecom Public Company Limited (NT)	NT and THAI have a common major shareholder, namely MOF.	<p>1. THAI sold debentures to NT.</p> <p>- Debenture value - Interest in accordance with the business rehabilitation plan - Deferred interests</p> <p>2. THAI sold debentures to TOT</p> <p>- Debenture value - Interest in accordance with the business rehabilitation plan - Deferred interests</p>	<p>933.00 10.47 45.86</p> <p>415.00 4.66 20.08</p>	<p>933.00 14.00 35.39</p> <p>415.00 6.22 15.42</p>	<p>933.00 14.00 21.39</p> <p>415.00 6.22 9.20</p>	<p>- The pricing, terms, interest rates and Commitment fees are on an arms' length basis and on commercial term as unrelated parties.</p> <p>- Also see Note No.3</p> <p>- The pricing, terms, interest rates and Commitment fees are on an arms' length basis and on commercial term as unrelated parties.</p> <p>- Also see Note No.3</p>

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
		3. THAI rents communication channels from NT. - Total expenses - Account payable - Account payable under the rehabilitation plan - Interest expenses - Deferred interests	 0.00 0.00 9.26 0.59 2.44	 0.00 10.33 0.77 1.85	 0.00 9.55	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Civil Aviation Training Center (CATC)	CATC is controlled by the MOF, a major shareholder of THAI.	1. CATC provided aviation training for THAI's pilots. - Account payable - Account payable under the rehabilitation plan - Interest expenses - Deferred interests	 0.00 7.32 0.48 2.05	 0.00 9.35 0.65 1.57	 0.00 8.70 0.61 0.92	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Thai-Amadeus Southeast Asia Company Limited (Subsidiary Company)	THAI is the major shareholder of Thai-Amadeus Southeast Asia, with 55% shares. THAI's executive officers: - Mr. Chai Eamsiri is a Director of Thai-Amadeus Southeast Asia; - Mr. Korakot Chatasingha is a Director of	1. THAI sold tickets and provided office space and computer rental to Thai-Amadeus Southeast Asia Co., Ltd. - Total revenue - Account receivable	 2.99 0.31	 3.53 0.30	 6.20 1.04	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
	Thai-Amadeus Southeast Asia; - Mr. Tras Prommobol is a Director of Thai-Amadeus Southeast Asia.					
Wingspan Services Company Limited (WSC) (Subsidiary Company)	THAI is the major shareholder of WSC, with 49% shares and controlling authority. THAI's executive officers: - Mrs. Chuntarica Jotikasthira is a Director of WSC.	1. WSC outsourced its staff to THAI. - Total expenses - Account payable 2. THAI provided office space and equipment rental to WSC. - Total revenue - Account receivable	909.21 158.18 5.99 283.09	1,062.82 306.78 3.42 2.24	376.97 166.36 3.56 1.37	- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Thai Flight Training Company Limited (TFTA) (Subsidiary Company)	THAI is the major shareholder of TFTA, with 49% shares and controlling authority	1. THAI provided aviation training equipment, office space and equipment rental to TFTA. - Total revenue - Account receivable	41.72 13.73	34.75 0.77	22.14 4.23	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
	THAI's executive officers: - Mr. Chawan Ratanawaraha is a Director of TFTA; - Mrs. Onanong Junhaman is a Director of TFTA.	2 TFTA provided flight attendant training to THAI - Total expenses - Account payable	10.49 0.45	0.00 0.00	0.00 0.00	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Tour Eurng Luang Company Limited (Subsidiary Company)	THAI holds 49 % shares in Tour Eurng Luang Co., Ltd via WSC and with controlling authority.	1. THAI paid commission fees from the sale of Eurng Luang services to Tour Eurng Luang. - Total expenses - Account payable 2. THAI sold Eurng Luang tours to Tour Eurng Luang. - Total revenue - Account receivable	1.68 0.00 14.63 1.16	2.16 0.18 10.67 5.37	2.05 0.00 12.31 0.00	- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Thai Smile Airways Company Limited (Subsidiary Company)	THAI wholly owns Thai Smile Airways. THAI's executive officers: - Mr. Chai Eamsiri is a Director of Thai Smile Airways; - Mr. Korakot Chatasingha is a Director of Thai Smile Airways; - Mrs. Chuntarica Jotikasthira is a Director of Thai Smile Airways; - Mrs. Cherdchome Therdsteerasukdi is a Director of Thai Smile Airways.	1. THAI bought Block Space and other services from Thai Smile Airways. - Total expenses - Account payable	61.57 3.22	3,943.73 130.91	2,995.72 490.16	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
		2. THAI provided aircraft rental, ground services, parking space, aircraft insurance premium, boarding passes, pilot training and catering to Thai Smile Airways. - Total revenue - Account receivable	148.25 9,925.76	3,911.55 10,353.67	3,346.78 10,885.92	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Don Mueang International Airport Hotel Company Limited (Associated Company)	THAI holds 40% shares in Don Mueang International Airport Hotel. THAI's executive officers: - Mrs. Cherdchome Therdsteerasukdi is a Director of Don Mueang International Airport Hotel.	1. THAI bought hotel rooms for its passengers from Donmueang International Airport Hotel. - Total expenses	0.00	0.00	0.00	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.
Phuket Air Catering Company Limited (PACCO) (Associated Company)	THAI holds 30% shares in PACCO. THAI's executive officers: - Mrs. Varangkana Luerojvong is a Director of PACCO; - Mr. Rut Rugsumruad is a Director of PACCO.	1. THAI bought catering services from PACCO. - Total expenses - Account payable - Account payable under the rehabilitation plan - Deferred interests	195.01 11.17 15.66 0.98	148.48 0.00 17.23 3.21	38.93 0.00 15.95 1.19	- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - Also see Note No.1

