Full Year F15 Results

May 27, 2015

wizzair.com

INTRODUCTION

József Váradi

Chief Executive Officer

BUSINESS HIGHLIGHTS FOR F15

- Record profitability and margin expansion in F15
- 18% passenger growth to 16.5m passengers
- Excellent operational performance
- Increasing our cost advantage
- Building on our strong market leadership in CEE
- Continued focus on customer experience
- IPO raising €150m

UPDATE SINCE THE IPO

- Fleet increased to 59 aircraft
- Continued network growth and diversification
- Further rationalization in Ukraine
- Fresh new brand for the next decade
- Introduction of fully allocated seating
- New “Plus Fare” category
- Launched pilot academies

FINANCIAL PERFORMANCE

Mike Powell

Chief Financial Officer

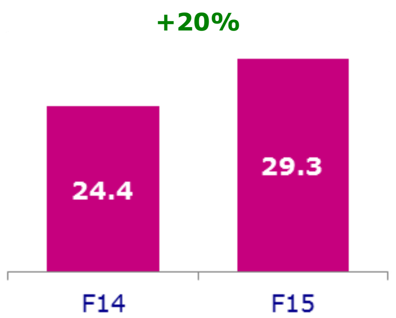
FINANCIAL HIGHLIGHTS

	2015	2014	Change
Revenue (€ m)	1,227	1,012	+ 21%
Net profit for the year (€ m), (IFRS)	183	88	+ 109%
Underlying net profit after tax* (€ m)	146	87	+ 67%
CASK* (€ cents)	3.61	3.72	- 3.0%
RASK (€ cents)	4.19	4.15	+ 1.1%
Ancillary revenue per pax (€)	26.3	25.4	+ 3.7%
Load Factor (%)	86.7	85.7	+ 1 ppt
Free cash (€ m)	449	186	+ €263m
Shareholders funds (€ m)	460	160	+ €300m

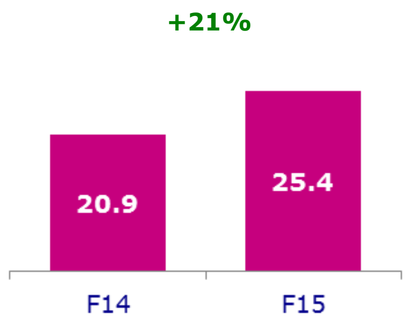
Source: Company Information
* Excluding exceptional items

RECORD PROFIT AND MARGIN EXPANSION

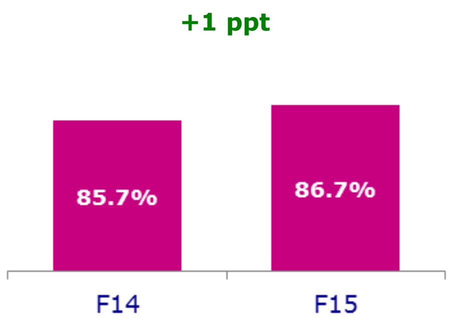
ASKs (bn)



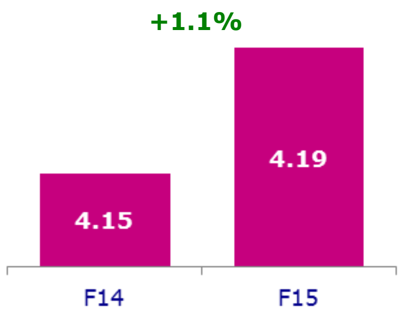
RPKs (bn)



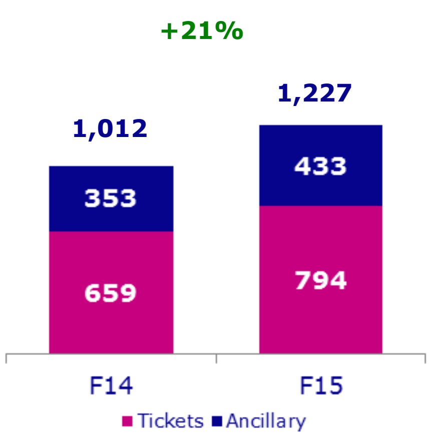
Load Factor



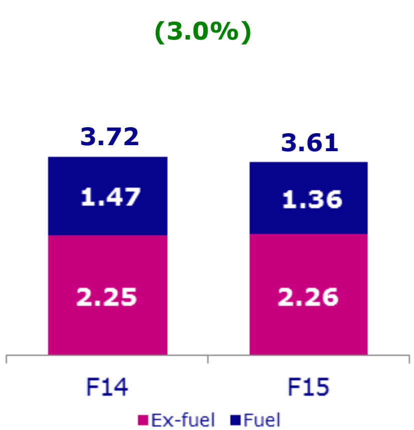
RASK (€ cent)



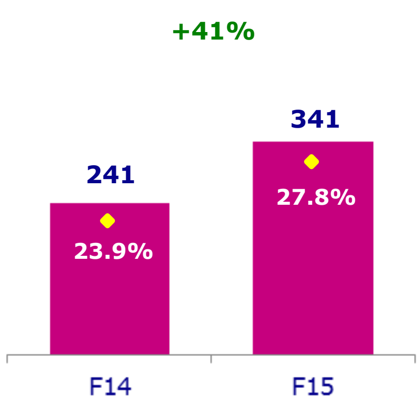
Revenues (€m)



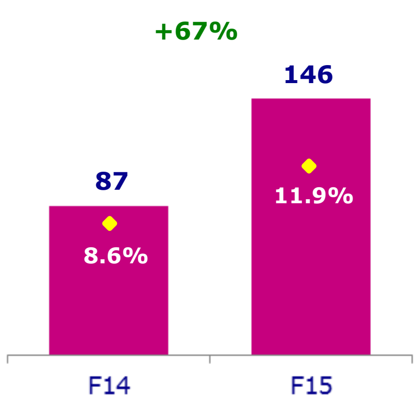
CASK (€ cent)*



EBITDAR (€m) & Margin*



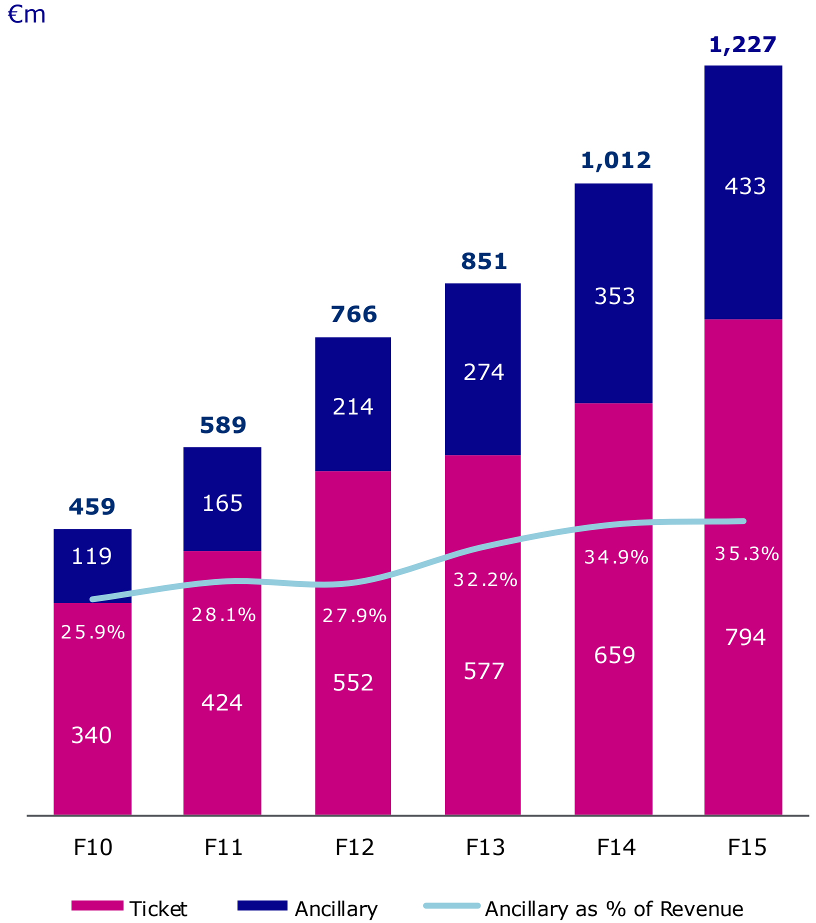
Net Income (€m) & Margin*



Source: Company information.
* Excluding exceptional items

STRONG REVENUE GROWTH

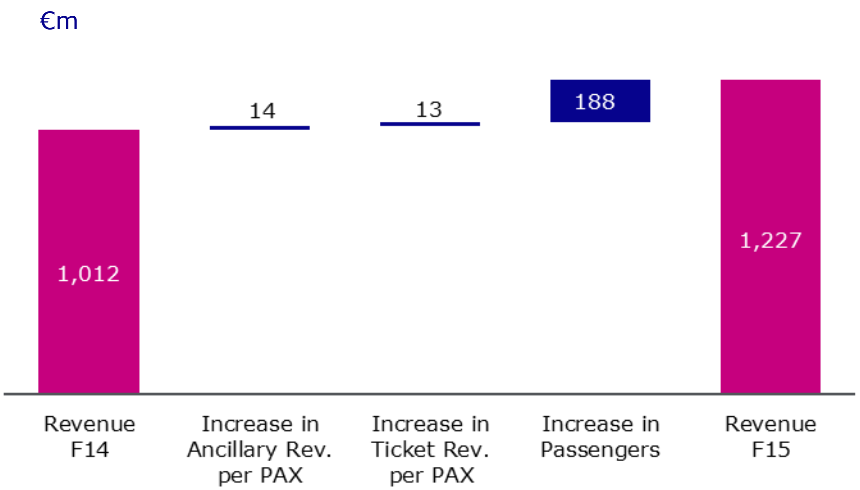
Revenue Development



Innovative revenue generation driven by:

