WIZZ AIR HOLDINGS PLC

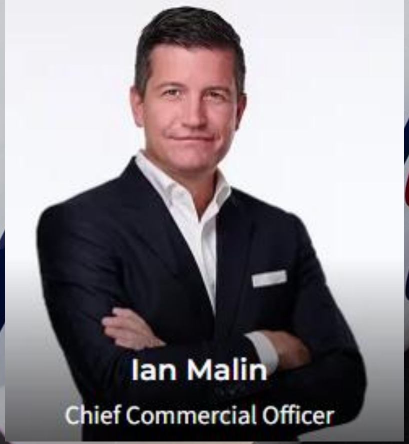
Q1 F27 Results Presentation

August 6, 2026

Q1 Presentation Speakers

József Váradi
Chief Executive Officer

Veronika Spanarova
Chief Financial Officer



Ian Malin
Chief Commercial Officer

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Q1 F27 – absorbing cost pressures and high growth

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Successfully delivered on guidance on all key drivers

Q1 ASKs +15% YoY ✓	Seats +25%, Passengers +25% ✓	Load factor broadly flat YoY ✓	Q1 RASK -8% YoY ✓	Q1 ex-fuel unit costs -2% ✓

- Q1 capacity and pricing in line with guidance
- Strong ex-fuel CASK performance and stable Load Factor
- Improved operational efficiency with OTP (A15) up 3.6ppts YoY to 82.7% and the completion rate up 75bps to 99.9%
- Strong cash position of €2.21bn. 37% 12mth rolling liquidity ratio one of strongest in industry
- 27 engine-related groundings at end Q1 vs 41 a year ago. End F27 groundings expected to be in the range of 15-20 aircraft
- Current trading resilience, with Q2 RASK expected to be down low-single digit on 20% ASK growth
- Positive fuel hedge positions in place with 39% of H1 F28 now hedged in the range of US$776 to US$864 per metric tonne
- Leveraging growth into improving ex-fuel costs in key areas such as airports and labour

Q1 PAT in line with expectations

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Summary data (€m)	Q127	Q126	YoY (%)
Ticket revenue	807	799	1%
Ancillary revenue	700	629	11%
Total Revenue	**1,507**	**1,428**	**6%**
Fuel cost	(611)	(438)	39%
Non-fuel cost	(793)	(689)	15%
Other (costs)/income	43	(1)	nm
EBITDA	**147**	**300**	**(51%)**
Depreciation & amortization	(331)	(273)	21%
Operating costs	**(1,691)**	**(1,401)**	**21%**
Operating profit/(loss)	(183)	27	nm
Net financing (cost)/income	(54)	(44)	23%
FX (loss)/gain	(15)	65	nm
Pre-tax profits	(252)	48	nm
Tax (charge)/credit	54	(10)	nm
Net profits pre-minorities	(198.2)	38.4	nm
Minorities	(0.4)	0.9	
PAT	**(198.6)**	**39.3**	

Unit data	Q127	Q126	YoY (%)
Ticket RASK (€ c)	2.17	2.47	-12.1%
Ancillary RASK (€ c)	1.88	1.94	-3.1%
TOTAL RASK	**4.05**	**4.41**	-8.1%
ASKs (bn)	37.2	32.4	14.9%
Average stage length	1,592	1,738	-8.4%
Seats (m)	23.4	18.6	25.4%
Passengers (m)	21.2	17.0	25.1%
Load Factor	90.9%	91.1%	-0.2pp
Fleet utilisation: block hours/day	**Q127**	**Q126**	**YoY**
per aircraft	10:01	10:03	-0.3%
per operating aircraft	11:36	12:23	-6.3%

Summary

- Stage length down -8.4% YoY to 1,592kms due to network optimisation
- Seats up 25.4% YoY, load factor broadly stable
- Total RASK down 8.1% YoY
- PAT decrease substantially reflects higher fuel bill

