WIZZ AIR HOLDINGS PLC

CAPITAL MARKETS DAY

17 September 2026

wizzair.com

Capital markets day agenda & speakers

01. 14:00-14:30. Welcome & Strategy update - József Váradi, Chief Executive Officer

02. 14:30-14:50. Commercial - Ian Malin, Chief Commercial Officer

03. 14:50-15:10. Wizz Air Fleet in Focus - Owain Jones, Chief Corporate Officer

04. 15:10-15:30. Operations - Diarmuid O’Conghaile, Chief Operations Officer

05. 15:30-15:50. Finance - Veronika Spanarova, Chief Financial Officer

15:50-16:15 Break | 16:15-17:15 Q&A, hosted by József Váradi | 17:30 Reception

József Váradi
Chief Executive Officer

Ian Malin
Chief Commercial Officer

Owain Jones
Chief Corporate Officer

Diarmuid O’Conghaile
Chief Operations Officer

Veronika Spanarova
Chief Financial Officer

WELCOME & STRATEGY UPDATE

József Váradi, Chief Executive Officer

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Considerable strengths built over the last two decades

1

The largest CEE airline

Brand strength as the No.1 carrier in 9 CEE countries and No.2 in another 5

2

Over 0.5bn passengers carried

WIZZ has carried more than 560m passengers since May 2004

3

Youngest fleet of Europe's leading airlines

Average age of fleet remains under 5 years out to F30

4

Lowest unit emissions of European majors

50.6g CO_2 per RPK in F26, down 3.3% YoY

5

Largest A321neo order book in Europe

>30% of A321neo orders and 40% of those currently flying in Europe

WIZZ is a leading driver of connectivity for consumers

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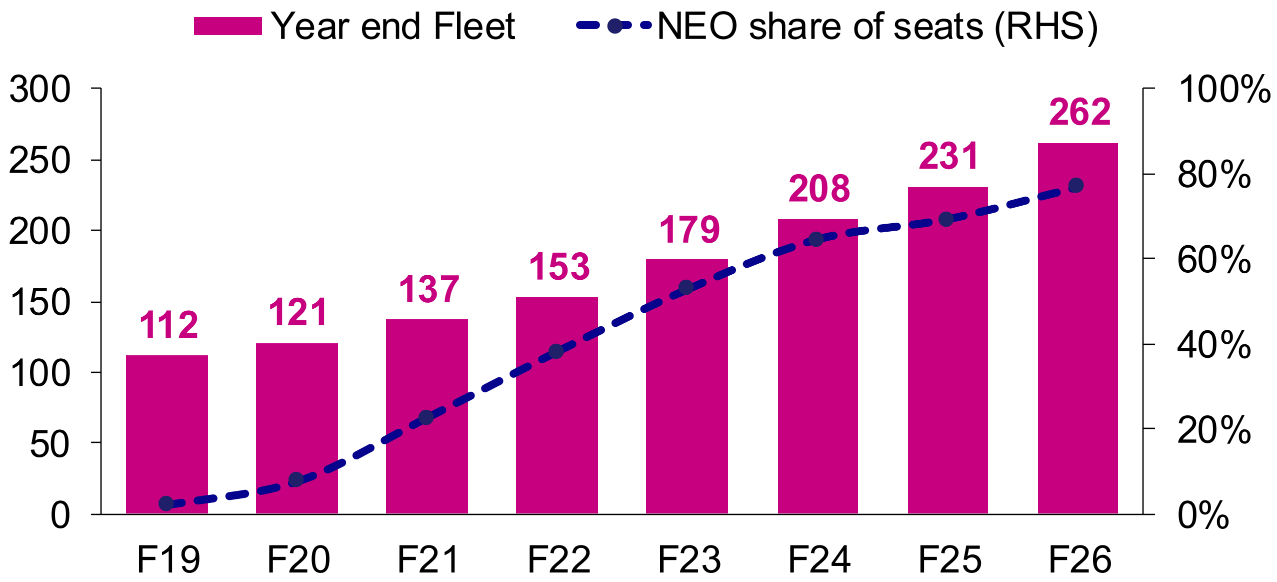
Current fleet of 270 aircraft

41 bases
52 countries
174 airports
943 August routes

69.7m passengers in F26

From primarily VFR traffic to a greater mix of leisure, city and domestic flows



Strengths have allowed WIZZ to navigate significant disruption

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	F19	F20	F21	F22	F23	F24	F25	F26
Challenges faced:	**Double-digit margins ruling before F20**							
- COVID-19								
- Ukraine-Russian War								
- GTF issue (number of grounded aircraft)						**45**	**42**	**30**
- Middle East disruption								
- Abu Dhabi closure								
Operational disruption and fuel headwinds:								
% of equivalent fleet operating due to GTF issue *					100%	92%	79%	83%
Fuel prices (US$/MT) **	724	729	674	789	1,218	1,000	919	890
Growth and liquidity maintained:								
Passengers (m)	34.6	40.0	10.2	27.1	51.1	62.0	63.4	69.7
Cash at year end (€m)	1,505	1,496	1,617	1,379	1,529	1,589	1,736	2,126

* Equivalent fleet is the weighted average fleet over the year ** Fuel price after hedging and into-plane premium

Building on WIZZ's core strengths

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Resolution of operational headwinds means Wizz Air will be able demonstrate its clean business model in Fiscal 2029.

1. **Aircraft Order Book**
   139 A321neos deliveries over F27-F30
2. **Appropriate Capacity Additions**
   Densification of CEE markets, selected growth markets
3. **Cost Leadership**
   Reassert LCC unit economics
4. **Revenue Maturity**
   Slower capacity growth, reduced route churn
5. **Strong Returns**
   Convert scale into leading margins and cash conversion

Wizz Air is a growth story, with operational excellence to deliver sustainable profitability

Concentrate growth where the model compounds

Core CEE and select growth markets

1 Compound leadership

Prioritise markets where Wizz already has scale, brand and operating depth

2 Densify attractive bases

Add aircraft and frequencies to improve relevance, utilisation and airport economics

3 Ensure optionality

Remain flexible in deploying productive capacity given competitive and geopolitical opportunities (i.e. Spain and Israel/Ukraine)

Route maturity converts growth into revenue quality

Build depth first, then harvest frequency, mix and pricing

1 Defend and Diversify

Control CEE 'real-estate' and expand in structurally attractive markets

2 Densify

Add frequency and improve schedule relevance

3 Mature

Build awareness, repeat traffic and customer mix

4 Monetise

Improve load, ancillary conversion and pricing power

Wizz is leveraging changing market patterns with more leisure, city and domestic routes in addition to servicing the traditional VFR flows

Rebuild the unit-cost advantage

Recovery, scale and density will show up in ex-fuel CASK

Aircraft availability	Less parking and schedule inefficiency
Airport scale	Volume deals and denser base-to-base network
Labour productivity	Better rostering, training and utilisation
Operational reliability	Lower disruption and completion costs
Fleet gauge	More seats spread fixed cost further

The A321neo is the economic engine of Wizz Air.

Its value comes from combining
- gauge
- low fuel burn
- seat economics and
- more productive deployment across a dense network.

As operational disruption recedes, those advantages become increasingly visible in earnings and cash generation

Key messages

Wizz Air is becoming structurally stronger than at any time in its past

1. Growth focused on Core CEE and select growth markets
2. Productivity of the fleet restored
3. Structural cost advantage reestablished
4. Network maturity to underpin pricing

Key Targets for F30

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1

€10bn revenues

2

Ex-fuel CASK circa 3.00 cents

3

10% EBIT margin

4

Investment grade balance sheet

COMMERCIAL

Ian Malin,
Chief Commercial Officer

Commercial

The road to pricing power

1. What is happening in F27, and why
2. The network we are building with it
3. How the revenue follows

This year we rebuilt the network. On purpose

AN INVESTMENT

Depth in the markets we intend to own

A MIX SHIFT

Shorter trips. More seats, and departures from each aircraft, by design

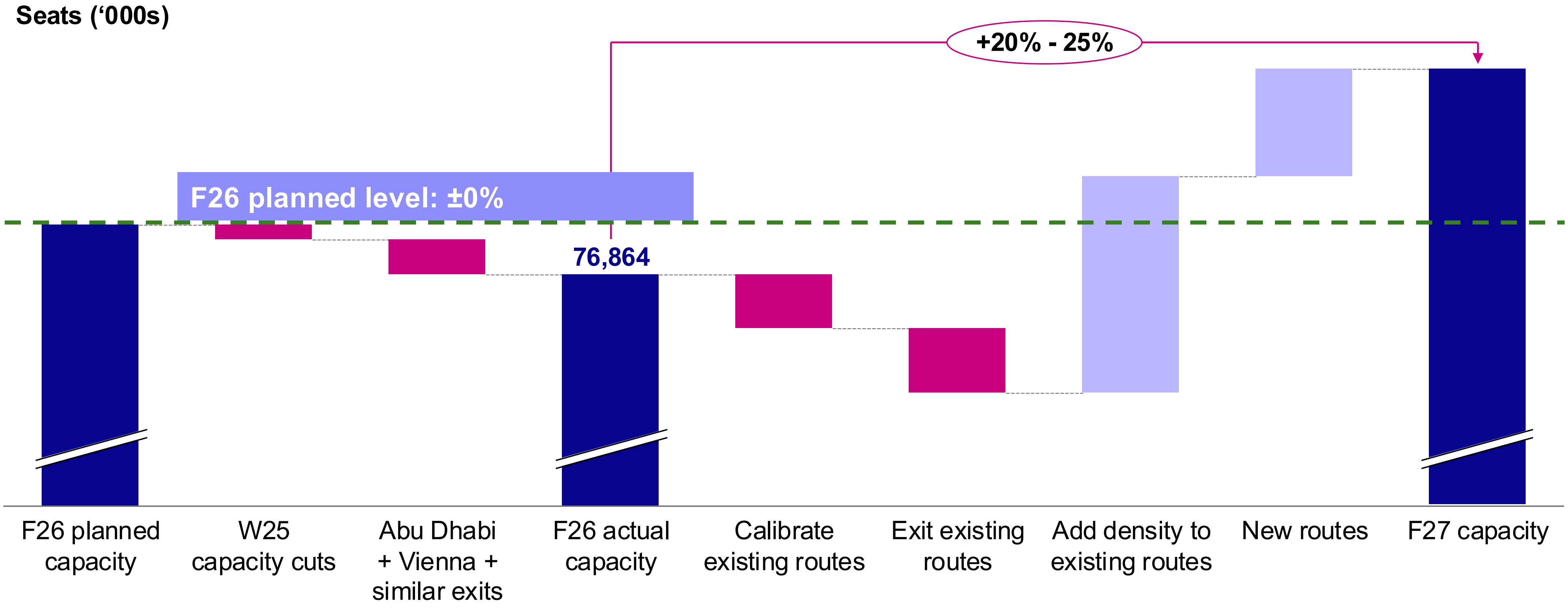
ONE HEADWIND

A young network prices to fill before it prices to win

Fuel now takes ~37 cents of every revenue euro, up from ~31. Standing still is not an option