- F15 passenger volumes +18%
- Ticket revenue per pax €48.2 (+1.8%)
- Ancillary revenue per pax €26.3 (+3.7%)
- Total revenue per pax €74.5 (+2.5%)
- Average stage length +2.6%

Revenue Bridge



Source: Company Information

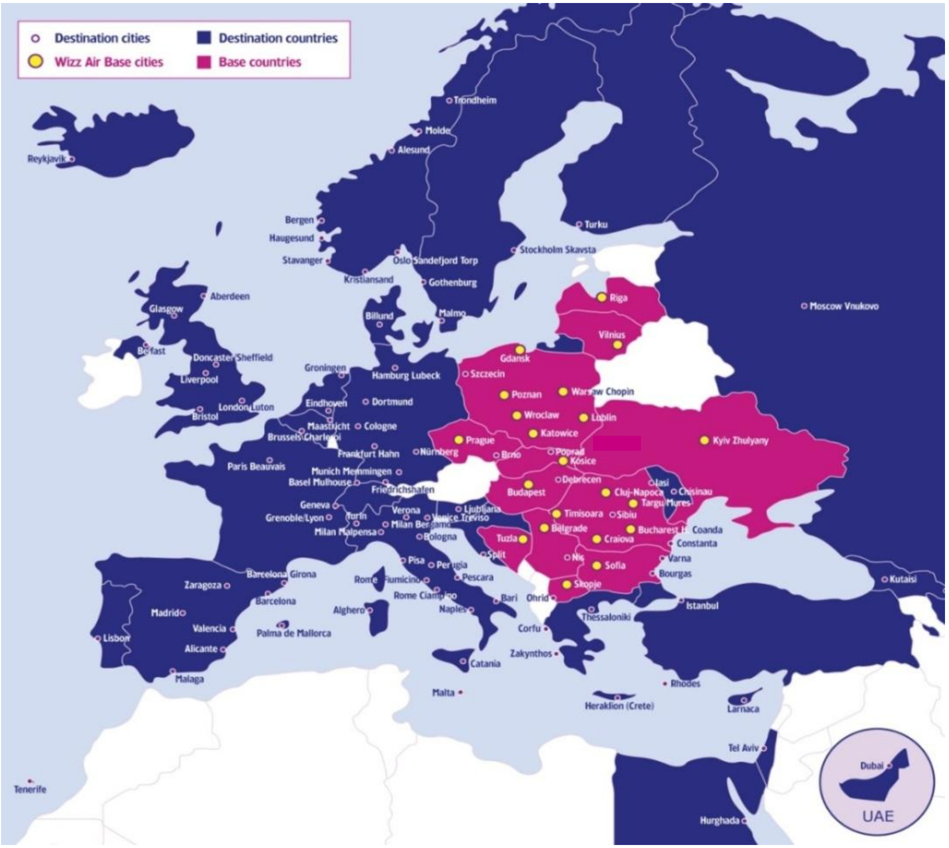
CONFIDENTIAL

wizzair.com

DIVERSE REVENUE MIX

Western Europe	
UK	16.3%
Italy	9.6%
Germany	5.3%
Spain	4.7%
Sweden	3.8%
Norway	3.4%
Netherl.	2.8%
France	1.7%
Belgium	1.7%
Other(1)	1.8%

51%



CEE	
Romania	12.3%
Poland	11.5%
Hungary	7.7%
Bulgaria	3.8%
Ukraine	3.0%
Lithuania	2.3%
Macedonia	1.5%
Israel	1.3%
Serbia	1.1%
Czech R.	1.0%
Latvia	0.8%
Other(1)	2.7%

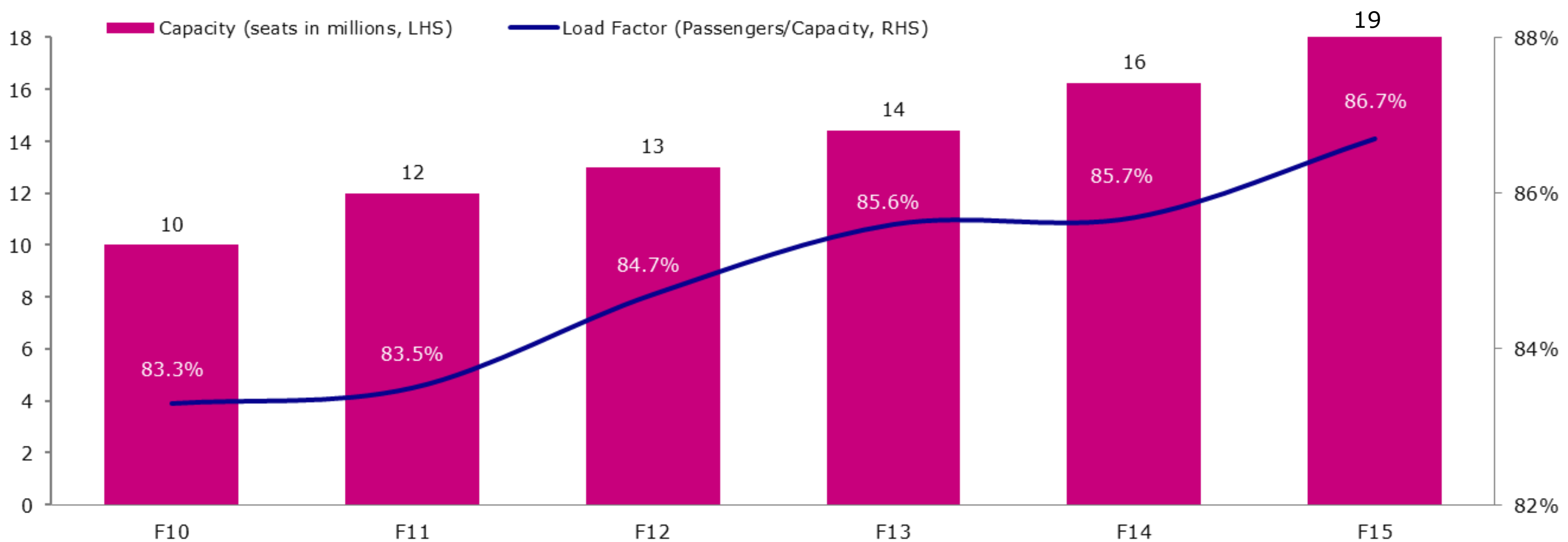
49%

Revenue Split by Point of Sale F15

Source: Company Information.
Note: Other includes Finland, Switzerland, Cyprus, Portugal and Greece for Western Europe and Slovenia, Bosnia & Hertz. Georgia, Azerbaijan, Russian Federation, Turkey, Moldova, Egypt and Croatia for CEE.

ANCILLARY REVENUE GROWTH

Load Factor and Volume Growth



Revenue Breakdown per Passenger (€)

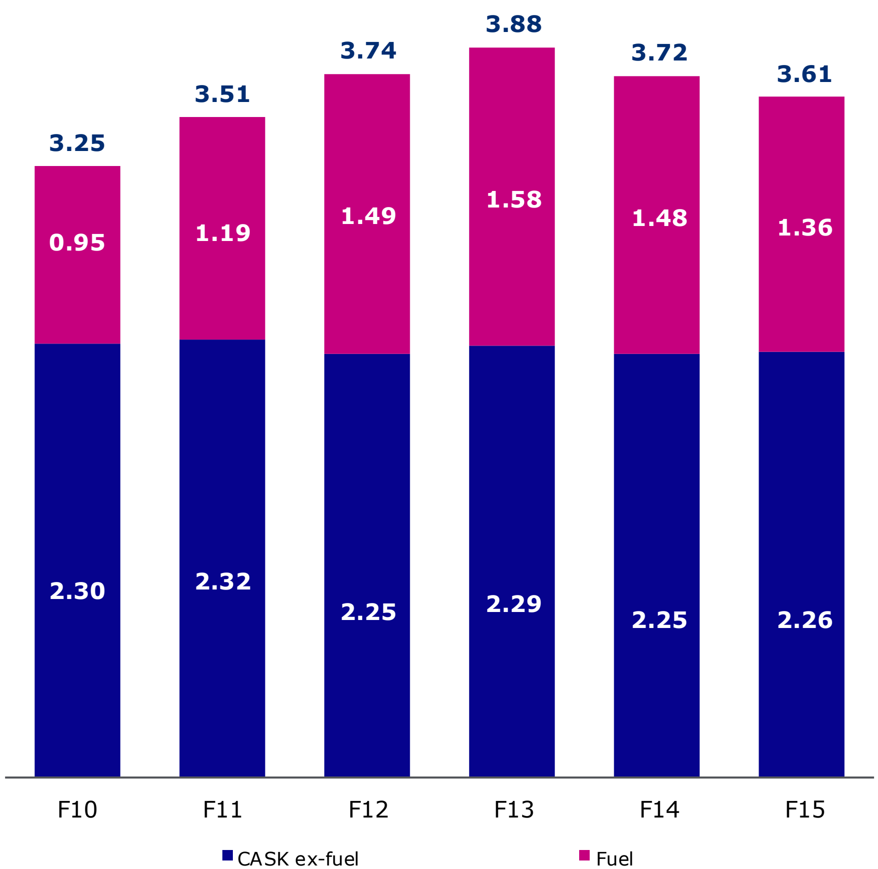
	F10	F11	F12	F13	F14	F15	
Ticket	41.5	43.0	49.1	46.8	47.3	48.2	+16 %
Ancillary	14.5	16.8	19.0	22.2	25.4	26.3	+81 %
Total	**56.0**	**59.8**	**68.1**	**69.1**	**72.7**	**74.5**	**+33 %**