Name of Entities with Potential Conflicts of Interest	Relationship	Type of Transaction	Value (Million THB)			Terms / Pricing Policy
			For the nine months period ended September 30 , 2024	For the year ended December 31 , 2023	For the year ended December 31 , 2022	
Suvarnabhumi Airport Hotel Company Limited (Associated Company)	THAI holds 30% shares in Suvarnabhumi Airport Hotel. THAI's executive officer: - Mr. Cherdphan Chotikhun is a Director of Suvarnabhumi Airport Hotel.	1. THAI bought hotel rooms for its passengers from Suvarnabhumi Airport Hotel. - Total expenses - Account payable - Account payable under the rehabilitation plan - Deferred interests	0.66 0.00 1.65 0.93	0.32 0.00 1.82 0.34	0.00 2.16 - -	- The pricing is on an arms' length basis and on commercial terms as unrelated parties. - Also see Note No.1
Aeronautical Radio of Thailand Limited (AEROTHAI) (Joint-Venture Company)	AEROTHAI and THAI have a common major shareholder, namely MOF. THAI holds 0.55% shares in AEROTHAI. THAI's executive officers: - Mr. Chawan Ratanawaraha is a Director of AEROTHAI.	1. THAI bought navigation services and rented communication equipment from AEROTHAI - Total expenses - Account payable - Account payable under the rehabilitation plan - Deferred interests 2. THAI sold tickets, rented out space, and other services to AEROTHAI. - Total revenue - Account receivable	891.08 0.00 74.02 4.82 1.44 0.77	713.56 0.00 94.89 8.95 -	438.31 107.31 - -	- The pricing is on an arms' length basis and on commercial terms as unrelated parties.

Notes:

1. After the Central Bankruptcy Court has issued an order approving the rehabilitation plan and the request for an amendment to the plan following the resolution of the meeting of creditors on May 19, 2021. THAI has made improvements in debt to a financial liability that has been measured at amortized cost using the effective interest method and considered a pre-adjusted financial liability. In addition, whether there has been a significant difference after the adjustment for financial liabilities that differ materially, the new financial liabilities have been recognized at fair value using the discounted cash flow method which used the market interest rate. The difference between the carrying amount of the adjusted financial liability and the present value of the recalculated financial liability where THAI recognizes gains on debt restructuring in the statements of income and other comprehensive income and the interest expense is recognized at the market rate. If such financial liabilities do not have a significant difference THAI would adjust its cash flows under new conditions by using the effective interest rate under the original contract resulting difference is recognized as gain on debt restructuring in the statements of income and other comprehensive income and the interest expense is recognized at the effective interest rate according to the original contract

- The interest rate for the year 2022-24 were the rate according to the court's order approving the business rehabilitation plan (June 15, 2021)

2. Debts from foreign financial institutions through major shareholders is a facility that the Ministry of Finance “(MOF)” which has entered into a facility agreement with a foreign financial institution and the MOF has extended the facility period to THAI. Later, on October 20, 2022, the Central Bankruptcy Court approved the amended plan for Group 4 creditors and debt from major shareholders who are not financial institutions by changing the repayment method to receive debt repayment by converting debt to equity accordance with the amended business rehabilitation plan. Therefore, THAI adjusts the amount of debt according to the order from the official receiver. Financial liabilities are re-measured to fair value using a discounted cash flow method using the market interest rate.

3. On October 20, 2022, the Central Bankruptcy Court ordered to approve the plan amendment of THAI's rehabilitation plan for Group 6 Creditors, unsecured financial institution creditors, by changing their payment methods to convert debt to equity accordance with the amendment of business rehabilitation plan. For this reason, as of September 30, 2024, THAI adjusted the debt according to the order from the official receiver. Financial liabilities are re-measured to fair value using a discounted cash flow method using the market interest rate.

6.2 Necessity and reasonableness of related party transactions

For the above related transactions, THAI aims to create maximum benefits. This is the normal course of business, or provide/receive services from related companies determined from the normal price of the business as THAI has given to individuals or other unrelated businesses This is in accordance with the appropriateness of the conditions and the use of reference market prices which brings benefits to the whole company and related companies without the purpose of transferring benefits between each other or have any special transactions so that all shareholders and stakeholders are treated fairly and equally in accordance with the Company's good corporate governance policy.

6.3 Connected Transaction Approval Procedures

Performing the aforementioned related transactions is aligned with THAI's normal business operations and has been approved in accordance with THAI's procedures, which have stringent measures, including directors and executives with vested interests in such matters not being involved in the transaction's approval.

6.4 Future related party transaction policy

The Audit Committee and THAI will jointly ensure that the aforementioned related transactions that may occur in the future are reasonable and have a fair rate of return as well as being properly approved in accordance with the relevant procedures and regulations, and will disclose the type and value of THAI's related party transactions with individuals who may have conflicts of interest under the announcements and regulations of the Securities and Exchange Commission (SEC), the Capital Market Supervisory Board (CMSB) under the SEC, and the Stock Exchange of Thailand (SET).