One step of growth, from a base we already cut

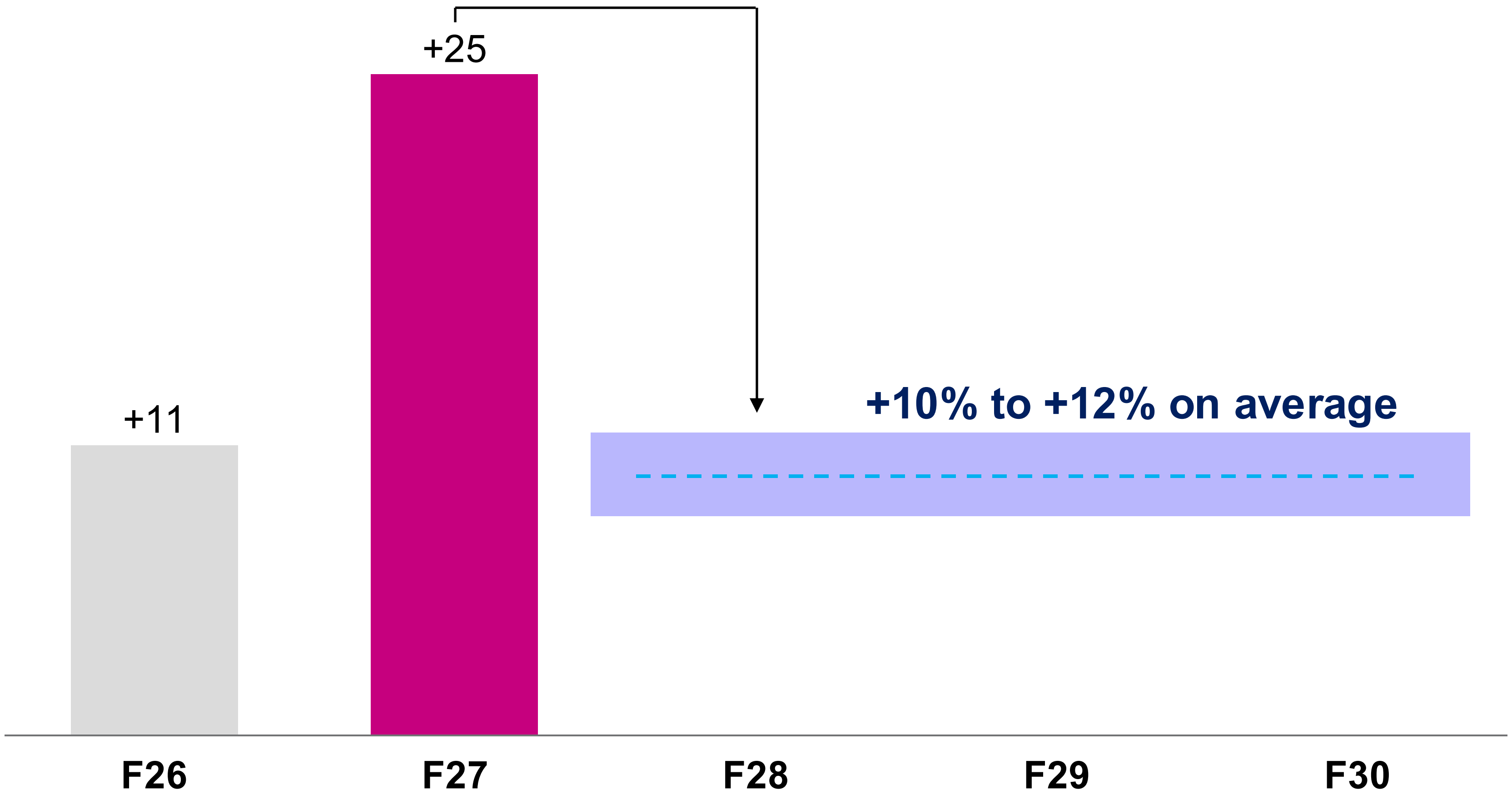
Seat capacity, F26 to F27. The base was cut before the growth was added



The flying we cut came back in better markets. Growth in the “twenties” only this year. From here, growth moderates

F27 is the peak. From here, growth settles

Annual seat growth, year over year



WHY BELIEVE IT

- The aircraft are contracted: an order book of ~235
- Deliveries set the ceiling. Demand sets the pace
- We publish the average. We do not publish a per-year path

Half the pace, on a base 50% bigger. The share of brand-new flying falls every year from here

We are growing better, not just bigger

Depth over breadth, visible in this year's schedule

84%

OF EXISTING ROUTES GROWTH CAME FROM FREQUENCY, NOT JUST BIGGER AIRCRAFT

Established routes took 39% of the seats we added this summer, new lines 49%. Where we grew existing routes, we did it with frequency

9%

THIN FLYING KEPT UNDER 10%

Share of seats on routes flown twice a week or less – held at 9% while adding 340 routes; 11% two summers ago

58 exits

PRUNED WHILE GROWING

Abu Dhabi, Vienna and 58 further route exits in the same summer we added 340 routes and 25% more seats

The rule behind it: every season, every route is ranked on the contribution it earns for its age. Earn, and you keep your aircraft and get more frequency. Miss, and the aircraft goes to the next-ranked market. Abu Dhabi and Vienna are examples of this rule

If demand weakens, the path adjusts. The destination does not

Deliveries are contracted and they come; the flex is utilization and leases we choose not to renew as they expire. Exits per company announcements.

You can already see it in the schedule

Same destinations, 25% more seats: the growth went into thicker connections and more frequency

185

airports served, basically unchanged since last summer (186) while seats grew 25%: breadth flat, depth up

80%

of our 340 new routes link two airports we already serve. New connections between existing points, not new destinations

5.2 → 5.4

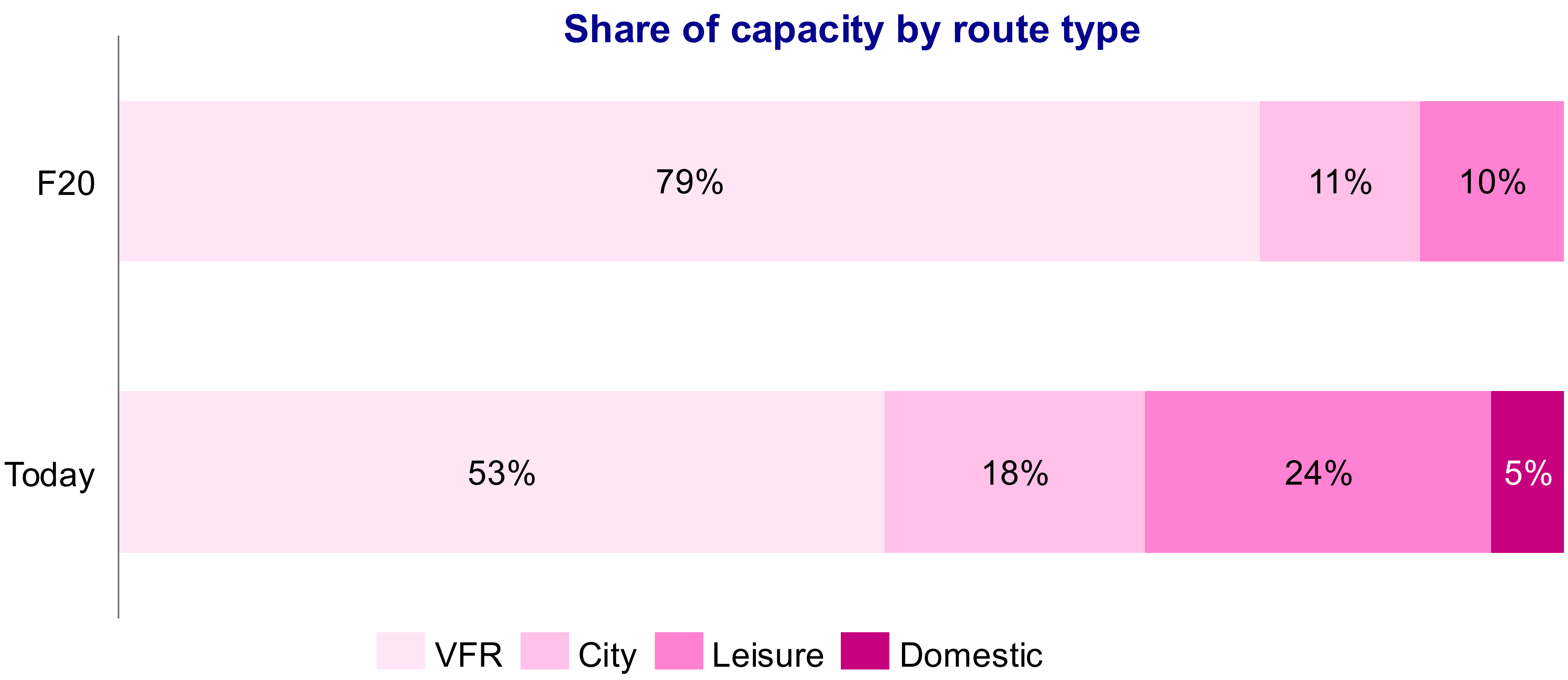
weekly frequency on the 626 routes we kept

61% → 64%

of kept routes now fly at 4x weekly or better, while thin routes fell from 18% to 16%. The middle of the network is thickening, summer on summer

Published schedules, Summer 26 (Apr–Oct 2026) vs Summer 25, all Wizz AOCs; route = airport pair; frequency = weekly round trips in a typical week; kept routes = flown in both summers and first operated before Summer 25. 1. Competitor comparison: published schedules, current season, all carriers. Flown history throughout, no forecasts.

