WIZZ AIR HOLDINGS PLC
Q3 F24 RESULTS

25 January 2024

Q3 F24 | HIGHLIGHTS

- Capacity ASKs +27% vs Q3 F23; record traffic of 15.1m pax (vs 12.4m Q3 F23), 60.3m pax in CY 2023
- Load factor 87.6% (vs 87.3% Q3 F23), impacted by the latest Israel-Hamas war
- RASK €3.43c (-8.0% YoY), reflecting lower loads and suspension of Israel capacity (c.6% of total)
- CASK €4.10c (-8.9% YoY), driven by lower fuel cost; Ex-fuel CASK €2.47c (-1.1% YoY)
- Operational metrics:
  - Flight completion rate at 99.3% (vs 99.2% Q3 F23); #3 in Europe for CY ’23*
  - On-time performance increased to 72.2% (vs 62.3% Q3 F23)
  - Total fleet utilization up to 11:35 hours (vs 10:31 hours in Q3 F23)
  - Operational utilization** to 12:15 hours (vs 10:31 hours in Q3 F23)
- 13 aircraft-on-ground at Dec-end due to GTF engine matters; OEM compensation received in Q3
- Second consecutive CAPA global sustainability award and Top-5 safest LCC by AirlineRatings.com
- Total cash balance at €1.7b
- Fitch reaffirms Wizz Air investment grade credit rating