Source: Company Information

DISCIPLINED COST MANAGEMENT

CASK* and CASK* ex-fuel Development

€ cent

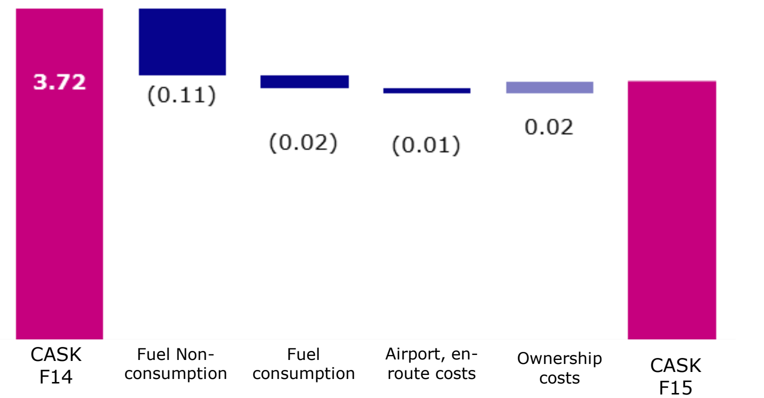


CASK reduction driven by:

- Total CASK -3.0%
- Fuel CASK -8.4%
- CASK ex-fuel +0.5%
- Fuel initiatives to support CASK reduction
- Active airport mix management
- Other cost categories broadly flat in unit terms

CASK Bridge

Cost per ASK (€ cent)



Source: Company Information
* Excluding exceptional items

wizzair.com

CASK – KEY DRIVERS

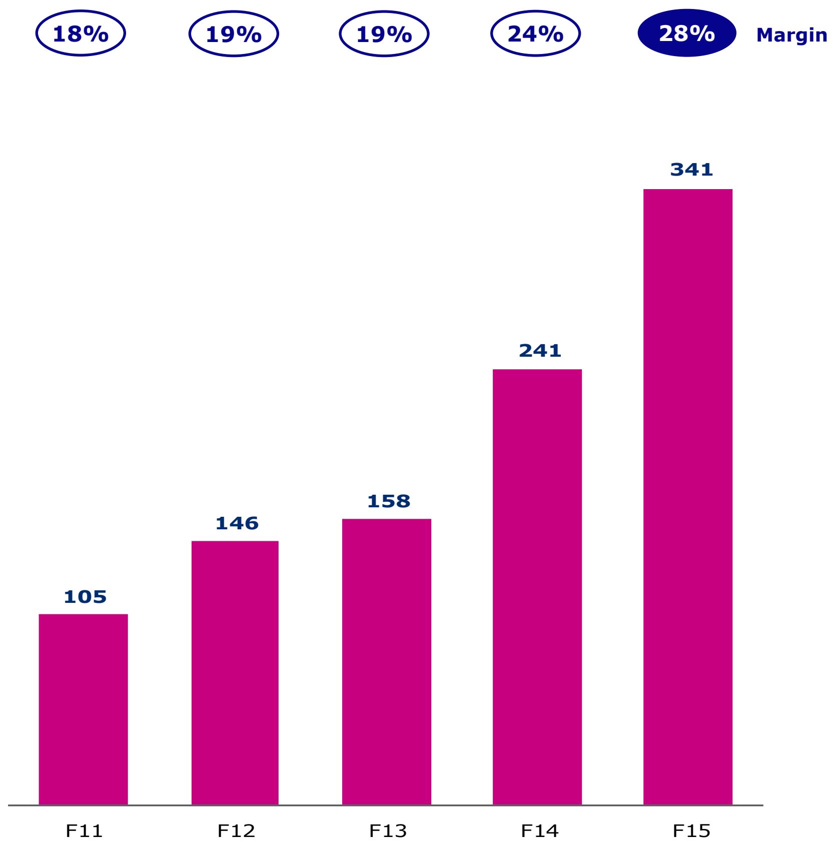
	€ cent 2015	€ cent 2014	% change
Staff costs	0.28	0.28	(0.2%)
Fuel costs	1.36	1.48	(8.4%)
Distribution and marketing	0.06	0.07	(8.4%)
Maintenance, materials and repairs	0.21	0.20	6.6%
Aircraft rentals	0.47	0.46	1.6%
Airport, handling and en-route charges	1.02	1.03	(0.9%)
Depreciation and amortisation	0.12	0.10	11.1%
Other expenses	0.10	0.11	(4.8%)
	3.61	**3.72**	**(3.0%)**

Excluding exceptional items

Source: Company Information

EBITDAR MARGIN OF 27.8%

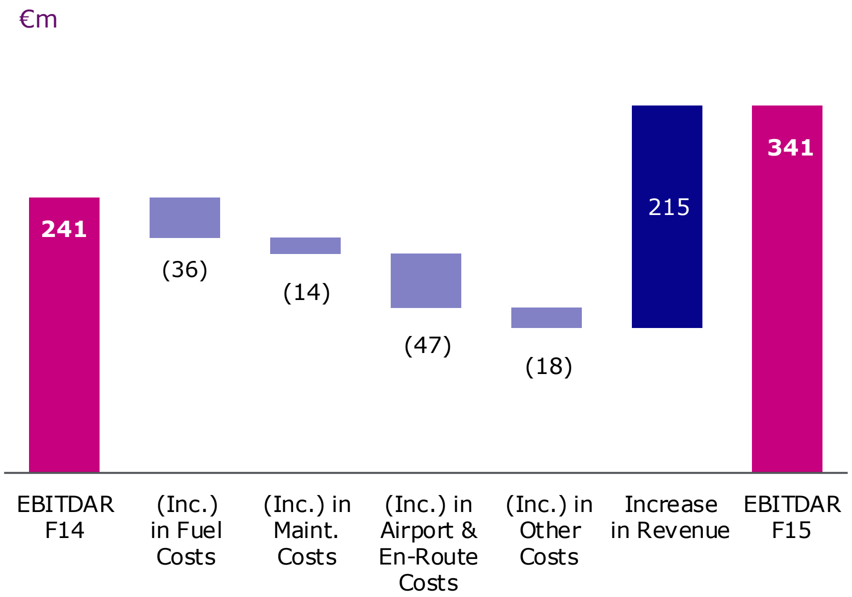
EBITDAR* Growth



Strong EBITDAR improvement:

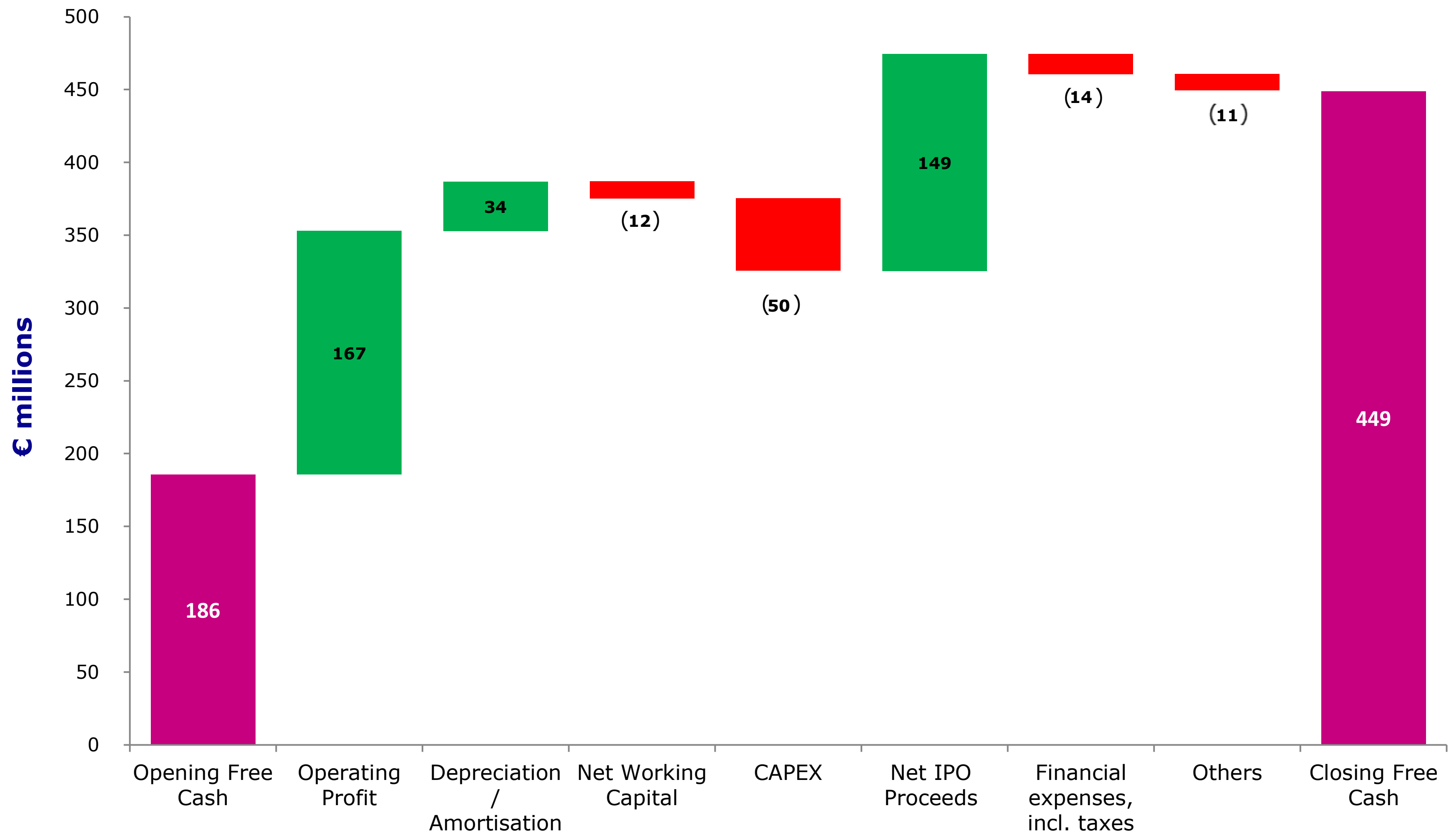
- Volume growth
- Rising unit revenues (RASK +1.1%)
- Lower unit costs (-3.0% total, +0.5% ex-fuel CASK)