A different network to the one you knew



Leisure in both seasons, city breaks and domestic now carry nearly half the network. Less seasonal, more year-round

Home is still home. And we are still number one

Share of seats, F27 vs F26, our five largest CEE markets

	WIZZ SHARE OF SEATS, F27		POSITION	CAPACITY, F27
Romania	51%	+2pp	#1	+11%
Albania	50%	-4pp	#1	+16%
Hungary	40%	+3pp	#1	+21%
Bulgaria	34%	+7pp	#1	+33%
Poland	26%	+1pp	#2	+18%

CEE, IN TOTAL

29% of all CEE seats. Number one, rising

Share up in most markets, while adding 11 to 33% more seats. Depth, schedule quality and leisure products are doing the work, not price.

The western build-out comes on top of this baseline, not instead of it

The scoreboard, and one fair comparison

Stage length adjusted RASK to 1,600km

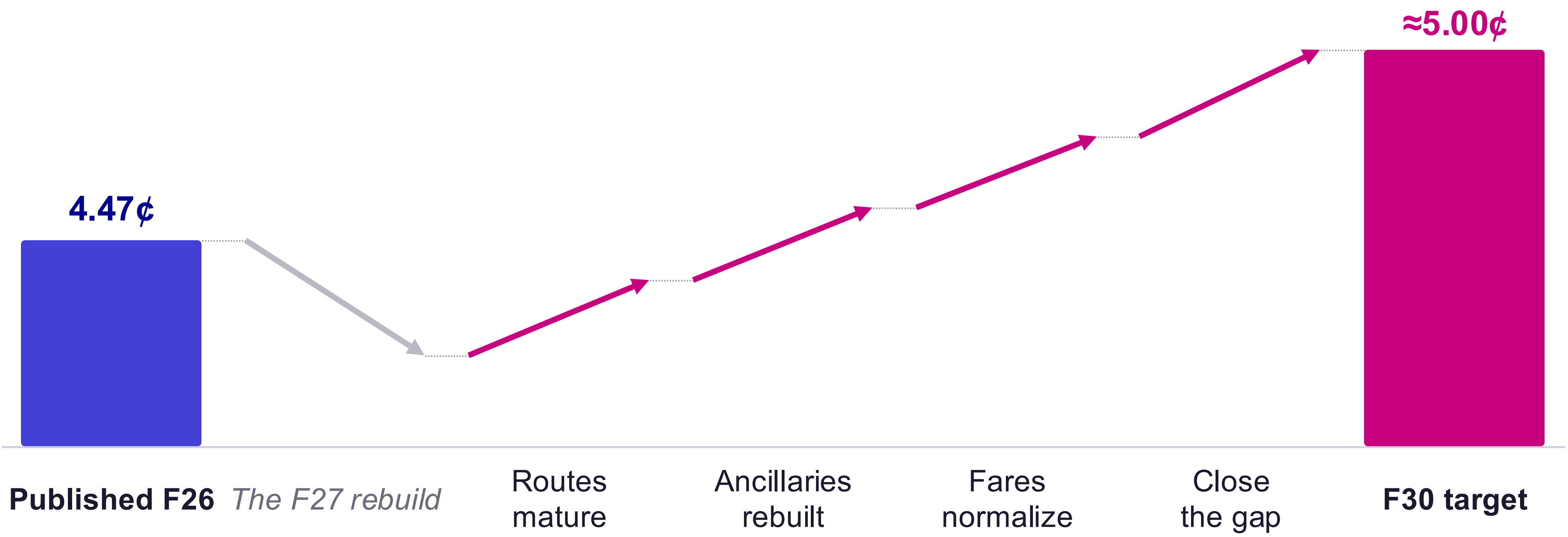
	AS REPORTED			SAME TRIP LENGTH
	€ / passenger	¢ / seat-km		¢ / seat-km
Wizz Air	**€81.60**	**4.31¢**	→	**4.47¢** (+0.16¢)
The competition	**€74.60**	**5.56¢**	→	**4.95¢** (–0.60¢)

Both published F26. Our trips are 450 km longer - at one trip length the RASK gap is roughly half a cent

Full-year published results, both airlines. Restatement applied to seat-km only; methodology in the appendix.

How it comes back

Revenue per seat-km at 1,600 km. Only the endpoints carry numbers.



The order is the commitment. The step sizes are not. This is not annual guidance.

How we get to our **RASK** target

The mechanism, the condition, and where you can check it

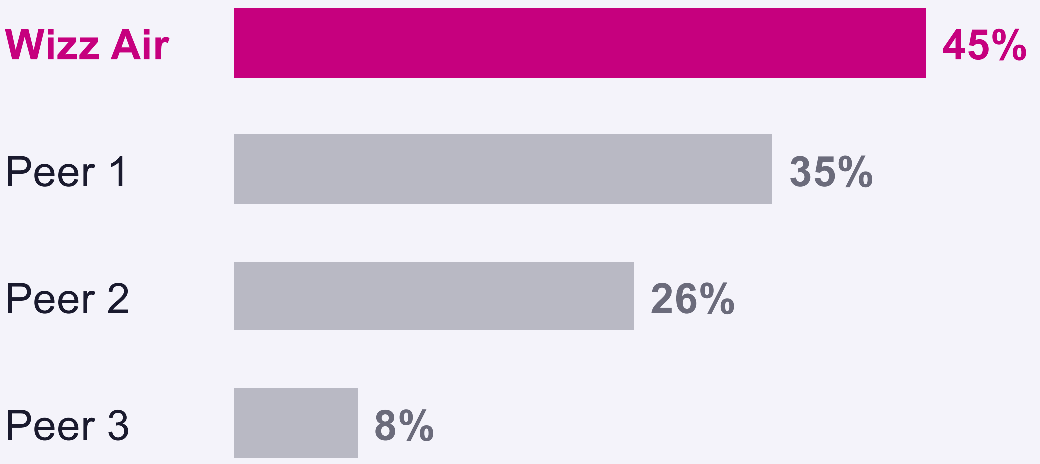
	THE MECHANISM	WHAT MUST BE TRUE	WHERE YOU WILL SEE IT
1. Our routes mature	Young flying falls from its 17% peak as growth moderates. Pricing power follows tenure on the same route.	New flying returns toward its historical share of the network – stop the churn going forward	*The schedule, every season*
2. Ancillaries rebuilt	Products rebuilt for short trips: seats, bundles, priority, onboard retail from 2027	Ancillary per passenger holds the €36.30 floor, then grows	*Published every results day*
3. Fares normalize as market supply eases	Fewer new seats eases fare environment	New-seat share falls sharply from the F27 peak	*Unit revenue in published results*
4. Close the gap	Pricing system live Dec 2026, B2B toward a third of revenue, loyalty, preference	Ticket gap narrows while the ancillary lead holds	*Both airlines publish it*

Each condition will be visible from the outside. You will see the progress before we tell you

Density is the upside that we have not yet cashed in

Share of seats flying below daily frequency, current published schedules

SEATS BELOW DAILY (UP TO 6X WEEKLY)



Nearly half our seats still fly below daily. The three biggest low-cost networks run at 8% to 35%.That gap is an opportunity

WHERE THE ROAD LEADS: ITALY DOMESTIC EXAMPLE

97% of our Italian domestic seats fly daily or better, in the network we matured first. Indistinguishable from the incumbents' schedules on the same routes; miles ahead on product and experience

Spain today is Italy three years ago: a new domestic network already at 51% daily-plus, and climbing the same curve

Growth is buying density: our fastest-growing frequency bands are 4 to 20x weekly. Thin today becomes dense tomorrow, and dense is where pricing power lives

Published schedules, current season. Peers: the three largest Western European low-cost networks.

Demand follows the network

6% → 14%

Italian point of sale, as a share of group revenue, as brand awareness built from 40% to 68%. **Spain is on the same curve, earlier**

Half our capacity now flies where wallets are bigger. The revenue mix is still catching up. That catch-up is captured inside the bridge

Artificial Intelligence already pays for itself here

€150m+

per year, today, from systems already in production. Pricing, load factor, disruption

10% of customer calls. answered by AI voice agents this summer

30+ systems live. a decade of it, built before it was fashionable

>€300m per year by FY30. our aspiration, not guidance

Hold us to this

1

The ancillary floor holds and the lead widens

→

2

Unit revenue climbs back above our own F26 line

→

3

The target, by F30: about 5.00 cents at 1,600 km

In order. Only the destination carries a date. Progress will be readable in our published results

What we told you today

1. The dip was a choice. The network it bought is already visible
2. The destination is set: **about 5.00 cents per seat-km at 1,600 km by F30**
3. We fly for growth and margin

FLEET

Owain Jones,
Chief Corporate Officer

Best in class fleet

The Aircraft

A321 NEO delivers strongest unit economics

- 239 seats full economy class
- best crew productivity

The Engines

GTF (Geared Turbo Fan) PW1100 delivers

- 20% fuel savings
- GTF-Advantage (HS+) improve durability

The Value

Aircraft and engine purchase rights

- **best priced and escalation cap protected**
- **GTF maintenance cost advantage**

The Capital

Competed asset financing deals

- **take advantage of low-priced market capital**
- **wide variety of structures**

Wizz's orderbook: building value, owned by Wizz

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FOUNDATION

A320ceo

2004 - 2027

180-186 seats

Establish ULCC platform and create network density.

GAUGE

A321ceo

2004 - 2027

230 seats

+44 to 50 seats dilute trip cost, increase airport slot and crew productivity.

EFFICIENCY

A321neo GTF

From 2019

239 seats

~20% lower fuel burn and +9 seats drive seat cost economics, lower emissions and financing cost.