Unit cost driven by fuel and peak CEO redelivery schedule

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Costs (€m)	Q127	Q126	yoy (€m)	Q127 CASK (€c)	Q126 CASK (€c)	YoY(%)
Fuel cost	(611)	(438)	(172)	(1.64)	(1.35)	21.3%
Staff costs	(178)	(157)	(21)	(0.48)	(0.48)	(1.2%)
Maintenance	(130)	(111)	(19)	(0.35)	(0.34)	2.1%
Airport, handling & en route	(444)	(384)	(61)	(1.19)	(1.18)	0.8%
Depreciation & amortization	(331)	(273)	(58)	(0.89)	(0.84)	5.6%
Distribution & marketing	(41)	(37)	(3)	(0.11)	(0.11)	(5.0%)
Other (costs)/income	43	(1)	45	0.12	(0.00)	nm
Total operating expenses	**(1,691)**	**(1,401)**	**(290)**	**(4.54)**	**(4.32)**	**5.1%**
Net interest cost	(54)	(44)	(10)	(0.15)	(0.14)	**7.0%**
Total	**(1,745)**	**(1,445)**	**(300)**	**(4.69)**	**(4.46)**	**5.1%**
Ex-Fuel	**(1,134)**	**(1,007)**	**(128)**	**(3.05)**	**(3.11)**	**(1.9%)**

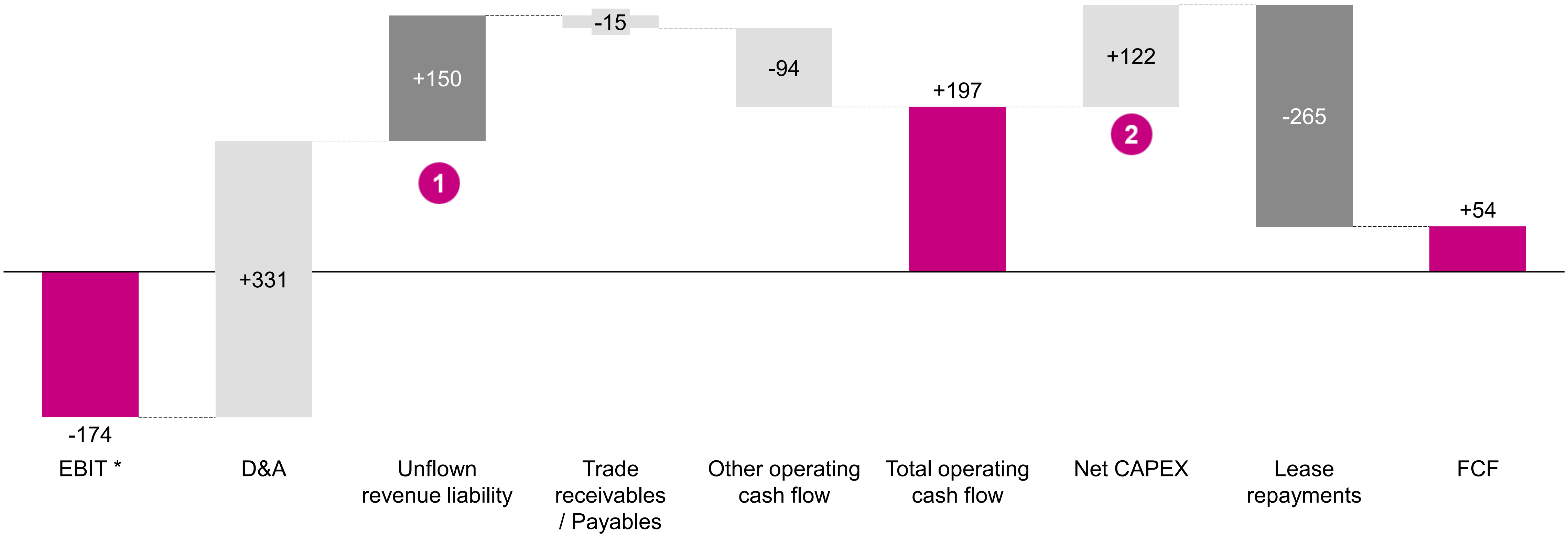
Other (costs) / income	Q127	Q126	yoy (€m)	Q127 CASK (€c)	Q126 CASK (€c)	YoY(%)
Sale and leasebacks	53	28	25	0.14	0.09	65%
Credits & compensation	45	69	(24)	0.12	0.21	(43%)
Disruption costs	(9)	(34)	25	(0.02)	(0.10)	(77%)
Wet leases	-0	(9)	9	-0	(0.03)	(100%)
Overheads and others	(46)	(55)	10	(0.12)	(0.17)	(28%)
Total other (costs)/income	**43**	**(1)**	**44**	**0.12**	**(0.00)**	nm

Summary

- Ex-fuel CASK down 1.9%
- Ex-fuel costs per passenger down 10.3% YoY
- While 'Others' helped the ex-fuel cost number, this line was better due to lower costs rather than additional income.
- Lower disruption costs of note while higher SLB profits were offset by lower compensation payments from reduced groundings
- Higher depreciation and maintenance unit costs as guided, given the CEO returns cycle
- Positive trends in airports and staff costs derived in part from Wizz's densification programme and new airport deals.
- Airport unit costs down 4.5% YoY driven by a return to volume growth