*source: Cirium
**excludes parked aircraft

WIZZ AIR RESILIENCE PREVAILS

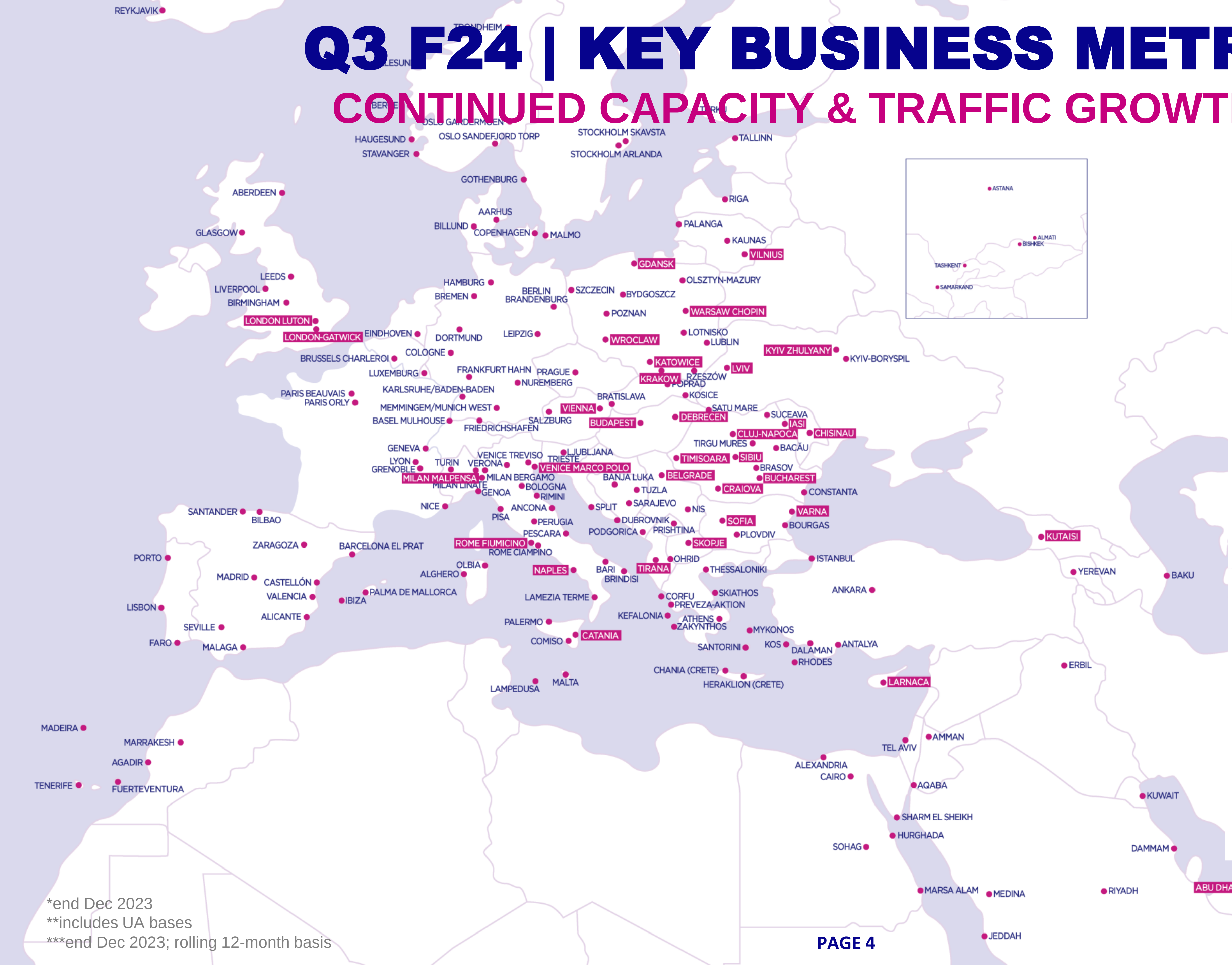
PROACTIVE MANAGEMENT AHEAD OF CAPACITY REDUCTION

Current headwinds …	Proactive mitigants …
Ongoing geopolitical disruption requires redeployment of capacity	**Capacity successfully redeployed**
Israel capacity suspended since October	c.9% of ASK capacity redeployed as of 1 December to primarily Spain and Italy
Peripheral markets such as Jordan and Egypt are negatively affected	Restarting Israel with six markets from 1 March; remaining markets on track for S24 Restarted Moldova in December to London, Rome and Milan
GTF engine issues in line with expectations	**Pratt & Whitney compensation to neutralize cost impact**
Grounded fleet will slow short-term capacity growth	**Self help capacity initiatives* (lease extensions, dry leasing, higher utilization, new deliveries); S24 ASKs flat YoY**
	No base closures No loss of protected slot positions Seat count flat in S24 Utilization +15m and 0.2 sectors per day YoY Night flying added in six bases Drives yield on constrained capacity

*Current estimates

Q3 F24 | KEY BUSINESS METRICS

CONTINUED CAPACITY & TRAFFIC GROWTH IN Q3



versus (Q3 F23)

Seats	17.3m	*(+22%)*
Passengers	15.1m	*(+22%)*
Aircraft*	195	*(+18)*
Airports	194	*(=)*
Bases**	32	*(-2)*
Countries	54	*(=)*
Employees	8,250	*(+19%)*
CO2/ RPK emissions***	51.5g	*(-3.7g)*

*end Dec 2023
**includes UA bases
***end Dec 2023; rolling 12-month basis

wizzair.com

GTF ENGINE UPDATE

REMOVALS PROGRESSING AS EXPECTED

Status update:

- 13 aircraft grounded as of 31 December
- 33 aircraft grounded as of 24 January
- Expect c.40 aircraft on ground by end of F24
- Short-term actions taken to mitigate network impact – no base closures expected
- No change to assumptions for grounding:
  - MRO induction slots as expected
  - Estimated average shop turn-time at c.300 calendar days (wing-to-wing)
  - Accelerating spare engine deliveries

Focused on:

- **Maintaining safe operations**
- **Long-term growth continuity**

Actively mitigating by:

- Customized support plan and compensation
- Continued new deliveries (30x A321NEO in F25)
- Lease extensions (13x)
- Dry leases (3x)
- Increased utilization & sector count

wizzair.com

Q3 F24 | FINANCIAL PERFORMANCE

STRONG CAPACITY PRODUCTION, BUT EXTERNAL FACTORS IMPACT CONVERSION

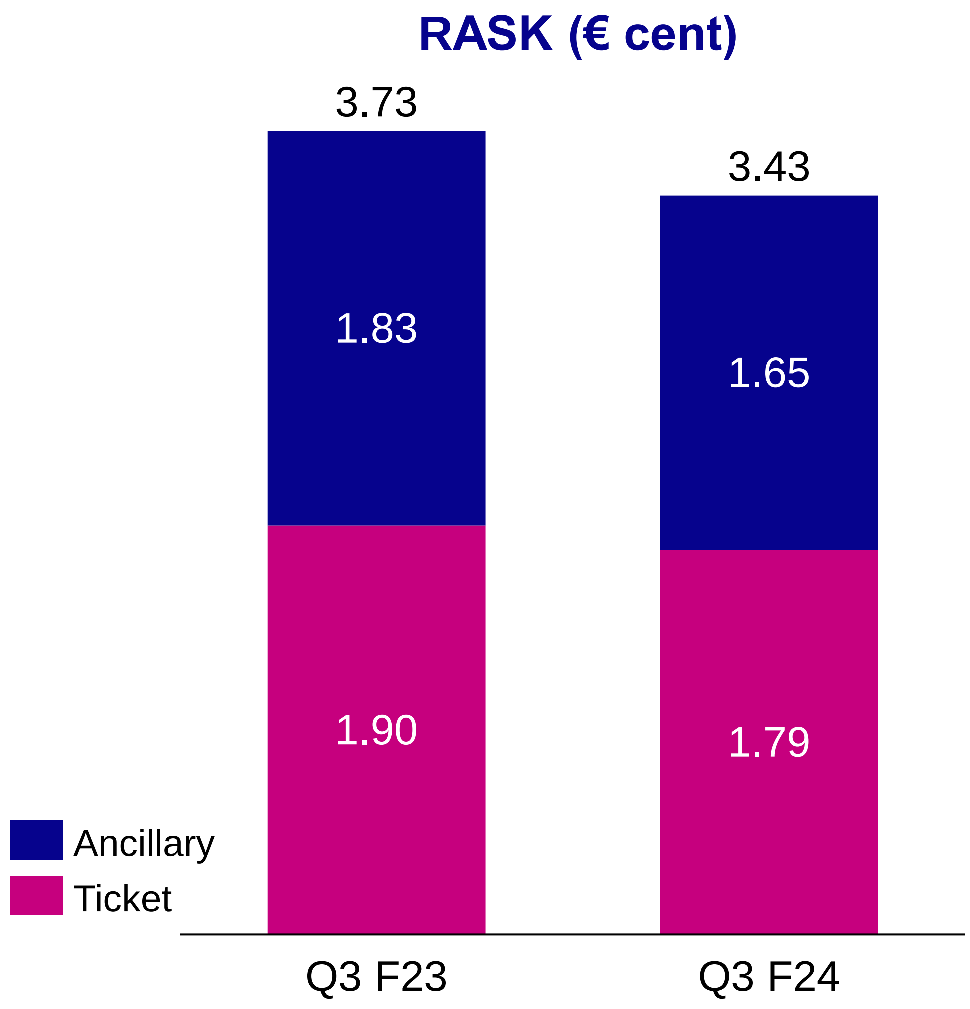
ASK growth	+26.9%
Load factor	+0.3pp
Passenger growth	+22.1%
Stage length	+4.3%