DURABILITY

A321neo GTF Advantage

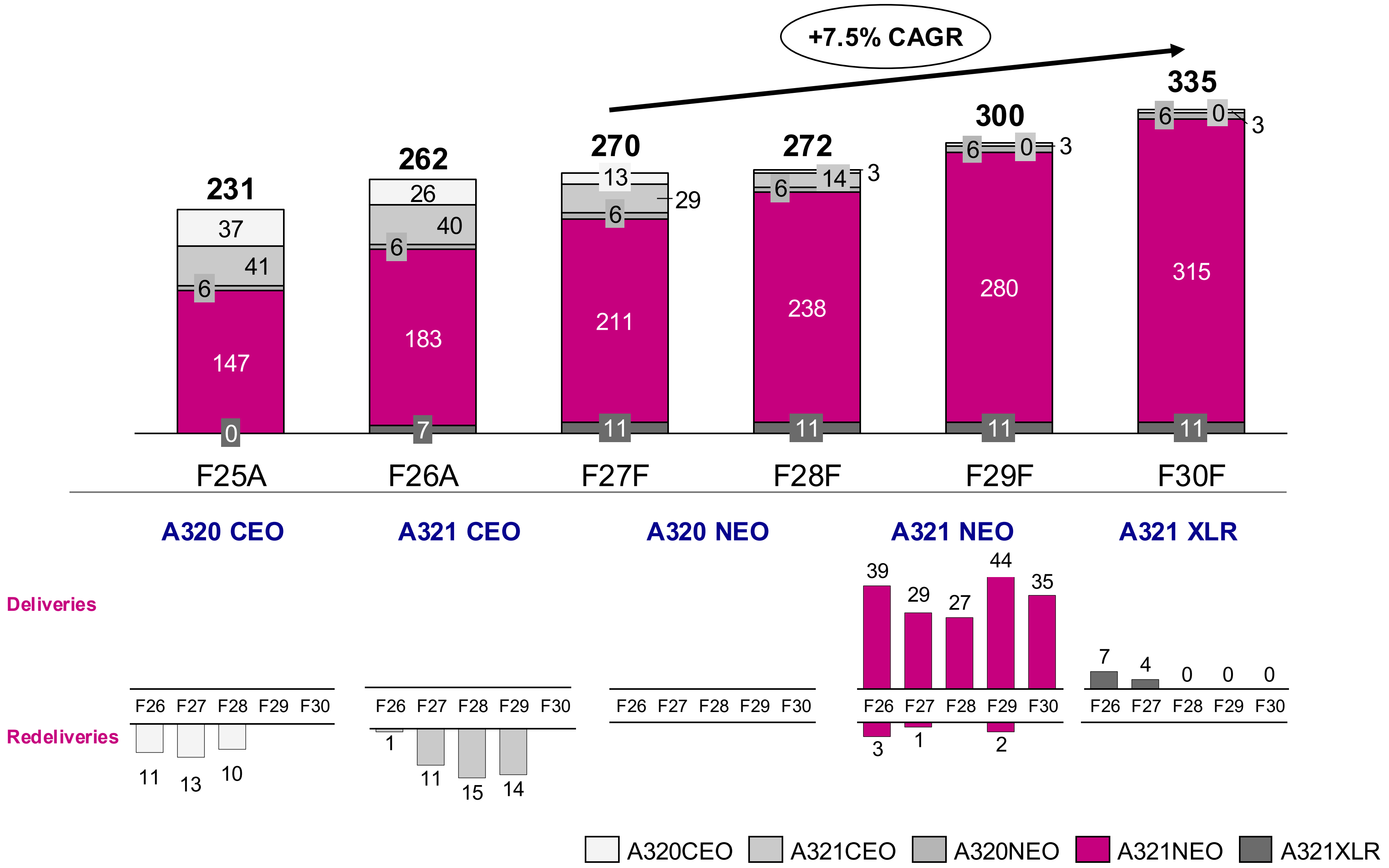
From 2026

Longer engine time-on-wing expectation drives fleet performance while keeping economics.

CASK ↓ Fixed-cost dilution + lower fuel per seat + higher productivity of slots and crew

PROFIT ↑ Revenue capacity + margin resilience + ROIC

Fleet growth path: Contracted and sustainable



The FLEET

- Seat CAGR 10-12% by F30
- Orderbook of ~235 deliveries until summer 2032
- Grounded NEO fleet lifted end of CY27
- CEO retirement planned to be concluded in FY29
- No further XLR beyond this summer

Competitive financing: Extracting highest asset value

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STRUCTURE	FUNDING
SLB	100% LTV* in USD
JOLCO	100% LTV* in USD equity and EUR debt**
FINANCE LEASE	85% LTV* in EUR debt**

*LTV = Loan to Value ** EUR financing benefits from 1.15% lower EURIBOR vs. SOFR

CONSIDERATIONS

- **120 A321 NEO and 65 GTF Spares until F30**
- Aircraft financing secured 12-18 months in advance
- Competitive tenders for SLB, JOLCO and FINANCIAL LEASE financings
- Evaluation against each other for best economics, looking at NPV of financing cost
- Cash generation
- Balance sheet leverage development
- Residual value evaluation
- Lease return cost management
- Long-term fleet planning stability
- No immediate successor for NEO/MAX: prolong operation of aircraft

GTF Advantage: Back to the engine's promise

1 | CURRENT FLEET GTF

3–5k*cycles first run TOW and ~6k on later runs

20% more fuel efficient compared to CEO technology. HS+ package to achieve 90% of GTF-A TOW.

FMP coverage for all GTF engines based on flown FH and FC protects against time-on-wing risk and takes out volatility of cost.

Since 2024 deliveries of shipset and spare engines are clear of powder-metal contaminated parts.

2 | SCALE WITH GTF-A

8.5–9k cycles first run TOW and ~8k on later runs

Increased core airflow and material improvements increase durability by keeping fuel efficiency.

GTF-A deliveries commence in late 2026. Full-scale deliveries expected from 2028.

Full interchangeability and interoperability.

- *Current-engine first-run data reflects WIZZ experience; subsequent-run and GTF-A values are based on P&W forecasts.*
- *TOW – Time On Wing*

Path to zero groundings and normalized spare engine ratio

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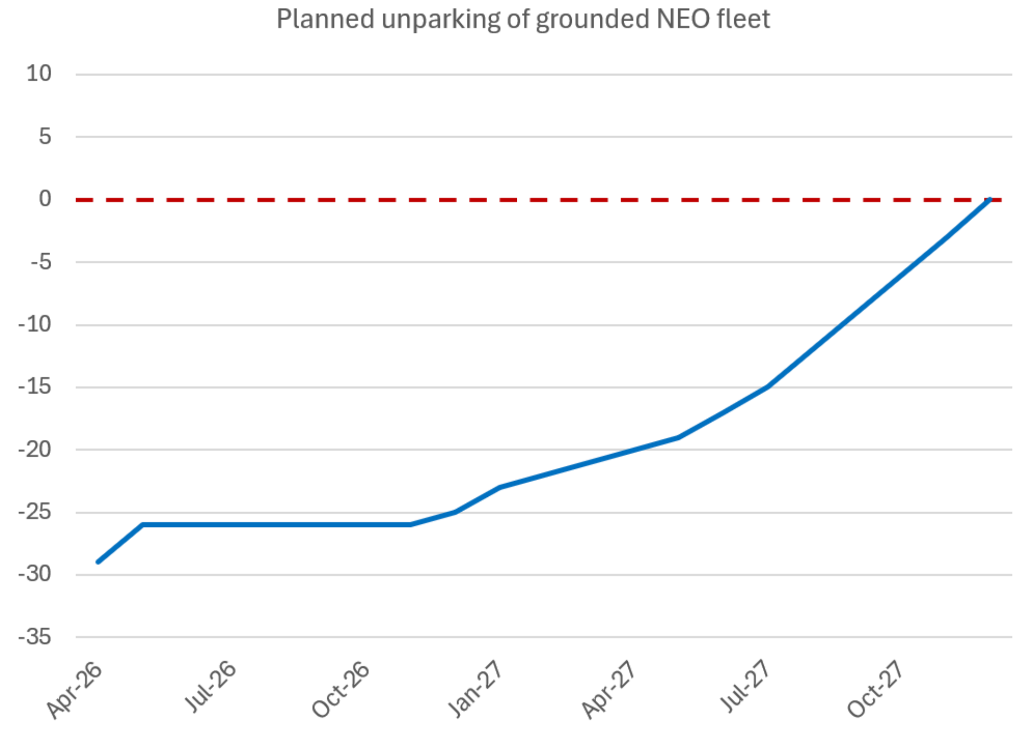
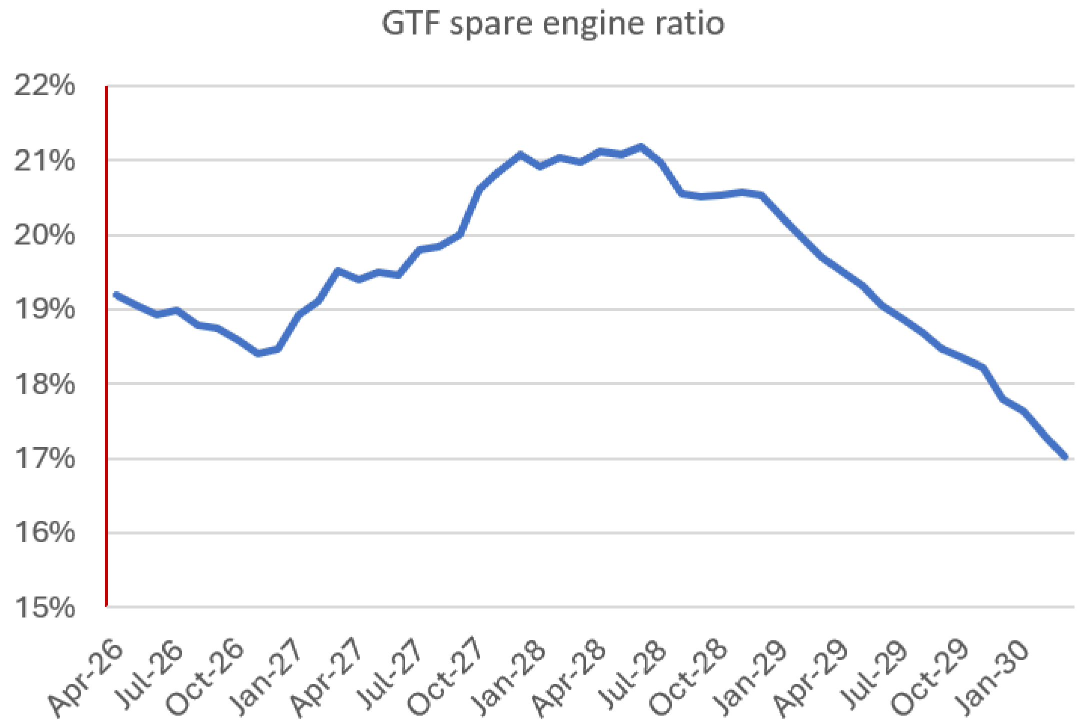
ZERO GROUNDINGS BY END-2027



P&W contracted to deliver zero engine groundings; predictable unparking anchors network and operations planning; backed by compensation agreement.