EBITDAR* Bridge



Source: Company Information
* Excluding exceptional items

STRONG CASH FLOW



Source: Company Information

SUMMARY BALANCE SHEET

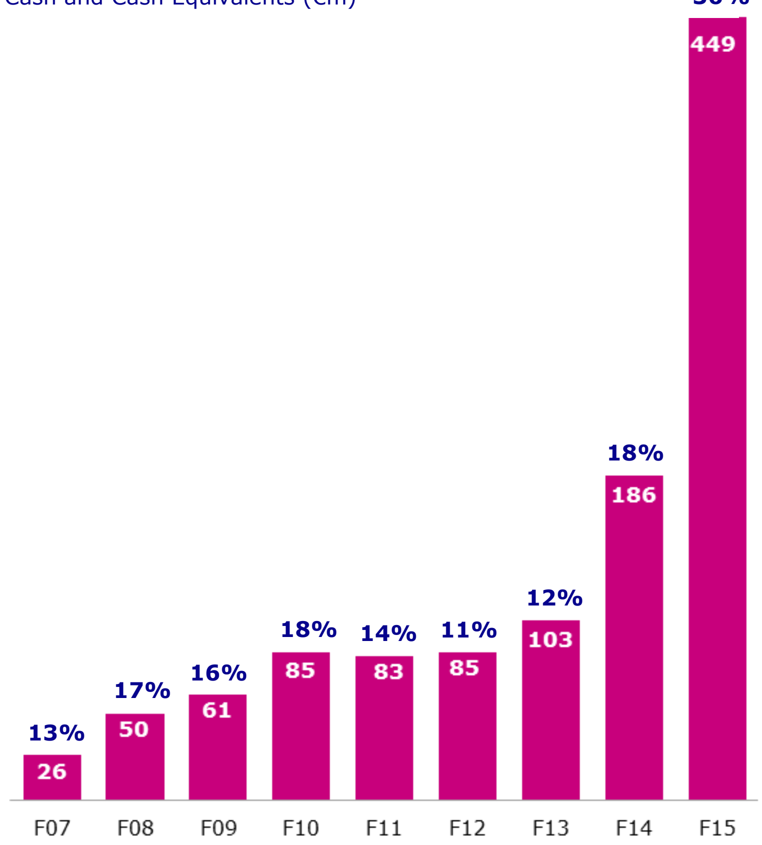
€ million

	2015	2014
Property, plant and equipment	247	222
Restricted cash[1]	74	42
Derivative financial instruments[1]	61	0
Trade and other receivables[1]	168	116
Cash and cash equivalents	449	186
Other assets[1]	23	19
Total assets	**1,021**	**585**
Equity	**460**	**160**
Trade and other payables	124	121
Borrowings[1]	4	20
Convertible debt[1]	27	43
Deferred income[1]	263	206
Derivative financial instruments[1]	82	4
Provisions[1]	52	28
Other liabilities[1]	8	4
Total equity and liabilities	**1,021**	**585**

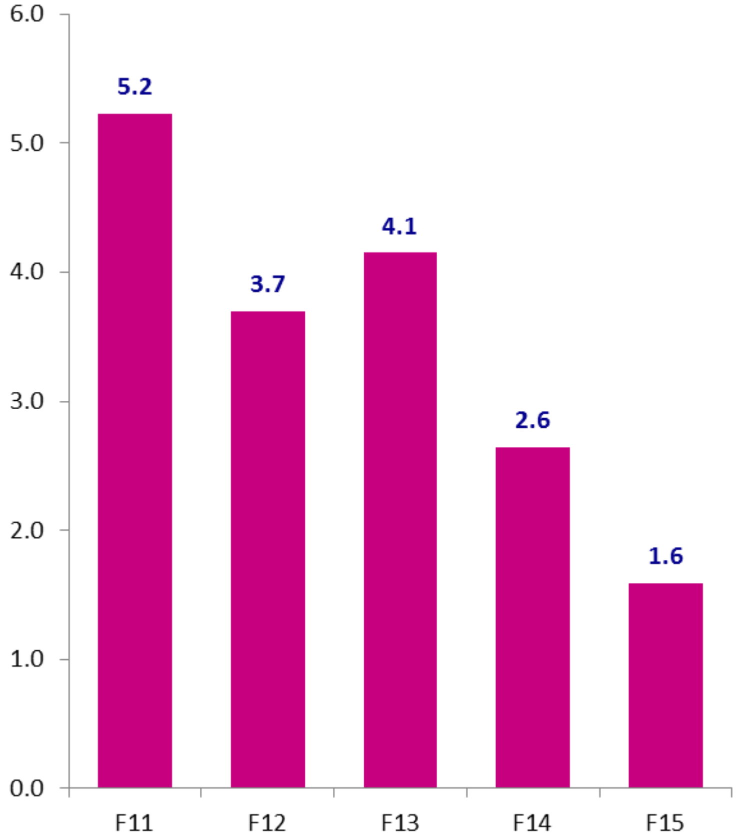
Source: Company Information, 1.Current & Non-Current.

LIQUIDITY AND LEVERAGE

Cash as % of LTM Revenue

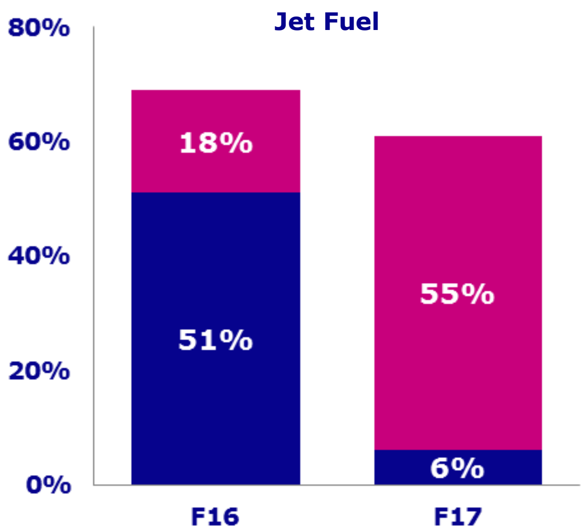


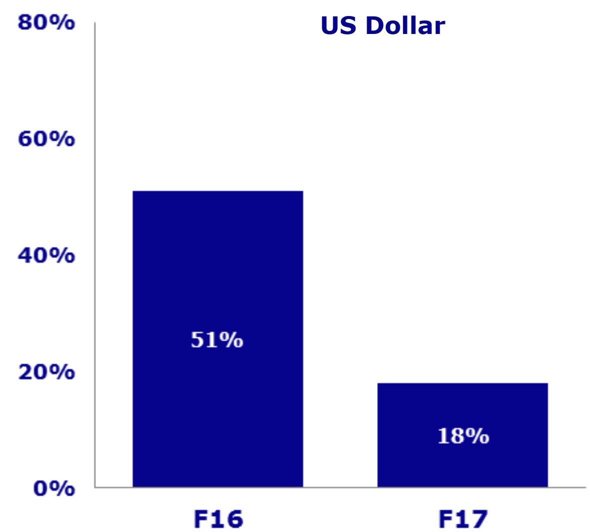
Leverage*



Company information. *Leverage is defined as net debt adjusted to include capitalised operating lease obligations divided by earnings before interest tax depreciation, amortisation and aircraft rentals

HEDGE PROGRAMME





	Jet Fuel F16	Jet Fuel F17	US Dollar F16	US Dollar F17
Hedge Coverage	**69%**	**61%**	**51%**	**18%**
Average capped rate	$821	$676	$1.30	$1.16
Average floor rate	$801	$672	$1.26	$1.11

■ Zero cost collar instruments ■ Fuel Caps

Sensitivities *(before hedges)*:

- A $10 (per metric ton) movement price of jet fuel impacts F16 fuel bill by $6.3 million.
- A one cent movement in the Euro/US Dollar FX rate impacts F16 operating costs by €5.4 million.

Notes: 1. Fuel hedged capped rates excludes into plan premium and based on CIF NWE Jet fuel prices. 2. Average floor rates only apply to the proportion of fuel hedged with zero cost collars.

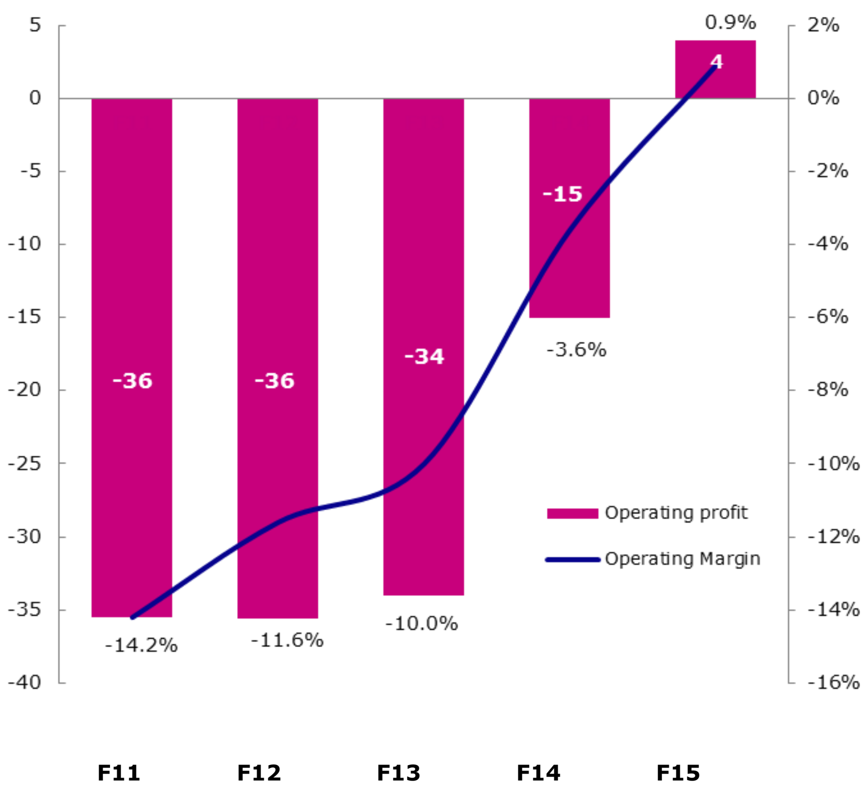
Q4 FINANCIAL HIGHLIGHTS

(€'000)	**Q4 2015**	**Q4 2014**	**Change**
Passenger ticket revenue	139,373	124,003	+ 12%
Ancillary revenue	96,011	73,861	+ 30%
Total revenue	**235,384**	**197,864**	**+ 19%**
Fuel costs	83,214	82,003	+ 1%
Other expenses	157,864	130,969	+21%
Total operating expenses	**244,078**	**212,972**	**+ 15%**
Operating Profit / (Loss)	**(5,694)**	**(15,108)**	
Reported net profit	**5,294**	**(20,784)**	
Underlying net profit	**(10,829)**	**(23,466)**	