	Q3 F24	Q3 F23	*Change*
Revenue (€m)	**1,064.8**	911.7	*16.8%*
Fuel costs (€m)	**(506.6)**	(490.6)	*3.3%*
Non-fuel costs (€m)	**(738.6)**	(576.6)	*28.1%*
EBITDA (€m)	**18.7**	(2.8)	*n.m*
Operating profit / (loss) (€m)	**(180.4)**	(155.5)	*16.0%*
Net financing gain / (loss) (€m)*	**(26.1)**	(32.2)	*(18.9%)*
Reported profit / (loss) (€m)	**(105.4)**	33.5	*n.m.*
Total Cash (€m)**	**1,691.7**	1,529.0	*10.6%*

*Excluding FX gains or losses;
**Total cash comprises cash and cash equivalents, short-term cash deposits, and current and non-current restricted cash; comparative total cash balance as of 31 March 2023.

Q3 F24 | REVENUE PERFORMANCE

GTF REMOVALS AND THE LATEST ISRAEL-HAMAS WAR IMPACTED PERFORMANCE, ALTHOUGH ABILITY TO REDEPLOY CAPACITY HELPED TO OFFSET IMPACT



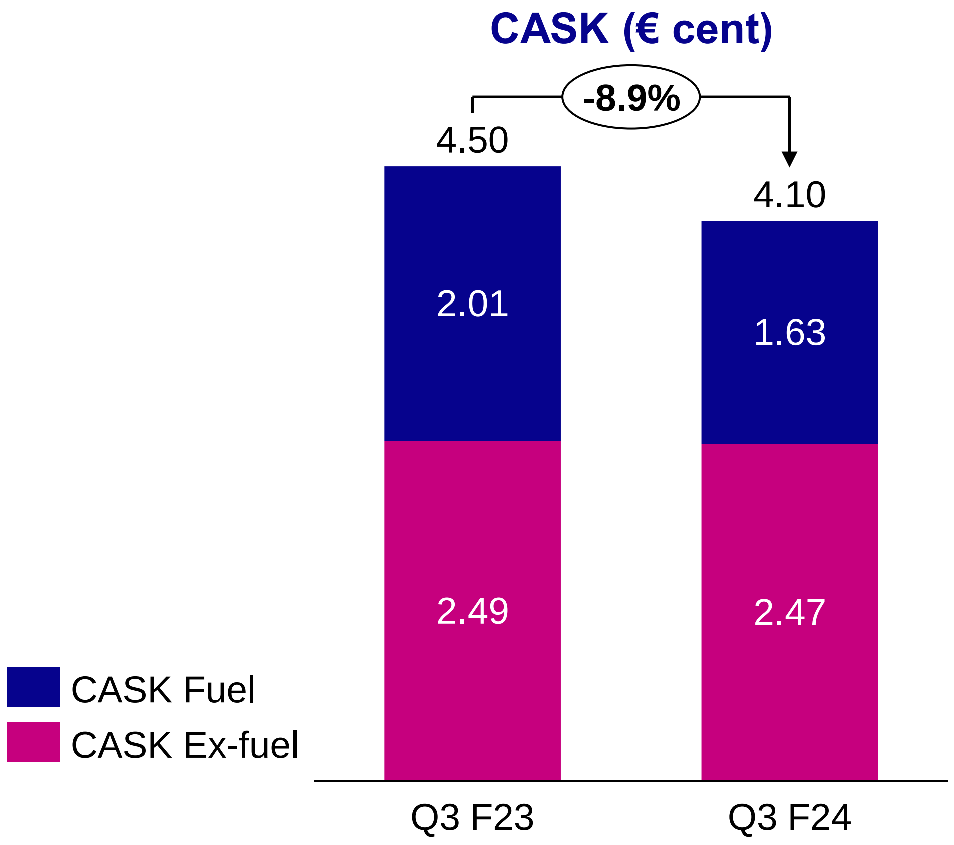
	Q3 F24	Q3 F23	*Change*
ASKs	31,002m	24,422m	*26.9%*
RASK	3.43c	3.73c	*(8.0%)*
RASK Ticket	1.79c	1.90c	*(6.1%)*
RASK Ancillary	1.65c	1.83c	*(10.0%)*
Load factor	87.6%	87.3%	*0.3pp*

- 27% capacity growth YoY helped to de-seasonalize
- Cancelled Israel capacity in October (circa 6% of ASKs)
- Geopolitical crises (Israel and region) 1/3 of RASK decline
- Shorter booking curve on redeployed capacity
- Ticket yield pressure with impact on ancillaries
- Directionality of holiday traffic impacting load factor
- Ancillary revenue at 48% of total revenue

wizzair.com

Q3 F24 | UNIT COST PERFORMANCE

IMPROVEMENT DRIVEN BY FUEL COSTS, UTILIZATION AND PRODUCTIVITY



- Fuel prices down YoY; favorable EUR FX impact
- Systematic fuel hedging and ETS policy maintained
- **Improved utilization YoY (on-time performance up YoY)**
- Flight disruptions elevated; Israel crisis & engine AOGs
- Pratt & Whitney engine compensation in 'Other'
- More financing income from USD deposits