SPARE-ENGINE RATIO NORMALIZES BY FY30



The ratio peaks as groundings reach zero, then stabilizes at c.15% as the fleet grows.

Key takeaways from Fleet

Planned Growth

- Confirmed, deliverable fleet growth
- Aircraft deliveries engineered to deliver commercial needs

Aircraft

- Best-in-class fleet
- Very strong pricing and escalation protection extending through delivery cycle to 2032
- Best gauge and configuration deliver superior operating economics

Engines

- State-of-the-art, continued development
- Exceptional acquisition and maintenance deal
- Superior fuel burn for unassailable cost and sustainability advantage
- Recovery of grounded fleet by end of 2027

Financing

- Lowest cost of financing from cheapest capital in the market
- Flexibility over future financings to extract maximum value from orderbook
- Extend ownership beyond current 12 years to ensure full realisation of asset value

OPERATIONS

Diarmuid O’Conghaile,
Chief Operations Officer

Operational performance & cost management

SAFETY	RELIABILITY	COST
Safety Policy & Objectives	D15	Crew efficiency
Safety Risk Management	Completion rate	Maintenance
Safety Assurance	Disruption cost	Automation & AI
Safety Promotion	Customer First	Fuel burn

Fleet · Crew · Systems

Step improvement in operational performance

Systematic year-on-year improvements over 3-year period

SCHEDULED FLIGHTS
339,113

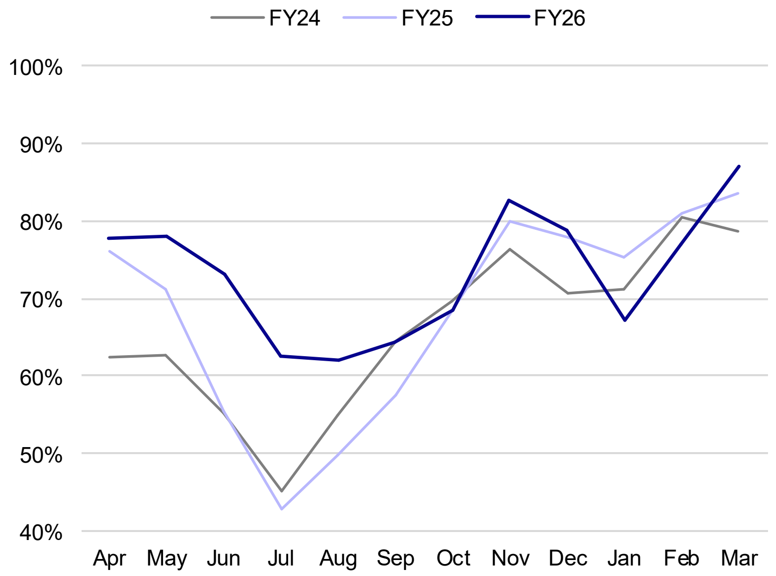
DEP. WITHIN 15 MIN (D15) 72.8%
+7.4pp vs FY24's 64.4%

A180, EC261 EXEMPT EXCL 99.46%
+0.79pp vs FY24's 98.67%

COMPLETION, EC261 EXCEMPT EXCL 99.96%
+0.14pp vs FY24's 99.82%

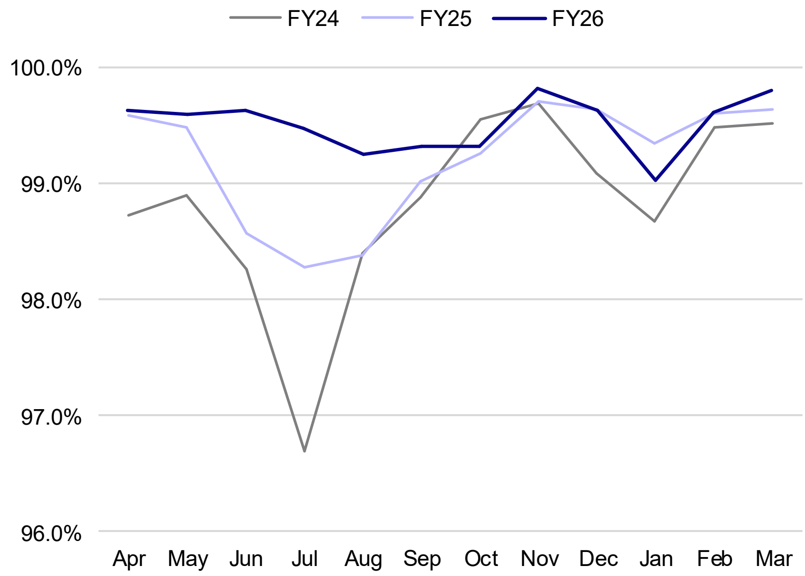
D15

Departures within 15 min of schedule



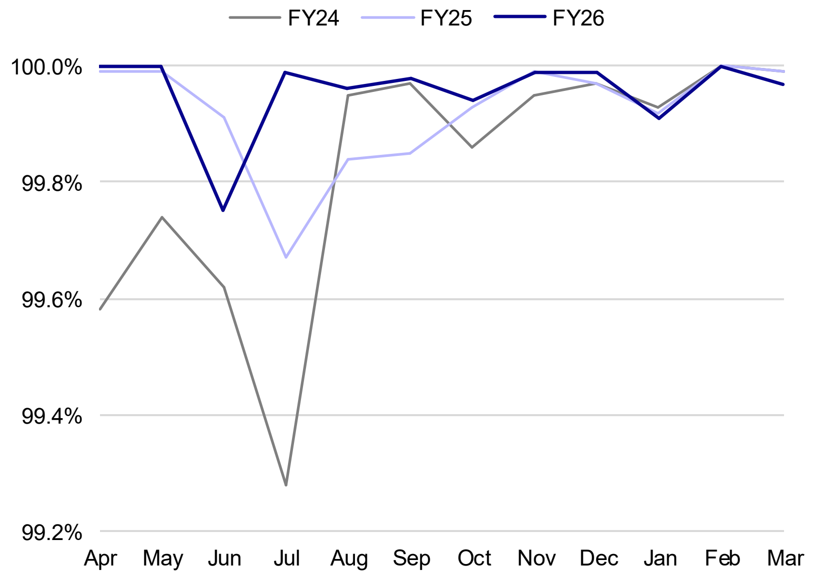
A180, EC261-EXEMPT EXCL.

Arrivals within 180 min, excl. events outside airline control



COMPLETION, EC261-EXEMPT EXCL.

Flights operated, excl. events outside airline control



EC261 cost and events

Compensation fell 25% while flying grew 7% — because fewer flights breached the thresholds

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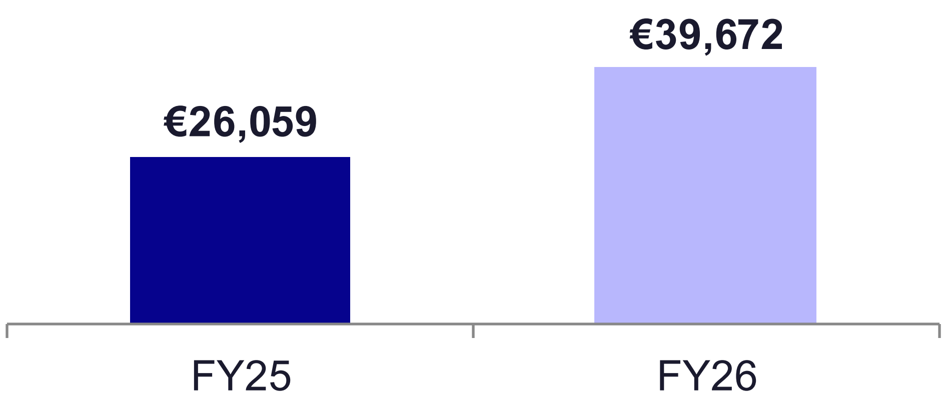
€79.0m **−24.8%**
EC261 compensation, F26
F25 €105.1m

1,964 **−35.2%**
EC261 events, F26
F25 3,031

€33.7m
Cost avoided vs F25 rate
F26 flights at F25 €/flight

Wizz Air Group	F25	F26	Change
Scheduled flights	315,354	339,113	+7.5%
EC261 compensation	€105.1m	€79.0m	−24.8%
EC261-liable arrivals >3h late	2,800	1,831	−34.6%
EC261-liable cancellations	231	133	−42.4%

Compensation, € per liable event



Customer first initiatives

HIGHLIGHTS OF F25, F26 & F27

CSAT: **F25: 72.4%** **F26: 78.1%** **F27 H1: 81.1%**

Customer Service and Conflict Management Workshop
F25 Q1

My Journey Launch in the APP
F26 Q1

Amelia is available in IT, DE, PL, HU, ES and RO
F27 Q1

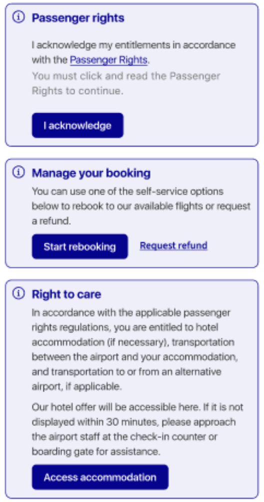
New Customer Satisfaction Survey & Dashboard
F27 Q2