Q1 FCF in positive territory

Q1 EBIT to FCF bridge



Balance sheet - key data	Q127	Q126
Total cash (€bn)	2.21	2.13
Net debt (€bn)	5.13	4.94
Net debt/12mth EBITDAR	4.4x	4.4x
12 month liquidity ratio	36.9%	35.0%

1. Continued build-up in forward bookings
2. Benefit of adjusted PDP schedule and timing of SLBs still evident

* EBIT including €9m of recognised FX gains

Four forces impacting Q1 unit revenue

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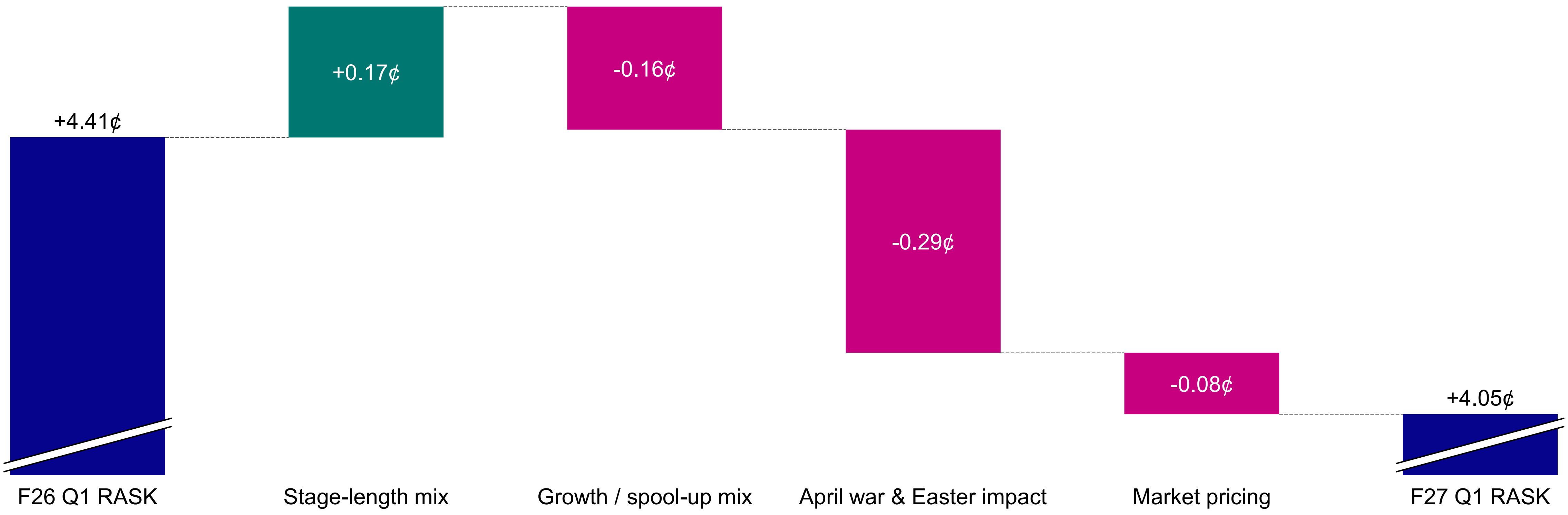
Net revenue	Capacity	Load factor	Net RASK
€1,507M (+5.5% YoY)	**+15% ASK · +25% seats**	**90.9% (−0.2 ppt)**	**4.05¢ (−8.1% YoY)**



Source: internal estimates

Outlook

Capacity	Q2 ASKs up circa 20% YoY, seats up high twenties percent
Load Factor	H1 Flat YoY
RASK	Q2 RASK down low single digits (supported by stage length reduction), notwithstanding unprecedented capacity growth
Costs	Q2 fuel CASK up mid-to-high single digits (based on current market prices) H1 ex-fuel CASK up low single digit YoY