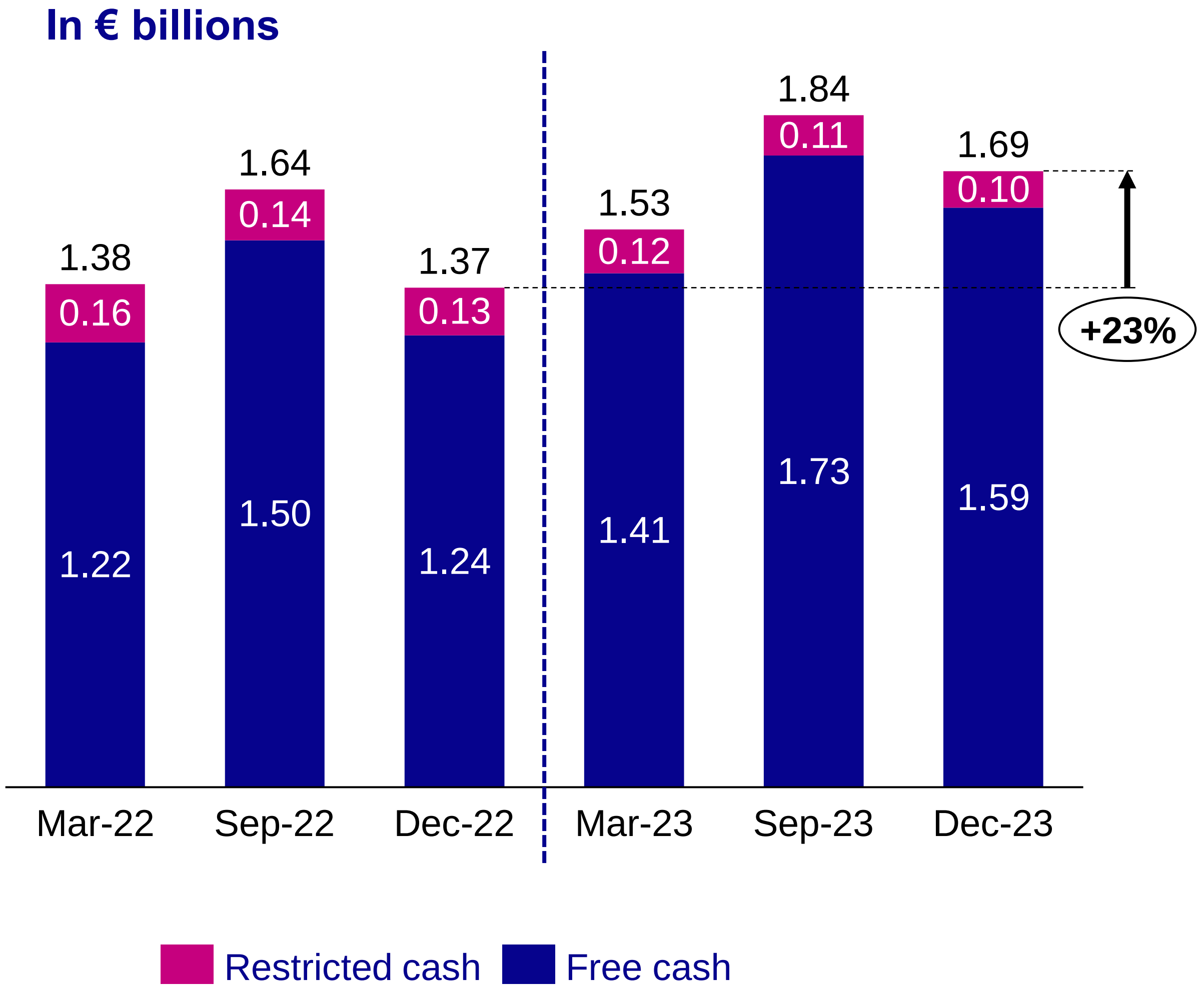
CASK € cent	Q3 F24	Q3 F23	*Change*
Fuel	1.63	2.01	*(18.6%)*
Staff costs	0.41	0.41	*1.0%*
Maintenance, materials & repairs	0.22	0.22	*1.9%*
Airport, handling & en-route	0.97	0.99	*(1.4%)*
Depreciation & amortization	0.64	0.63	*2.7%*
Distribution & marketing	0.09	0.10	*(8.7%)*
Other	0.04	0.02	*97.0%*
Net financing charge*	0.08	0.13	*(36.1%)*
Ex-fuel CASK	2.47	2.49	*(1.1%)*
Total CASK	**4.10**	**4.50**	***(8.9%)***
Utilization (hh:mm)	11:35	10:31	*10.1%*
Operational utilization (hh:mm)**	12:15	10:31	*16.4%*