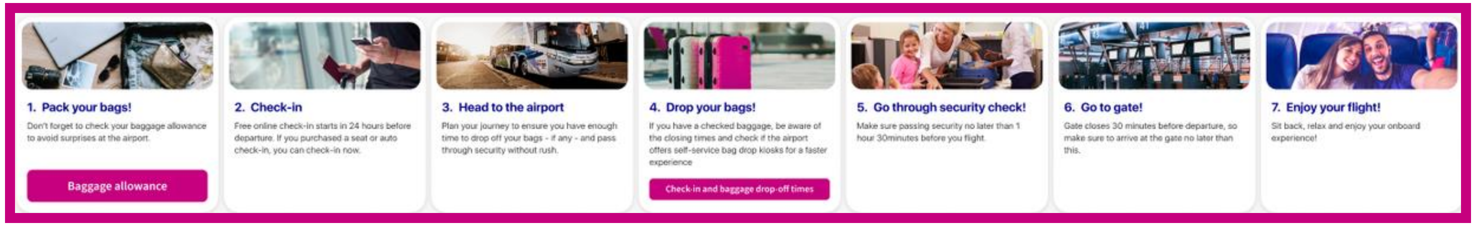
Internal Engagement around Customer First-Customer Day
F27 Q1

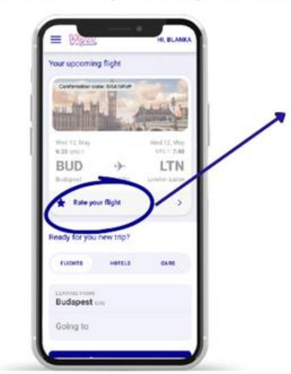
Next-steps in APP
F27 Q2

Post trip survey in APP
F27 Q3

Digital hand-holding Push Notification
F27 Q4







A refinied, customer friendly survey in APP, to gain insight at every journey stage.

Delivering better customer satisfaction

Meaningful customer promises

PRODUCT

INNOVATION TO ELEVATE YOUR JOURNEY

- Newest, youngest safest and fuel-efficient **next-generation aircrafts**
- Offering an **unmatched selection of destination** to expand horizons

PRICE

AFFORDABLE TRAVEL, MAXIMUM VALUE

- Offering the **lowest prices** directly
- Tailored memberships to offer more travel for tell

COMMUNICATION

PUTTING THE PASSENGER AT THE HEART OF ANY INTERACTION

- Push notifications and **frequent updates**
- No small print, rather **easy-to-understand policies**
- **Clear communication** from crew and staff with all actions customer focused

SERVICE

PUTTING THE PASSENGER AT THE HEART OF ANY INTERACTION

- Efficient operations and schedules for **industry-leading operation**
- Minimising cancellations, reducing distruptions and fast solutions for **resilient operations**
- Best trained, dedicated and professional staff delivering **crew excellence**

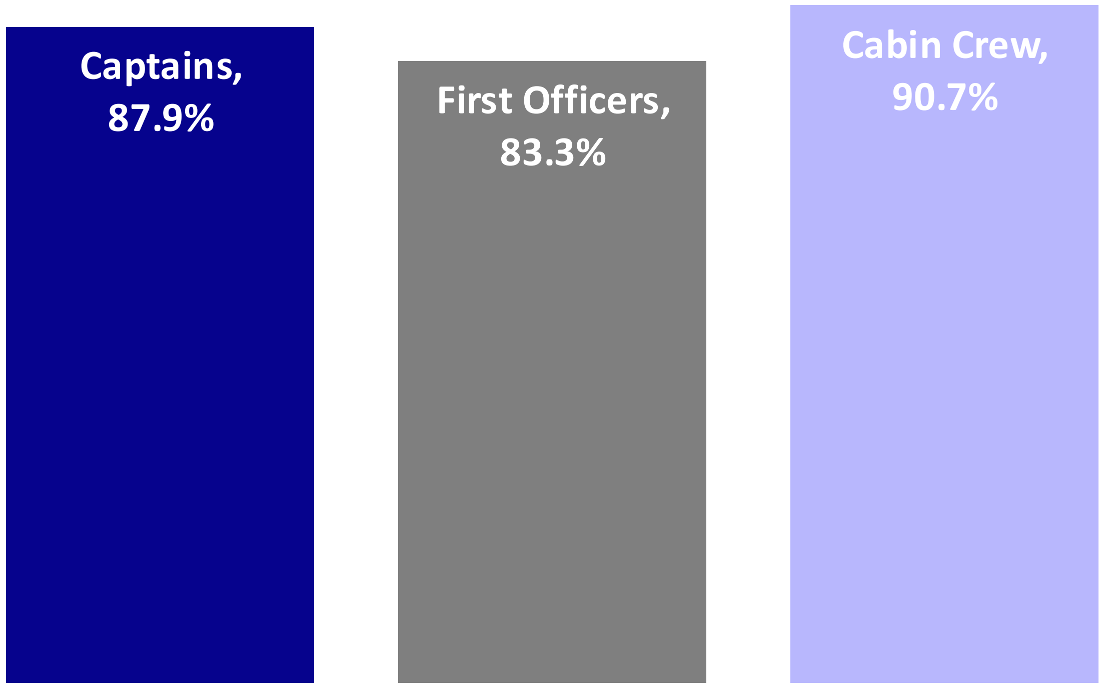
Cost discipline drives crew efficiency

Operations delivering high levels of crew utilisation

Factors influencing crew utilization

- Block hours and aircraft utilization
- Rosterability and crew efficiency
- Fix / Flex patterns
- Stand-by allocation
- Holiday planning allowance and allocation
- Training requirements
- Anticipated recruitment
- Temporal base contraction
- Headcount deficit

89.5% Operational utilization during FY26



Of the 900 hours permitted under EASA rules, operational utilization represents the corresponding proportional share

Operation scaling for growth

Recruitment capability enhanced; investment in training underway

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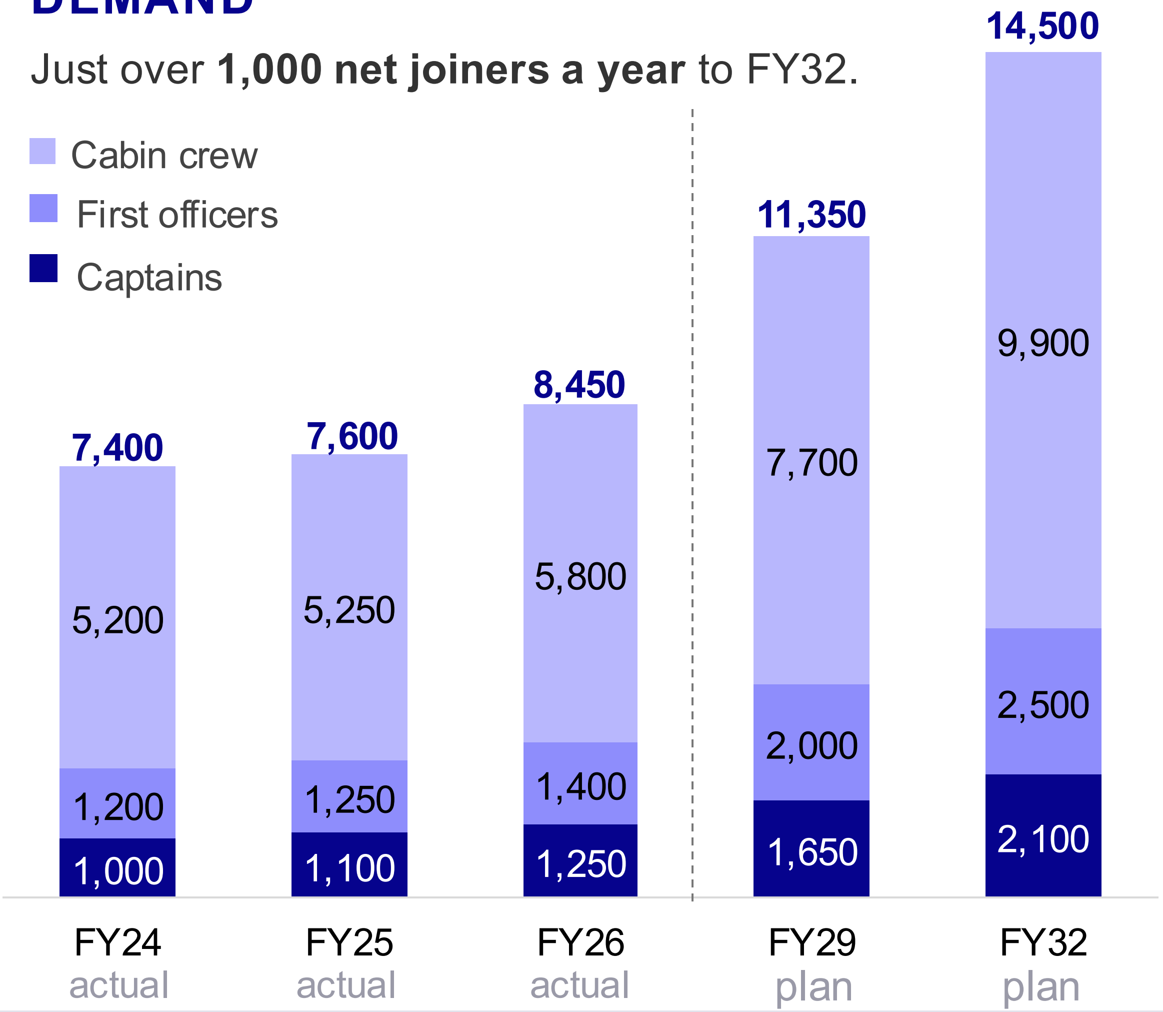
DEMAND

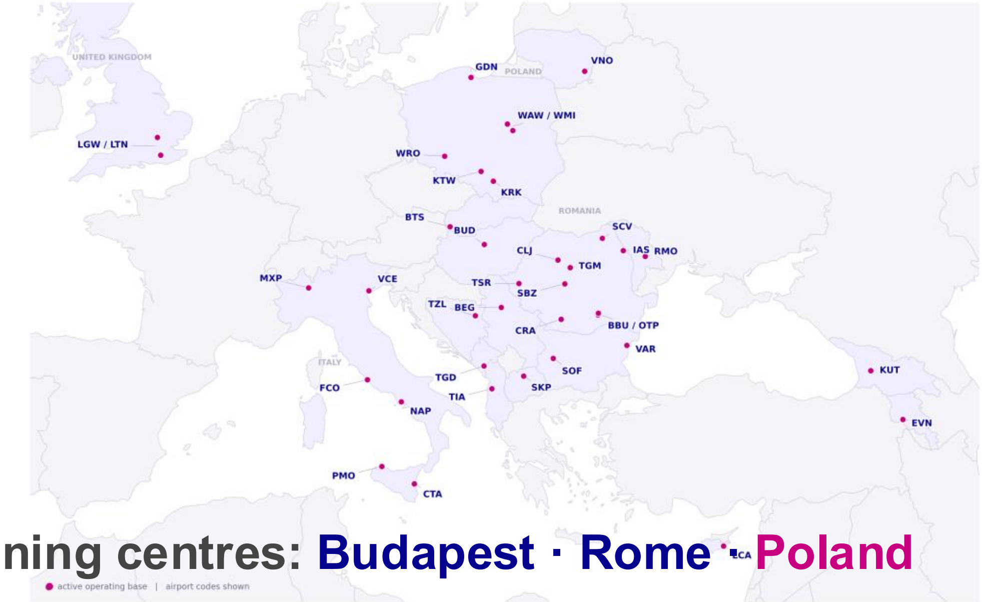
Just over **1,000 net joiners a year** to FY32.