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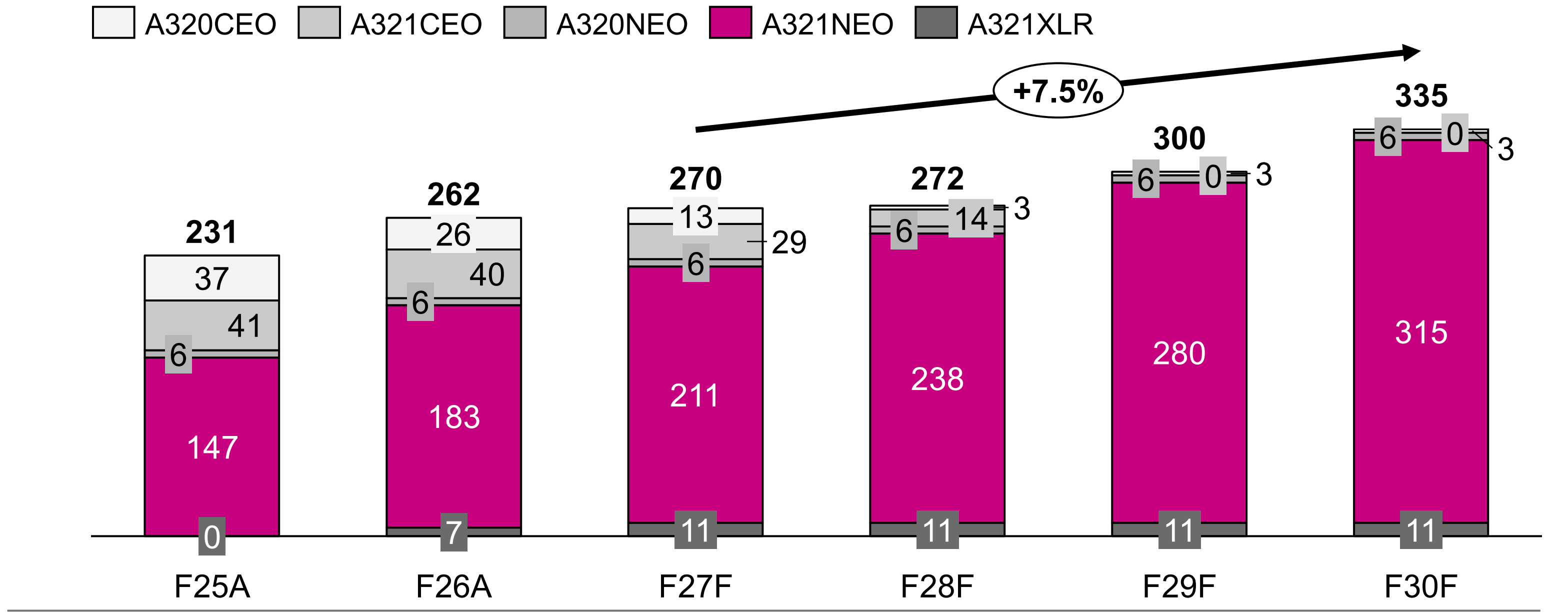
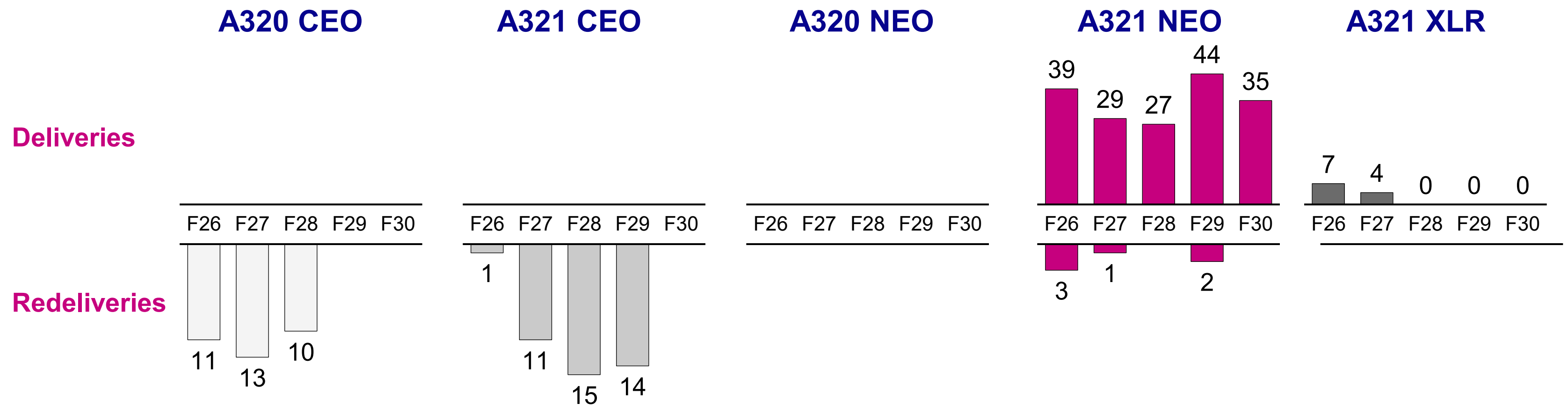
THANK YOU