*Excluding FX gains or losses.
**excludes parked aircraft

wizzair.com

Q3 F24 | CASH & FINANCIAL POSITION

PROTECTING LIQUIDITY AHEAD OF AIRCRAFT GROUNDINGS



- Seasonality and trading impact operating cash
- Lower unflown revenue due to slower capacity growth
- Repaid €500 million bond in January, 2024
- ETS repurchase agreement concluded for c. €250m
- PDP financing facility balance at €236m
- Q3 OEM compensation collected
- Net debt increased at €4.2b vs Dec ’23
- EMTN program renewed; Fitch IG rating retained
- Leverage ratio at 5.2x

Cash refers to total cash and comprises cash and cash equivalents, short-term cash deposits, and current and non-current restricted cash.

wizzair.com

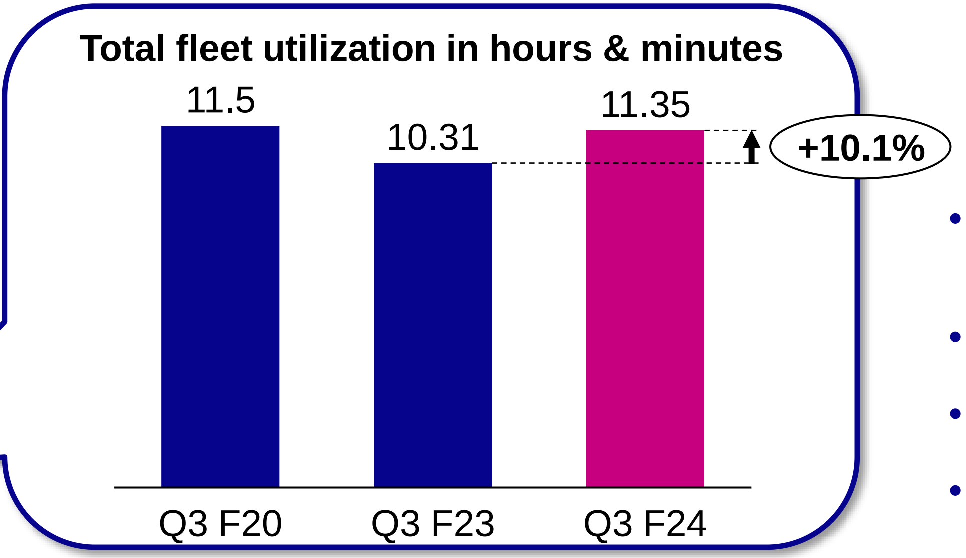
Q3 F24 | TRADING UPDATE

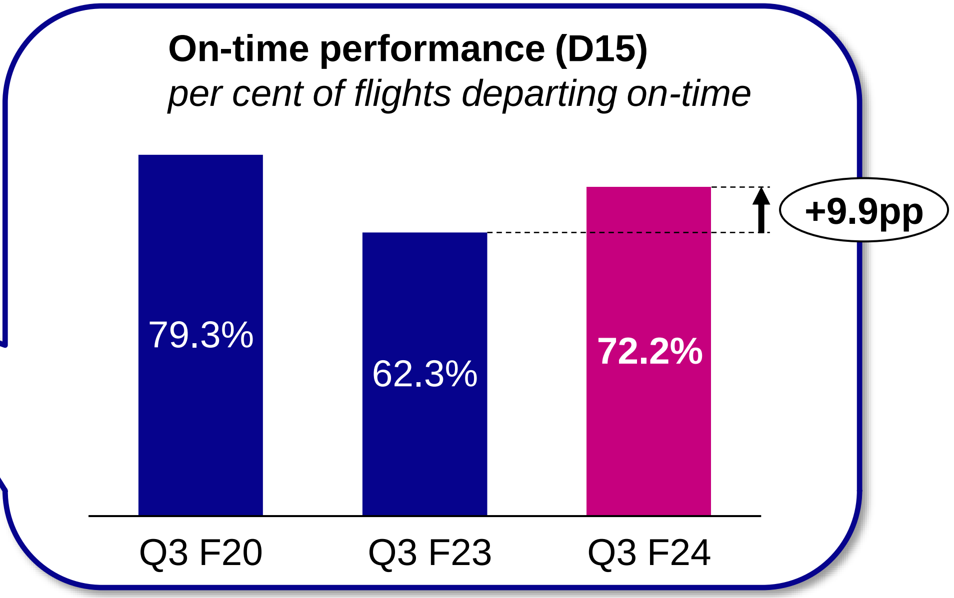
1. Operational Performance
2. Fleet Update
3. Sustainability

Q3 F24 | OPERATIONAL PERFORMANCE

MANAGING IMPROVED PUNCTUALITY AS CAPACITY GROWS YOY

	vs Q3 F23
Flights	**77,437** +18.8%
Load factor	**87.6%** +0.3pp
Fleet utilization*	**11:35h** +1:03h
Completion	**99.3%** +0.1pp
On-time performance	**72.2%** +9.9pp





- Operational utilization** 12:15h (vs 10:31h Q3 F23)
- 13x aircraft parked
- Forward cancellations
- More stable ops
- Faster AOG recovery
- On-time-every-time program
- Revising processes (i.e. crew check-in)
- Completion flat due to Israel cancellations
- #3 in Europe for CY '23***