TRAINING CAPABILITY

Simulator capacity is added **ahead of** the intake it serves — both new devices land before the FY29–FY32 build.

FY26	Jan 2028	Jul 2029	FY32
6 FFS in service	**FFS #7**	**FFS #8**	**14,500 crew supported**



Training centres: Budapest · Rome · Poland

FFC – Full Flight Simulator

Tackling maintenance unit cost growth

Joint venture in-sourcing

Parts, Line & Base Maintenance, Airworthiness Tasks

End of Lease programme wind down

Engine performance improvement

Geared Turbofan / Advantage engine delivers better on-wing time

Stronger organisation structure & resourcing

PW1100 interval between shop visits

Between 2026 and 2030, life on wing is projected to increase by 5,000 flight hours

2022–2025 actual, 2026–2030 forecast. WAZ-operated share: 100% (2022), 75% (2023), 40% (2024), 22% (2025), none after.

Process automation & AI drive cost improvement

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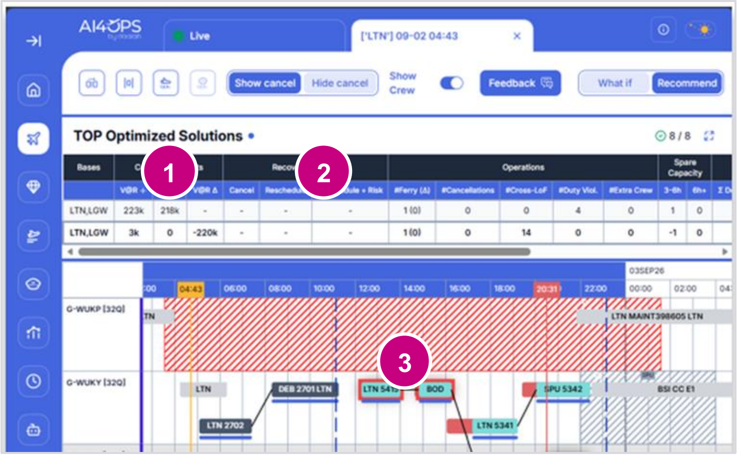
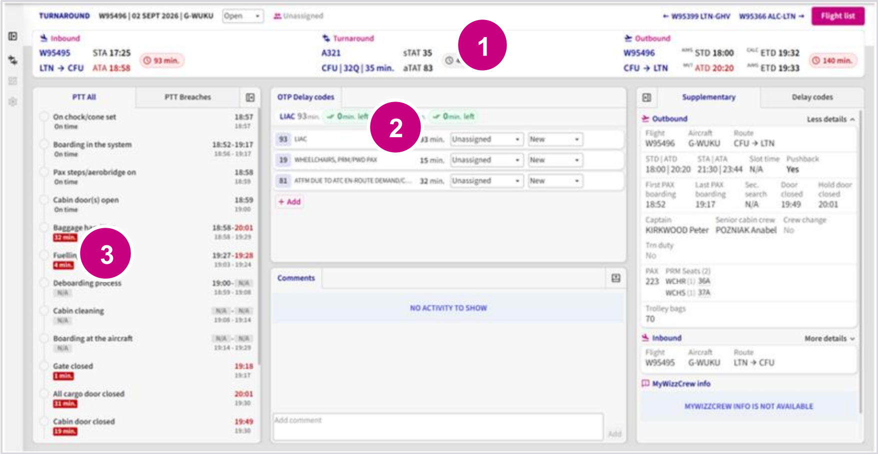
AI4OPS | Disruption recovery optimiser



1. Prices each option side by side — Value at Risk, EC261, ferry, cancellation
2. Flags duty violations and crew gaps
3. Cuts decision time on major disruptions

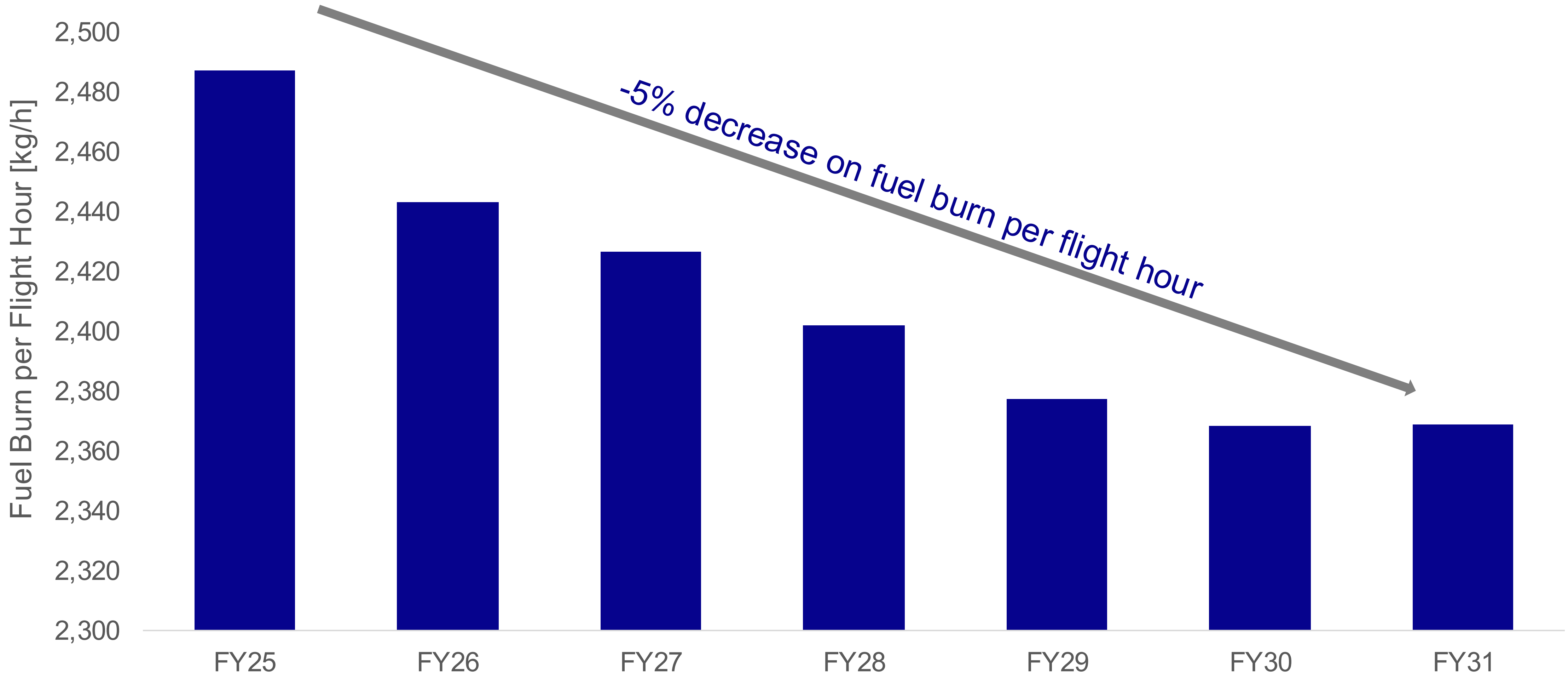
WIZZ On Time | Turnaround (TAT) management



1. Every milestone timed live against precision turn-time
2. Delay codes captured at source
3. One view of crew, passengers, cargo, airport services, ground handler

Fuel efficiency

A321NEO and Fuel Burn per Flight Hour: Effects from Fleet Renewal



Assumptions:
Actual data from Apr-2024 to Aug-2026
Projections (Sep-2026 to Mar-2031) based on historical monthly averages and planned fleet mix

CONCLUSION

1. RELENTLESS OPERATIONAL DISCIPLINE: RELIABILITY & EFFICIENCY
2. INVESTMENT / SCALING FOR GROWTH
3. GREATER TRANSPARENCY & CONTROL OF MAINTENANCE SUPPLY CHAIN
4. PROCESS AUTOMATION AND AI

DRIVE BETTER CUSTOMER SERVICE AND IMPROVED COST EFFICIENCY

FINANCE

Veronika Spanarova,
Chief Financial Officer

wizzair.com

Building blocks to sustainable profitability …
… the path to creating shareholder value