Source: Company Information

IMPROVED WINTER PERFORMANCE

H2 Operating profit* development



Drivers

- Disciplined capacity management
- Benign competitive environment going into winter 2014/15
- Modest positive Easter effect
- Relatively mild winter 2014/15
- Maturing winter ski/sun routes
- H2 capacity growth 18%

Source: Company Information * excluding exceptionsl items

OUTLOOK

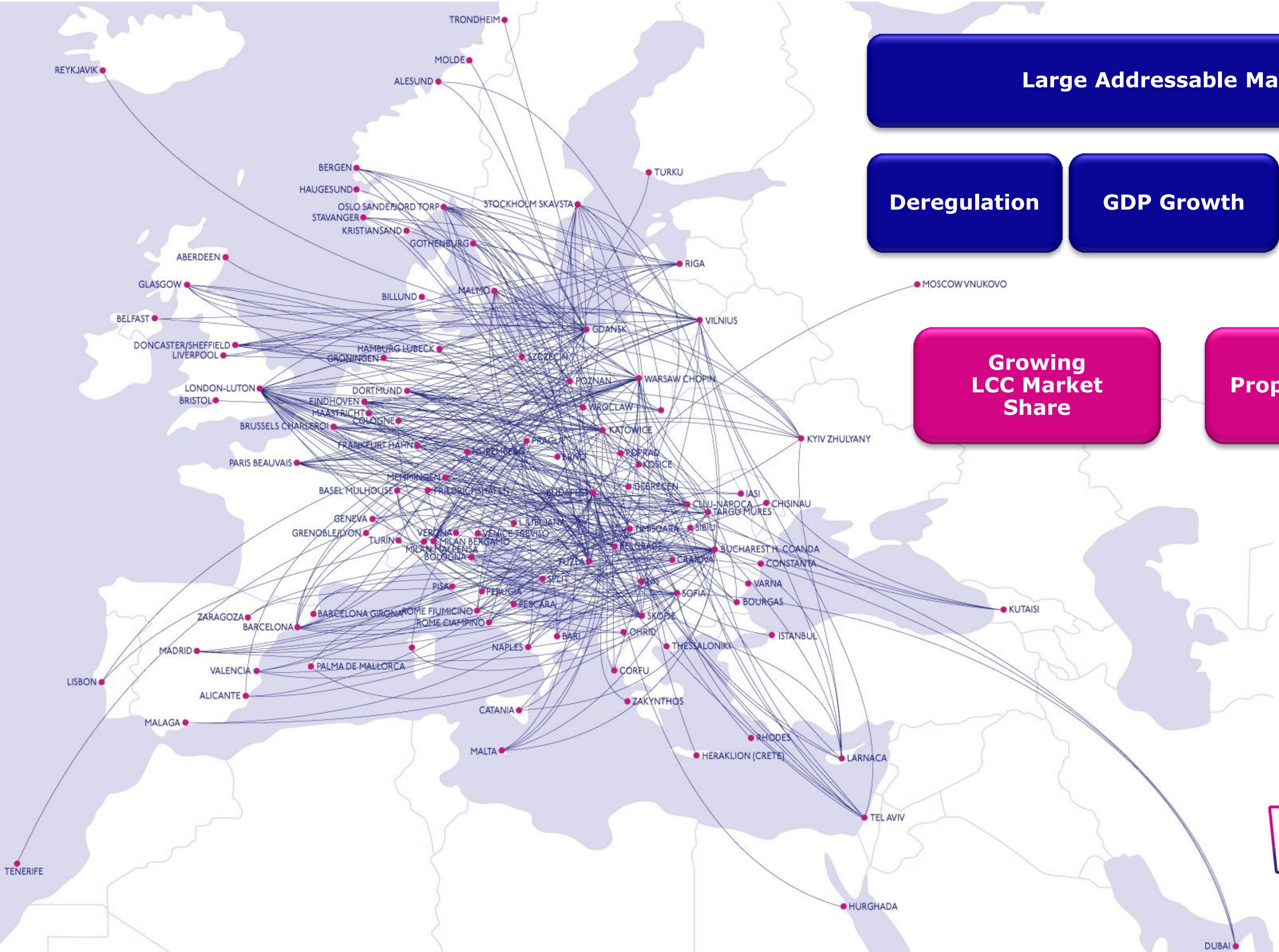
	2016 Financial Year	Other Comments
Capacity growth (ASKs)	17 %	H1: 18 %, H2: 16%.
Average stage length	Unchanged	
Load Factor	Modest improvement	
Fuel CASK	-1.5%	Assumes spot price of $625/MT
Ex-fuel CASK	1.0%	Assumes $/€1.10
Total CASK	Unchanged	
Revenue per ASK	Down low single digit	Pass through of lower fuel prices
Tax rate	6 %	
Net profit	€165-175million	Excluding unusual or exceptional items

BUSINESS REVIEW

József Váradi

Chief Executive Officer

CEE – A UNIQUE OPPORTUNITY FOR GROWTH



Large Addressable Market

Deregulation

GDP Growth

Weak Legacy Carriers

Growing LCC Market Share

Growing Propensity to Air Travel

wizzair.com

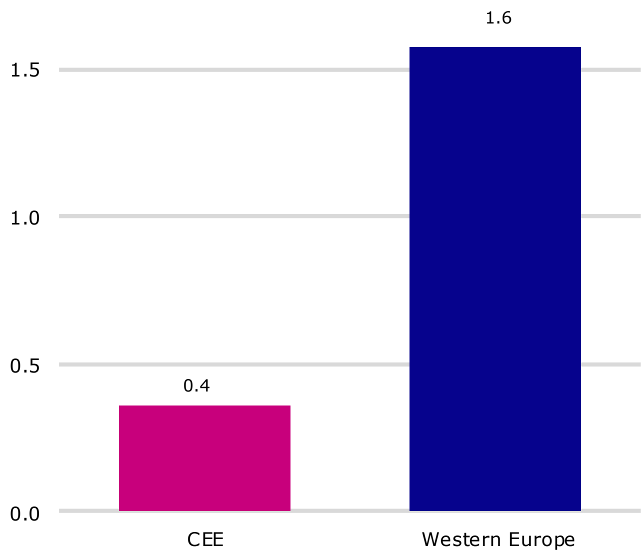
COMPELLING GROWTH PROSPECTS

Growing Propensity for Air Travel

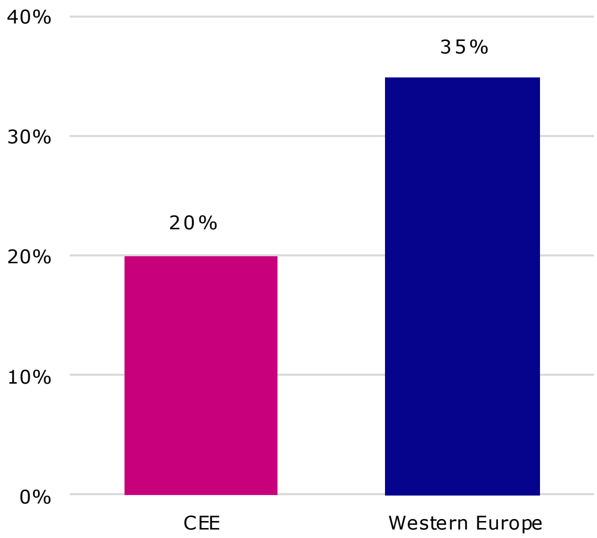
+

Higher LCC Penetration

Total Seats / Population



LCC Penetration



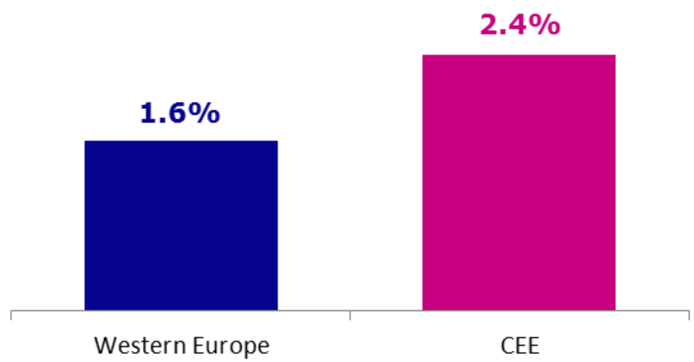
Note: Western Europe defined as EU-15 plus Cyprus, Iceland, Malta, Norway and Switzerland.
1. Source: Innovata (departing seat capacity per country, April 2013 to March 2014 inclusive) and IMF (population data as of January 2015), Capstats. 2. Source: Innovata (departing seat per country, April 2013 to March 2014 inclusive). 3. Source: IMF. 4. Potential extensions into entire "Go East" region: Armenia, Azerbaijan, Georgia, Jordan, Kazakhstan, Lebanon and Tunisia based on the total population in those countries.