*total fleet utilization
**excludes parked aircraft
***source: Cirium

Q3 F24 | FLEET DEVELOPMENT

GTF ENGINE INSPECTIONS – NO IMPACT TO LONG-TERM FLEET PLAN & GROWTH

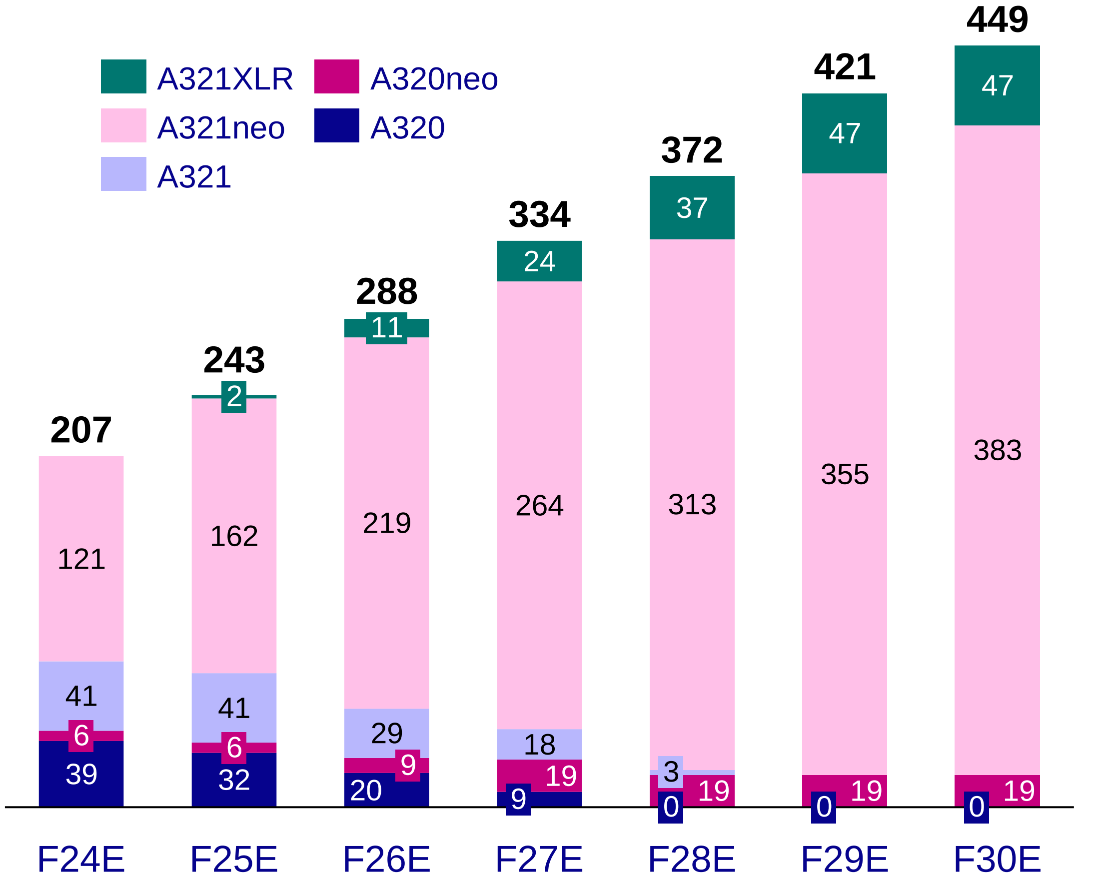
Key developments:

- Fleet size at 195 aircraft
- 9x A321NEO deliveries; 1x A320c redelivery
- 13x A320CEO lease extensions
- 3x A320CEO dry lease (ex-Wizz aircraft)
- Fleet average age 4.2 years

Forward view:

- 12x new A321NEO deliveries in Q4 F24
- c.15x orderbook delivery delays in F25 & F26 (similar impact vs F23, F24)
- Flat ASK capacity YoY in F25

Security of Airbus orderbook (contractual positions)