Fleet and capacity growth to slow from next year

Strategic upsizing to all-NEO fleet sees11% 3yr CAGR in seats F27 to F30, outpacing the 7.5% growth in aircraft



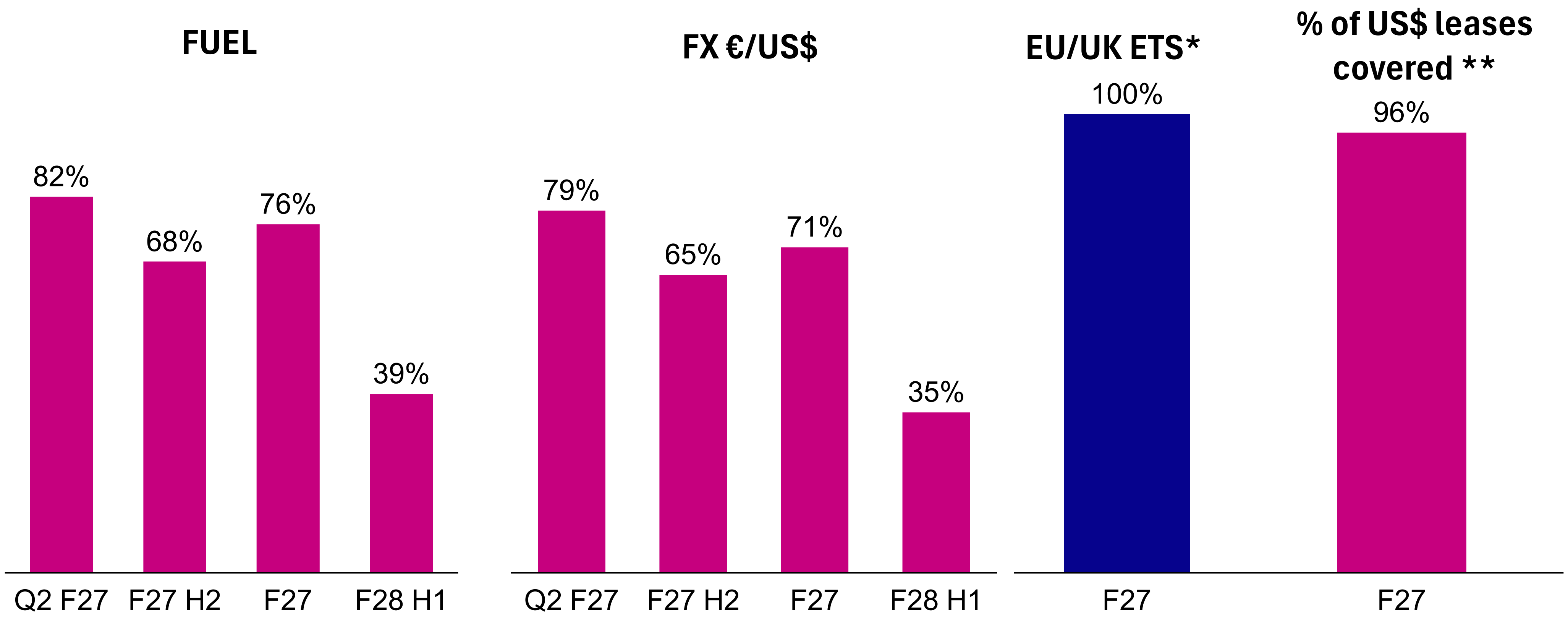


Summary

- Q2 seat capacity growth expected to be up high 20% YoY, ASKs up circa 20%
- 2 fewer A321neos being delivered this year than previously planned. Deferred until F29
- CEO retirement cycle will see related depreciation costs fall in F28
- All GTF related grounded aircraft to be flying by end calendar 2027

Hedges being built for Summer 2027

As at close on July 29



	Q2 F27	F27 H2	F27	F28 H1	Q2 F27	F27 H2	F27	F28 H1
Av. ceiling US$/MT	837	820	819	864	1.17	1.21	1.19	1.20
Av. floor US$/MT	775	749	750	776	1.13	1.17	1.15	1.18

*Inclusive of free allowances

** portion of net USD exposure (USD lease liabilities/(USD cash & cash deposits + hedges)

Note: Jet fuel hedge for the 9mths to March 2027 stands at 73% in the range of US $759-826/MT. For the same period, FX cover stands at 69% at $1.1586/$1.1945.