wizzair.com

STRONG ANTICIPATED ECONOMIC GROWTH

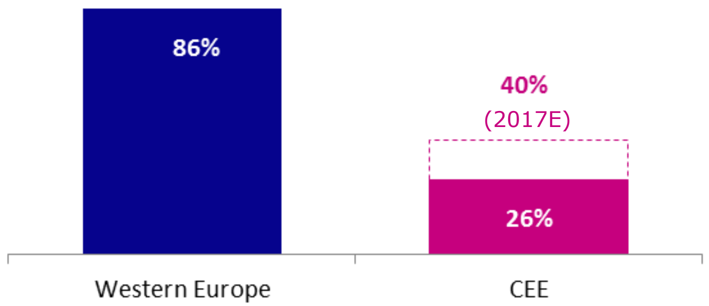
GDP Growth

CAGR 2014-2017



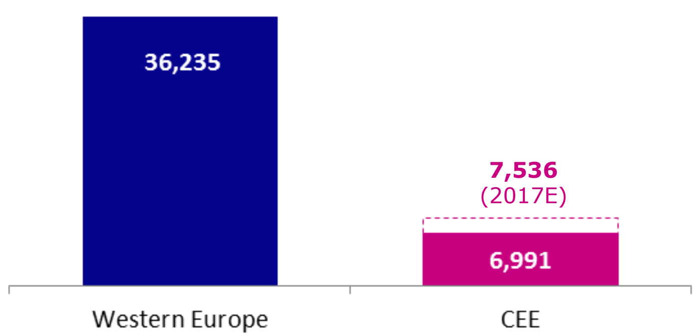
Middle Class Proportion(1)

2014, as % of Population



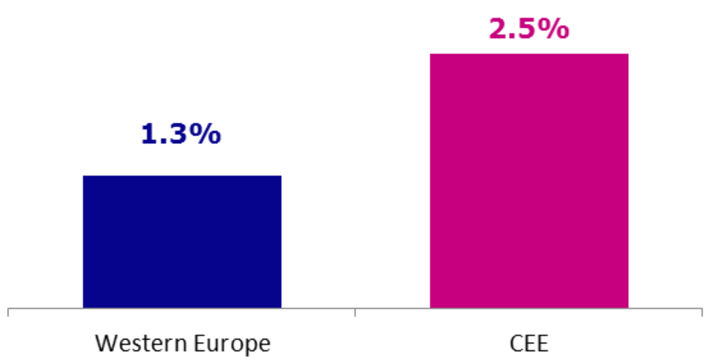
GDP per Capita

2014, in US$



GDP per Capita Growth

CAGR 2014-2017



Source: IMF as of January 2015, EIU, Capstats.
Note: CEE includes Poland, Hungary, Romania, Czech Republic, Bulgaria, Ukraine, Serbia, Macedonia, Croatia, Lithuania, Latvia, Estonia, Slovakia, Slovenia, Bosnia & Herzegovina, Russia, Moldova, Albania, Belarus, Montenegro and does not include Kosovo due to lack of data. 1. Middle Class defined as population with annual net income of more than US$ 25,000 as per EIU data, for CEE data only available for Bulgaria, Czech Republic, Hungary, Romania, Russia and Slovakia.

MARKET POSITION

LCC Market	Number 1 Carrier	Number 2 Carrier	Number 3 Carrier
CEE	Wizz	Ryanair	Easyjet
Poland	Ryanair	Wizz	Norwegian
Romania	Wizz	Blue Air	Ryanair
Hungary	Wizz	Ryanair	Easyjet
Czech Republic	Easyjet	Wizz	Ryanair
Lithuania	Ryanair	Wizz	Norwegian
Bulgaria	Wizz	Easyjet	Norwegian
Latvia	Ryanair	Wizz	Norwegian
Ukraine	Wizz	Pegasus	FlyDubai
Slovakia	Ryanair	Wizz	Norwegian
Serbia	Wizz	Easyjet	Pegasus
Macedonia	Wizz	Pegasus	FlyDubai
Bosnia & Herzegovina	Wizz	Pegasus	Germanwings

Source: Company Information. Innovata, April 2014 to March 2015.

DE-RISKED GROWTH PROFILE

	F15 Capacity
Increasing Frequencies	67.1 %
Joining Existing Airports	27.2 %
New Airports	5.6 %
New Destination Countries	0.1 %

Source: Company Information

SUMMER 2015 VS. SUMMER 2014

16 New Destinations

UK	+ 3
Netherlands	+ 2
Romania	+ 2
Germany	+ 1
Norway	+ 1
Serbia	+ 1
Denmark	+ 1
Portugal	+ 1
Egypt	+ 1
Slovakia	+ 1
Macedonia	+ 1
Iceland	+ 1

3 New Bases

Slovakia
Bosnia & Herzegovina
Poland

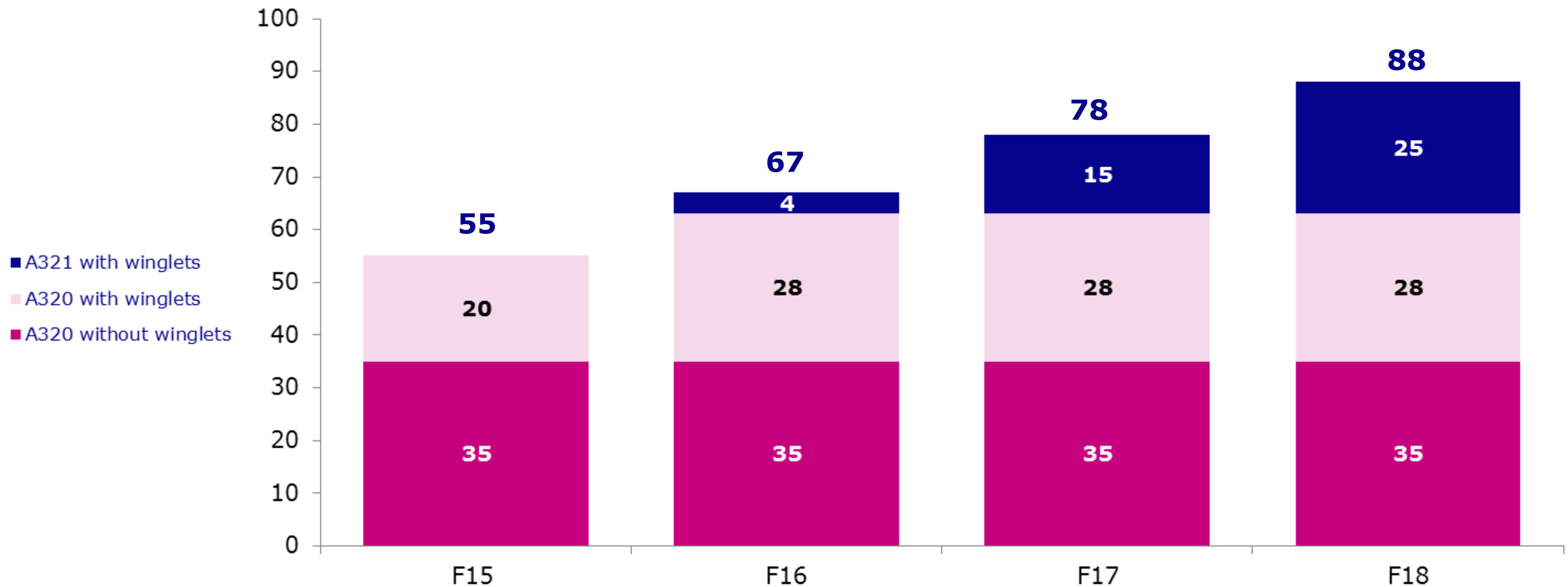
New aircraft added

Base Country (# of Aircraft)	**Sep' 15**	**Sep' 14**
Poland	19	15
Romania	15	14
Hungary	8	7
Bulgaria	5	4
Lithuania	4	3
Macedonia	3	2
Latvia	2	1
Ukraine	1	2
Serbia	1	1
Czech Republic	1	1
Bosnia	1	-
Slovakia	1	-
Maintenance/Spare Other	*2*	*4*
Total	**63**	**54**

Source: Company Information

FLEET ORDER SUPPORTING GROWTH

	F15	F16	F17	F18
Average Seat Count	180	183	190	194
Share with Winglets	36%	48%	55%	60%