340
AIRBUS A320 FAMILY AIRCRAFT ORDER

INDUSTRY LEADING PRICING

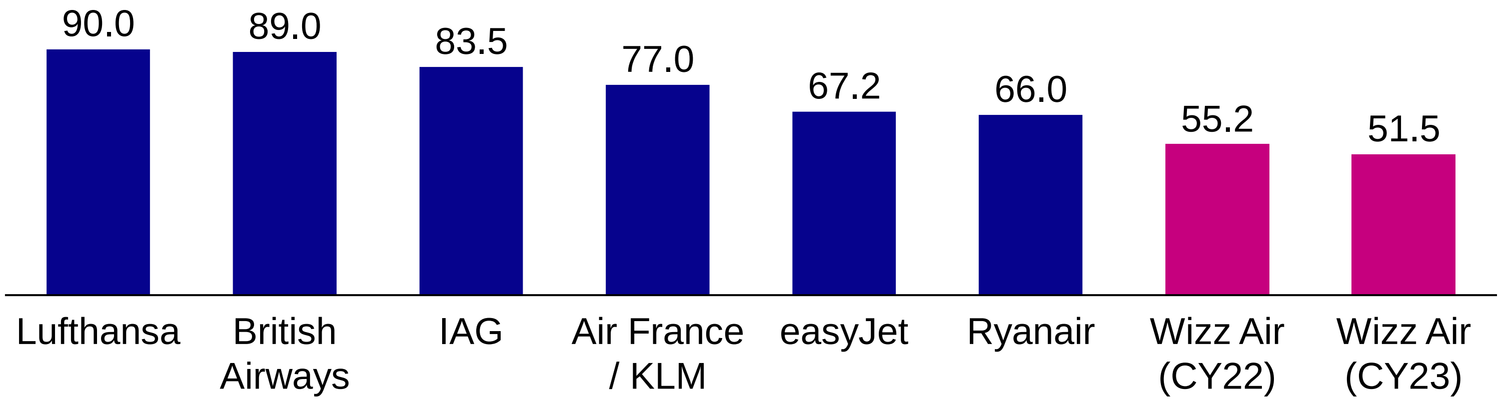
LOWER OPERATING COST

wizzair.com

Q3 F24 | SUSTAINABILITY LEADER
FURTHER IMPROVEMENT IN CO_2/RPK EMISSIONS

- **Industry-leading low CO_2/ RPK emissions** at 51.5 grams in CY23.
- **Youngest fleet** among European peers (4.2 years).
- **CAPA Global Environmental Sustainability Airline Group of the Year** award for the second consecutive year (2022, 2023).
- Scored 40 (+4 pts) in the 2023 **S&P Global Corporate Sustainability Assessment**.
- **ISS Corporate ESG Rating improved** from C- to C.
- **Fully electric turnarounds** at Budapest airport in cooperation with Menzies Aviation.
- Annual **employee engagement survey improves** the score to 7.1 from 6.4 last year.

CO_2/RPK IN PRIOR 12-MONTH PERIOD



*Air France KLM is reporting CO_2e/RPK.

Source: latest available publicly disclosed emissions data covering a 12-month period.

NEAR-TERM OUTLOOK

F24	Guidance
Capacity growth (ASKs)	H2 F24: c.20% YoY (Q4: >15% YoY);
Load Factor	F24: 90%+
RASK	Full year mid-single digits higher YoY
Ex-fuel CASK	Full year mid-to-high-single digits lower YoY
Net profit (F24)	Maintaining guidance of €350 – €400 million
F25	
Capacity growth (ASKs)	Flat H1 F25 YoY

Structural benefits and Wizz Air's ability to execute ULCC principles = business resilience

High utilization and capacity offsets aircraft groundings

One off benefits from Pratt & Whitney cost protection and SLB transactions (both scheduled and deferred due to supply chain challenges earlier in the year)

Drives down ex-Fuel CASK

wizzair.com

WIZZ | DISCLAIMER

This presentation has been prepared by Wizz Air Holdings Plc (the "**Company**"). By receiving this presentation and/or attending the meeting where this presentation is made, or by reading the presentation slides, you agree to be bound by the following limitations.

This presentation is intended to be delivered in the United Kingdom only. This presentation is directed only at (i) persons having professional experience in matters relating to investments who fall within the definition of "*investment professionals*" in Article 19(5) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 (as amended from time to time) (the "Order"); (ii) high net worth bodies corporate, unincorporated associations, partnerships and trustees of high value trusts as described in Article 49(2)(a)-(d) of the Order; or (iii) persons to whom it would otherwise be to distribute it. Persons within the United Kingdom who receive this communication (other than those falling within (i), (ii) and/or (iii) above) should not rely on or act upon the contents of this presentation. This presentation is not intended to be distributed or passed on to any other class of persons.

This presentation does not constitute or form part of any offer to sell or issue, or invitation to purchase or subscribe for, or any solicitation of any offer to purchase or subscribe for, any securities of the Company or any of its subsidiaries (together the "Group") in any other entity, nor shall this document or any part of it, or the fact of its presentation, form the basis of, or be relied on in connection with, any contract or investment decision, nor does it constitute a recommendation regarding the securities of the Group. Past performance, including the price at which the Company's securities have been bought or sold in the past and the past yield on the Group's securities, cannot be relied on as a guide to future performance. Nothing herein should be construed as financial, legal, tax, accounting, actuarial or other specialist advice and persons needing advice should consult an independent financial adviser or independent legal counsel.

Neither this presentation nor any information contained in this presentation should be transmitted into, distributed in or otherwise made available in whole or in part by the recipients of the presentation to any other person inthe United States, Canada, Australia, Japan or any other jurisdiction which prohibits or restricts the same except in compliance with applicable securities laws. Recipients of this presentation are required to inform themselves of and comply with all restrictions or prohibitions in such jurisdictions and neither the Group nor any of its affiliates, members, directors, officers, advisors, agents, employees, or any other person accepts any liability to any person acting on its behalf (its "Affiliates") in relation to the distribution or possession of the presentation or any information contained in the presentation in or from any such jurisdiction.

The information contained in this presentation has not been independently verified. This presentation does not purport to be all-inclusive or to contain all the information that a prospective investor in securities of the Group may desire or require in deciding whether or not to offer to purchase such securities.

No representation, warranty, or other assurance express or implied, is made or given by or on behalf of the Group or any of its Affiliates as to the accuracy, completeness or fairness of the information or opinions contained in this presentation or any other material discussed verbally.

None of the Group or any of its Affiliates accepts any liability whatsoever for any loss howsoever arising from any use of this presentation or its contents or otherwise arising in connection therewith.