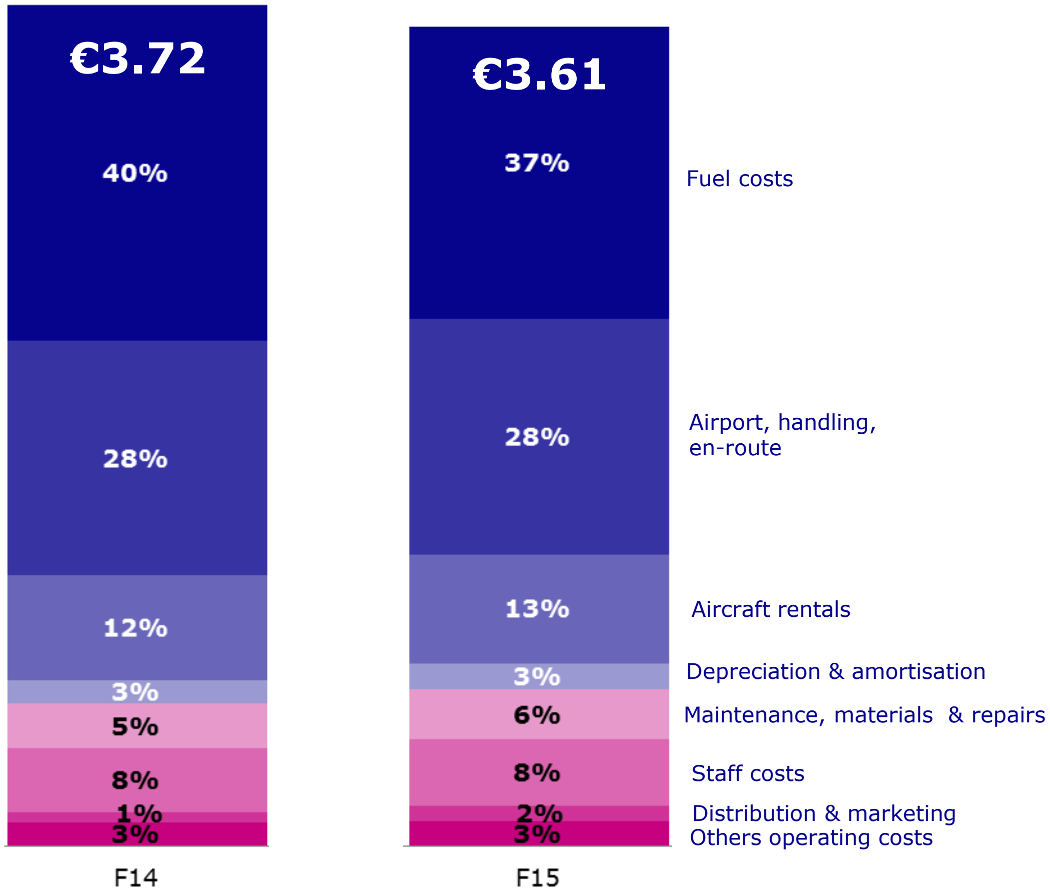


Source: Company Information

wizzair.com

DELIVERING COST LEADERSHIP

CASK (€ cent)



Challenges

- Inflationary pressures
- Infrastructure costs
- US dollar strength

Opportunities

- Fleet development
- Economies of scale
- Improved financial standing

Source: Company information,

MAXIMISING REVENUE THROUGH ANCILLARY INCOME

Lowest Possible Ticket Prices

+

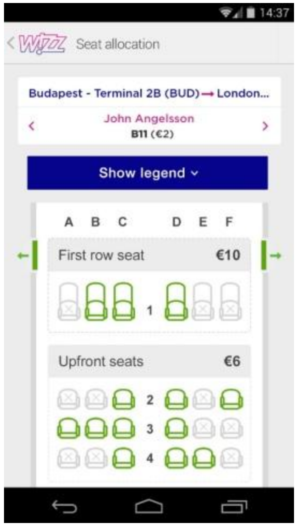
- **Maximise Appeal to Drive Growth**
- **Influence Customer Behaviour**
- **Reduce Seasonality**
- **Increase Share of Wallet**
- **Leverage Brand**

Large cabin baggage fees

EVEN BETTER CUSTOMER EXPERIENCE

Recent changes

- New and exciting **destinations**
- Fully **allocated seating**
- "**Plus Fare**" categories
- **Mobile** enhancements



Coming in F16

- **Website** upgrades
- Launch **mobile site**
- **Lowest Fare Finder** function
- **Wizz Tours** package holidays available in **more countries** throughout 2015
- New deliveries of A320 and A321 in **new livery**
- **New interior** in A321 from November
- **New uniforms** with refreshed brand colors

WIZZ BRAND WORLD
WHERE OPPORTUNITY FLIES!

BRAND PLUS

PURPOSE

TO CREATE A **WORLD** OF OPPORTUNITY **FOR ALL** THROUGH TRAVEL

POSITIONING

THE CONTEMPORARY, **RELIABLE AND FRIENDLY** EUROPEAN TRAVEL **BRAND FOR ALL SAVVY** OPPORTUNITY SEEKERS

WHERE OPPORTUNITY FLIES!

VALUES

INCLUSIVITY
DEDICATION
POSITIVITY
INTEGRITY

PERSONALITY

RELIABLE
VIBRANT
FRIENDLY
ENTHUSIASTIC

MANIFESTO

WE BELIEVE THAT TRAVEL PROVIDES **OPPORTUNITIES** THAT CAN MAKE LIFE & THE WORLD **AROUND** US BETTER.

That's why, at WIZZ, we're committed to making sure that everyone, everywhere can **benefit from travel at the lowest prices** possible and to setting high benchmarks in safety and reliability

CLOSING COMMENTS

- ULCC is the right model for our markets
- Delivering substantial growth in revenue and profit
- Dynamics of the market remain compelling
- Market leader in CEE
- Fleet plan supports our growth and cost goals
- Well placed to deliver long term shareholder value

THANK YOU FOR YOUR ATTENTION

APPENDIX

UNDERLYING PERFORMANCE

	Operating Profit		Profit for the year	
	2015	2014	2015	2014
Statutory (IFRS) profit measure	**167.3**	**109.8**	**183.2**	**87.7**
Exceptional items:				
Settlement received from card acquirer		(6.3)		(6.3)
Cost of extending and revaluing convertible debt			2.5	
Translation gain relating to closure of Wizz Air Ukraine Airlines LLC			(14.5)	
IPO related costs	2.8		2.8	
Total exceptional adjustments	**2.8**	**(6.3)**	**(9.2)**	**(6.3)**
Unrealised foreign exchange (gains)/losses			(27.8)	6.1
Underlying profit performance	**170.1**	**103.5**	**146.2**	**87.5**

Source: Company Information

2015 QUARTERLY PERFORMANCE

	Q1 F15	Q2 F15	Q3 F15	Q4 F15*	Total
Passenger ticket revenue	192,951	294,976	166,494	139,373	793,794
Ancillary revenue	102,201	137,171	98,106	96,011	433,490
Total revenue	**295,153**	**432,148**	**264,600**	**235,384**	**1,227,284**
Staff costs	18,346	20,463	21,246	21,793	81,848
Fuel costs	101,412	119,784	92,190	83,214	396,599
Distribution and marketing	5,616	5,219	3,881	4,092	18,809
Maintenance, materials and repairs	14,942	14,189	19,272	13,581	61,983
Aircraft rentals	32,684	34,282	34,144	35,969	137,079
Airport, handling and en-route charges	72,371	85,440	69,913	69,940	297,665
Depreciation and amortisation	9,336	12,667	5,783	6,076	33,863
Other expenses	7,515	7,188	8,163	6,412	29,278
Total operating expenses	**262,222**	**299,232**	**254,592**	**241,078**	**1,057,124**
Operating profit	**32,931**	**132,915**	**10,008**	**-5,694**	**170,160**
Financial income	221	-64	90	1,597	1,844
Financial expenses	1,631	1,871	1,368	793	5,663
Net foreign exchange gain/loss	195	3,065	4,793	3,560	11,613
Net financing costs	1,605	5,000	6,072	2,756	15,433
Income tax expense	1,769	4,075	333	2,379	8,555
Reported Net Profit	**29,211**	**128,925**	**19,749**	**5,294**	**183,180**
Underlying Net Profit	**29,557**	**123,840**	**3,604**	**-10,829**	**146,172**

*Excluding exceptional IPO item of €2.8m booked above EBIT

2015 QUARTERLY OPERATIONAL KPI

CAPACITY	Q1 F15	Q2 F15	Q3 F15	Q4 F15
Number of aircraft at end of period	52	54	55	55
Equivalent aircraft	48.98	52.97	53.81	54.37
Utilisation	13.21	13.79	11.58	11.71
Total block hours	58,882	67,228	57,323	57,278
Total flight hours	51,130	58,303	49,678	49,625
Revenue departures	25,760	29,408	25,234	25,225
Average departures per day per aircraft	5.78	6.03	5.10	5.16
Seat capacity	4,636,800	5,293,440	4,542,120	4,540,500
Average aircraft stage length (km)	1,546	1,557	1,526	1,525
Total ASKs ('000 km	7,166,210	8,243,829	6,930,347	6,926,124
OPERATING DATA				
RPKs ('000 km)	6,247,691	7,438,576	5,859,747	5,804,809
Load factor	83.48%	86.88%	84.59%	83.57%
Number of passenger segments	4,054,654	4,791,171	3,841,956	3,794,687
Fuel price (average) (US$ per ton) (including hedging impact and into-plane premium)	1,053	1,046	976	849
Foreign exchange rate (average) (US$/€) (including hedging impact)	1.37	1.34	1.31	1.26

Source: Company Information

INCOME STATEMENT

	2015 € million	2014* € million
Passenger ticket revenue	793.8	658.7
Ancillary revenue	433.5	353.1
Total revenue	**1,227.3**	**1,011.8**
Staff costs	(83.4)	(68.3)
Fuel costs	(396.6)	(360.6)
Distribution and marketing	(18.8)	(10.9)
Maintenance materials and repairs	(62.0)	(48.4)
Aircraft rentals	(137.1)	(112.4)
Airport, handling and en-route charges	(297.7)	(250.4)
Depreciation and amortisation	(33.9)	(25.4)
Other expenses	(30.5)	(25.6)
Total operating expenses	**(1,060.0)**	**(902.0)**
Operating profit	**167.3**	**109.8**
Comprising		
– operating profit excluding exceptional item	167.3	103.5
– exceptional item	—	6.3
Financial income	1.8	0.4
Financial expenses	(8.1)	(7.8)
Net foreign exchange gain/(loss)	16.2	(7.0)
Exceptional foreign exchange gain on closure of subsidiary operation	14.5	-
Net financing costs	**24.4**	**(14.4)**
Profit before income tax	**191.7**	**95.4**
Income tax expense	(8.5)	(7.7)
Profit for the year	**183.2**	**87.7**
Earnings per share (Euro/share)	14.43	10.04
Diluted earnings per share (Euro/share)	6.91	5.21