The information in this presentation includes forward-looking statements, made in good faith, which are based on the Group's or, as appropriate, the Group's directors' current expectations and projections about future events. These forward-looking statements may be identified by the use of forward-looking terminology including, but not limited to, the terms "*believes*", "*estimates*", "*plans*", "*projects*", "*anticipates*", "*expects*", "*intends*", "*may*", "*will*" or "*should*" or, in each case, their negative or other variations or comparable terminology, or by discussion of the Group's strategy, plans, operations, financial performance and condition, objectives, goals, future events or intentions. These forward-looking statements, as well as those included in any other material discussed at any analyst presentation, are subject to risks, uncertainties and assumptions about the Group and investments many of which are outside of the Group control, including, among other things, the development of its business, the trends in its operating industry, changing economic, financial, or other market conditions and future capital expenditures. In light of these risks, uncertainties and assumptions, the events or circumstances referred to in the forward-looking statements may differ materially from those indicated in these statements. Forward-looking statements may, and often do, materially differ from actual results. Thus, these forward-looking statements should be treated with caution and the recipients of the presentation should not rely on any forward-looking statements.

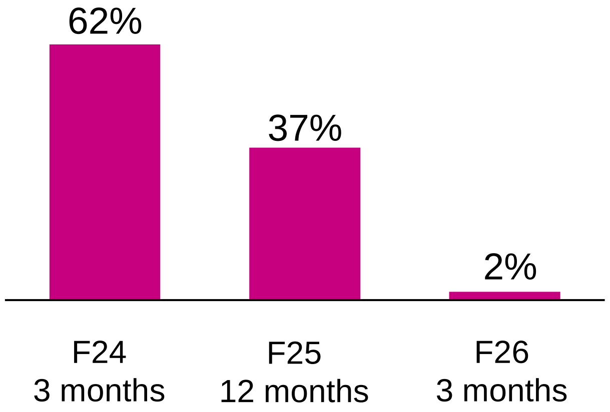
None of the future projections, expectations, estimates or prospects or any other statements contained in this presentation should be taken as forecasts or promises nor should they be taken as implying any indication, assurance or guarantee that the assumptions on which such future projections, expectations, estimates or prospects have been prepared are correct or exhaustive or, in the case of the assumptions, fully stated in the presentation. Forward-looking statements speak only as of the date of this presentation. Subject to obligations under the listing rules and disclosure guidance and transparency rules made by the Financial Conduct Authority under Part VI of the Financial Services and Markets Act 2000 (as amended from time to time), neither the Group nor any of its Affiliates, undertakes to publicly update or revise any such forward-looking statement, or any other statements contained in this presentation, whether as a result of new information, future events or otherwise.

As a result of these risks, uncertainties and assumptions, you should not place undue reliance on these forward-looking statements as a prediction of actual results or otherwise. The information and opinions contained in this presentation and any other material discussed verbally are provided as at the date of this presentation and are subject to verification, completion and change without notice.

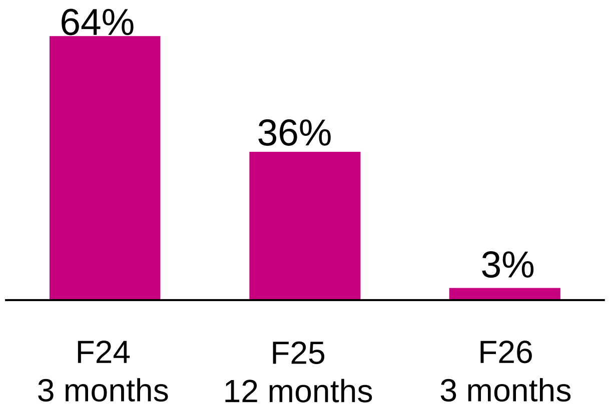
In giving this presentation neither the Group nor any of its Affiliates, undertakes any obligation to provide the recipient with access to any additional information or to update this presentation or any additional information or to correct any inaccuracies in any such information which may become apparent.

APPENDIX: HEDGE COVERAGE*

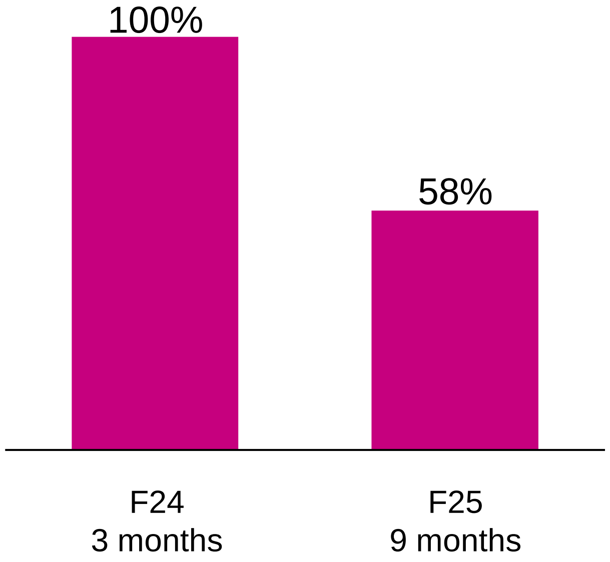
FUEL



FX EURUSD



EU/ UK ETS**



	Fuel F24	Fuel F25	Fuel F26	FX F24	FX F25	FX F26
Weighted average ceiling	$914 / mt	$854 / mt	$838 / mt	$1.11	$1.14	$1.14
Weighted average floor	$797 / mt	$747 / mt	$728 / mt	$1.07	$1.09	$1.09

*As of January 22, 2024.
**Inclusive of free allowances.