* Restated
Source: Company Information

BALANCE SHEET

€ million			
ASSETS	**2015**	**2014**	**Change**
Non-current assets	**431.5**	**320.9**	**110.6**
Property, plant and equipment	247.1	221.8	25.3
Restricted cash	70.4	38.6	31.8
Other non-current assets	114.0	60.5	53.5
Current assets	**589.0**	**264.3**	**324.7**
Restricted cash	3.2	3.8	(0.6)
Cash and cash equivalents	448.6	185.6	263.0
Other current assets	137.2	74.9	62.3
Total assets	**1,020.5**	**585.2**	**435.3**
EQUITY AND LIABILITIES			
Total equity	**459.9**	**159.9**	**300.0**
Non-current liabilities	**155.8**	**79.8**	**76.0**
Borrowings	3.8	4.2	(0.4)
Convertible debt	27.0	—	27.0
Other non-current liabilities	273.3	75.9	197.4
Current liabilities	**404.8**	**345.5**	**59.3**
Borrowings	0.4	16.0	(15.6)
Deferred income	188.7	152.6	36.1
Convertible debt	0.3	43.2	(42.9)
Other current liabilities	215.4	133.7	81.7
Total equity and liabilities	**1,020.5**	**585.2**	**435.3**

Source: Company Information

CASH FLOW

	2015 € million	2014* € million
Profit before tax	**191.7**	**95.4**
Adjustments for:		
Depreciation	32.5	24.2
Amortisation	1.4	1.2
Financial income	(44.2)	(0.4)
Financial expense	8.1	12.9
Loss on sale of property, plant and equipment	-	-
Share based payment charges	0.2	0.1
Cash flows from operating activities	**189.7**	**133.4**
Changes in working capital		
(Increase)/decrease in trade and other receivables	(35.9)	5.3
(Increase)/decrease in restricted cash	(24.4)	6.5
Increase in derivatives	(25.9)	-
(Increase)/decrease in deferred interest	(0.3)	-
Increase in inventory	(2.6)	(0.9)
Increase in provisions	1.0	0.1
Increase in trade and other payables	17.5	7.8
Increase in deferred income	59.1	50.5
Cash generated by operating activities before tax,	**178.2**	**202.7**
Comprising – cash flow excluding exceptional item	177.2	197.4
– exceptional item	1.0	5.3
Income tax paid	(4.2)	(6.3)
Net cash generated by operating activities	**174.0**	**196.4**
Purchase of aircraft maintenance assets	(36.3)	(54.9)
Purchase of available for sale financial asset	-	(1.0)
Purchases of tangible and intangible assets	(7.3)	(6.5)
Advances paid for aircraft	(74.6)	(72.6)
Refund of advances paid for aircraft	68.2	40.8
Interest received	0.2	0.2
Net cash used in investing activities	**(49.8)**	**(94.0)**
Proceeds from the issue of share capital	149.1	-
Interest paid	(3.7)	(4.3)
Commercial loan repaid	(6.1)	(14.9)
Net cash generated from/(used in) financing activities	**139.3**	**(19.2)**
Net increase in cash and cash equivalents	**263.5**	**83.2**
Cash and cash equivalents at the beginning of the year	185.6	103.5
Effect of exchange rate fluctuations on cash and cash equivalents	(0.5)	(1.1)
Cash and cash equivalents at the end of the year	**448.6**	**185.6**

* Restated

Source: Company Information

SELECTED KPI'S

	2015	2014
CAPACITY		
Number of aircraft at end of period	55	46
Equivalent	52.53	44.4
Utilisation	12.6	12.4
Total block hours	240,711	200,991
Total flight	208,736	174,515
Revenue	105,627	90,293
Average departures per day per aircraft	5.51	5.57
Seat capacity	19,012,860	16,252,560
Average aircraft stage length (km)	1,539	1,500
Total ASKs ('000 km)	29,266,510	24,385,031
OPERATING DATA		
RPKs ('000 km)	25,350,823	20,867,032
Load factor	86.69%	85.69%
Number of passenger segments	16,482,468	13,926,541
Fuel price (average) (US$ per ton) (including hedging impact and into-plane premium)	986	1,069
Foreign exchange rate (average) (US$/€) (including hedging impact) .	1.32	1.34

Source: Company Information

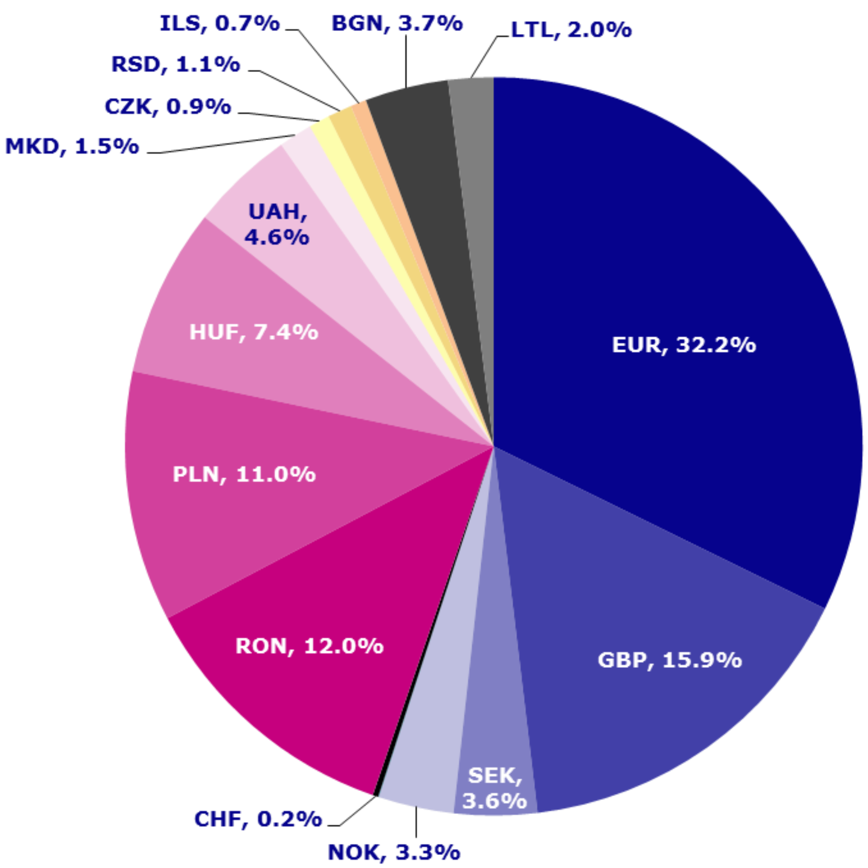
SELECTED FINANCIAL KPI'S

	2015	2014
Yield (€ cents)	4.84	4.85
Average revenue per seat (€)	64.55	62.26
Average revenue per passenger	74.46	72.65
RASK (€ cents)	4.19	4.15
CASK (including exceptional item) (€ cents)	3.62	3.70
CASK (excluding exceptional item) (€ cents)	3.61	3.72
Ex-fuel CASK (including exceptional item) (€ cents)	2.27	2.22
Ex-fuel CASK (excluding exceptional item) (€ cents)	2.26	2.25
Passenger ticket revenue (€'000)	793,798	658,719
Ancillary revenue (€'000)	433,486	353,097

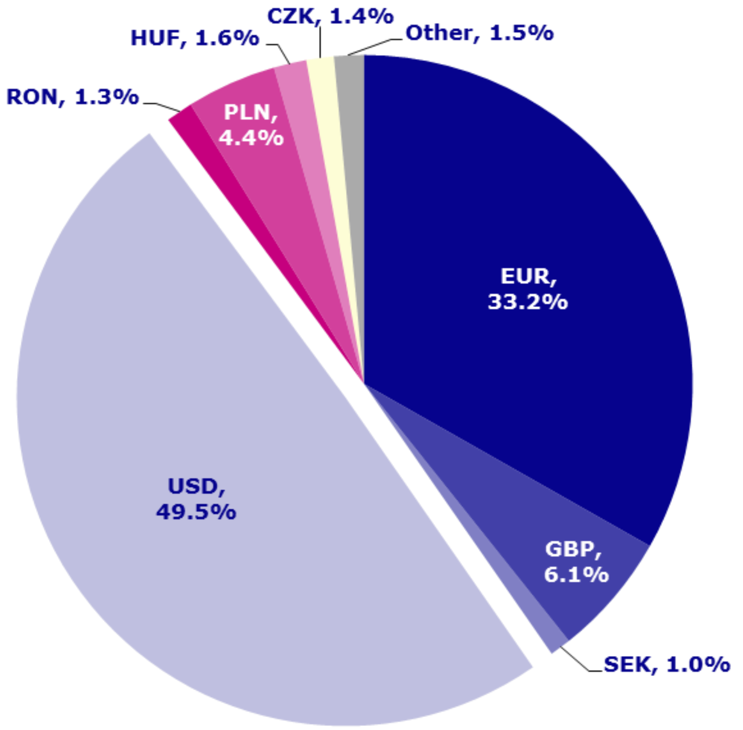
Source: Company Information

CURRENCY BREAKDOWN

Revenues



Operating Costs



Source: Company Information

wizzair.com

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); or (ii) high net worth bodies corporate, unincorporated associations, partnerships and trustees of high value trusts as described in Article 49(2) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 (as amended from time to time). Persons within the United Kingdom who receive this communication (other than those falling within (i) and/or (ii) 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 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 Company or any other company.

Neither this presentation nor any information contained in this presentation should be transmitted into or distributed in the 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 Company nor any of its affiliates, directors, officers, employees, or any other person accepts any liability to any person 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 Company may desire or require in deciding whether or not to offer to purchase such securities.

No representation or warranty, express or implied, is made or given by or on behalf of the Company or any of its affiliates, members, directors, officers or employees or any other person 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 Company or any of its affiliates, members, directors, officers or employees nor any other person 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 which are based on the Company's or, as appropriate, the Company'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 strategy, plans, 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 Company and its subsidiaries and investments, including, among other things, the development of its business, trends in its operating industry 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.

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 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 Company nor any of its affiliates, or individuals acting on its behalf, 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 Company nor any of its affiliates, or individuals acting on its behalf, 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.