1 Revenue Maturity

+

2 Cost Leadership

+

3 Investment Grade Balance Sheet

=

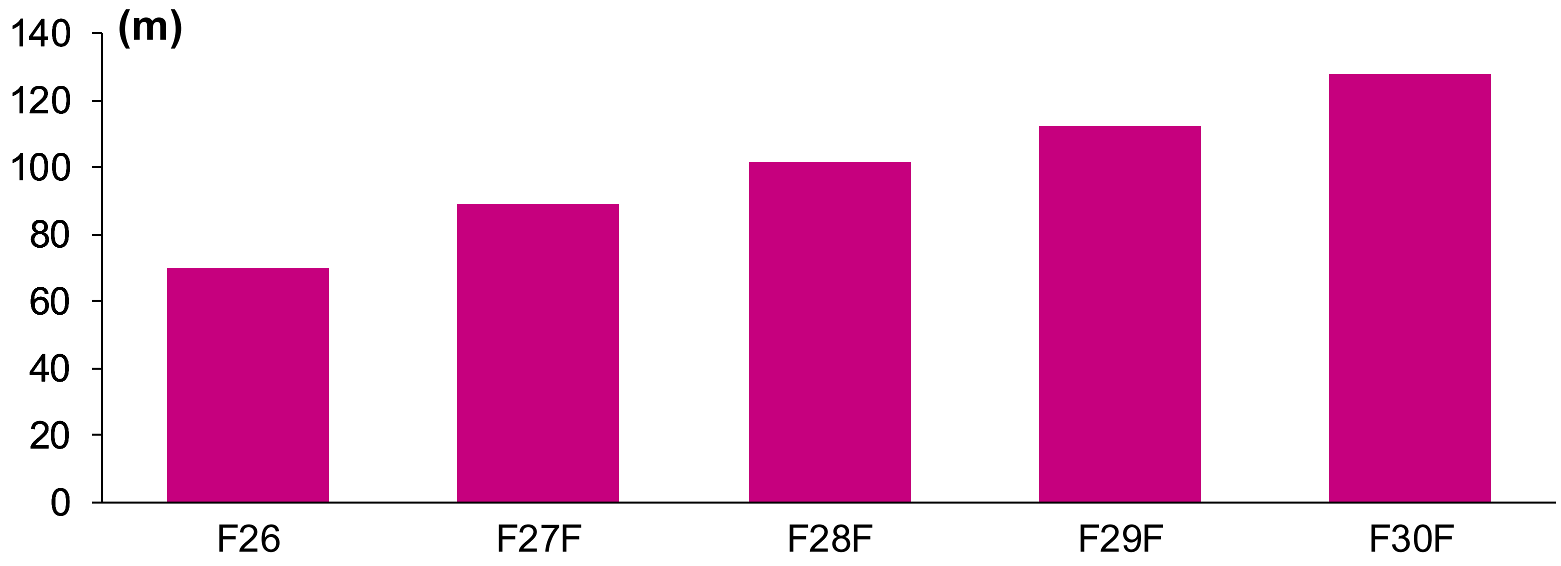
F30 EBIT margin of 10%

1 Building blocks of revenue growth

Target RASK of 5.00 cents by F30 (stage length adjusted at 1600 km)

Capacity growth moderating › **Stable Airport Network** › **Geographical mix** › **Customer/ product mix** = **EUR 10bn Revenue target in F30**

Targets sees the potential for over 125m passengers in F30



2 Building Blocks to Cost Leadership

Stability and utilisation

Fully un-grounded fleet

Grounded/ Fleet:
- F26 30/262
- F30 0/335

Impact:

Utilisation

Maintenance

Fleet Renewal All-neo by F29

CEOs in fleet:
- F26 66/262
- F30 0/335

Impact:

Fuel efficiency

Depreciation

Stable Airport Network

Impact:

Airport deals

Unit Revenues

Operational reliability

Impact:

Disruption costs

Crew costs

=

F30 ex-fuel CASK target EUR 3.00 cents

Operational KPIs	F26A	F30 plan
Fleet at the Year End	262	335
Equivalent fleet	246	312
Equivalent operating fleet	203	312

3 Focused and Diversified Liability Base

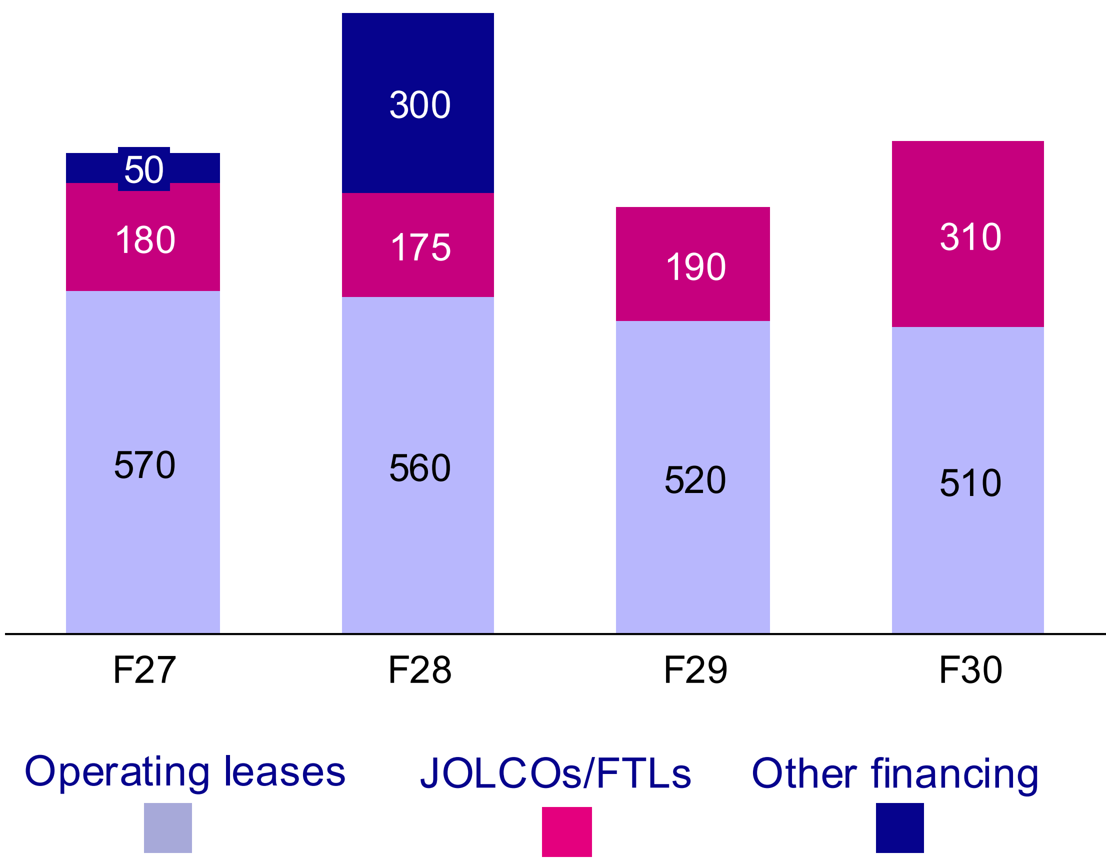
96% of Debt is related to Aircraft financing, with balanced maturity profile

Debt mix (€m)	F20	F23	F26	F26 %
Operating Leases	1,721	2,795	4,070	59%
JOLCOs/FTLs	291	1,211	2,531	37%
Other debt	-	1,256	310	4%
Total debt (€m)	**2,013**	**5,262**	**6,911**	100%

Other Financing Sources:

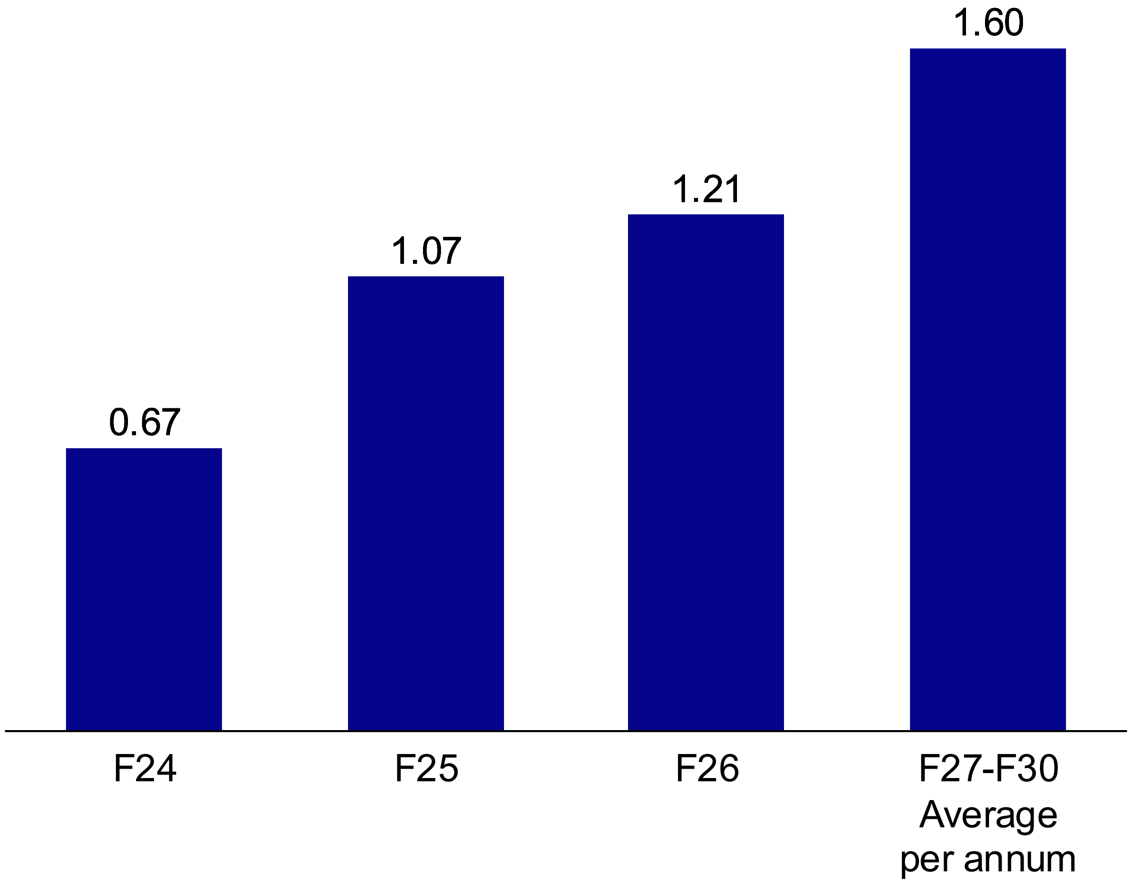
- EMTN Program
- PDP Financing
- ETS repurchase

Debt maturity profile to F30 as at end F26 (€m)

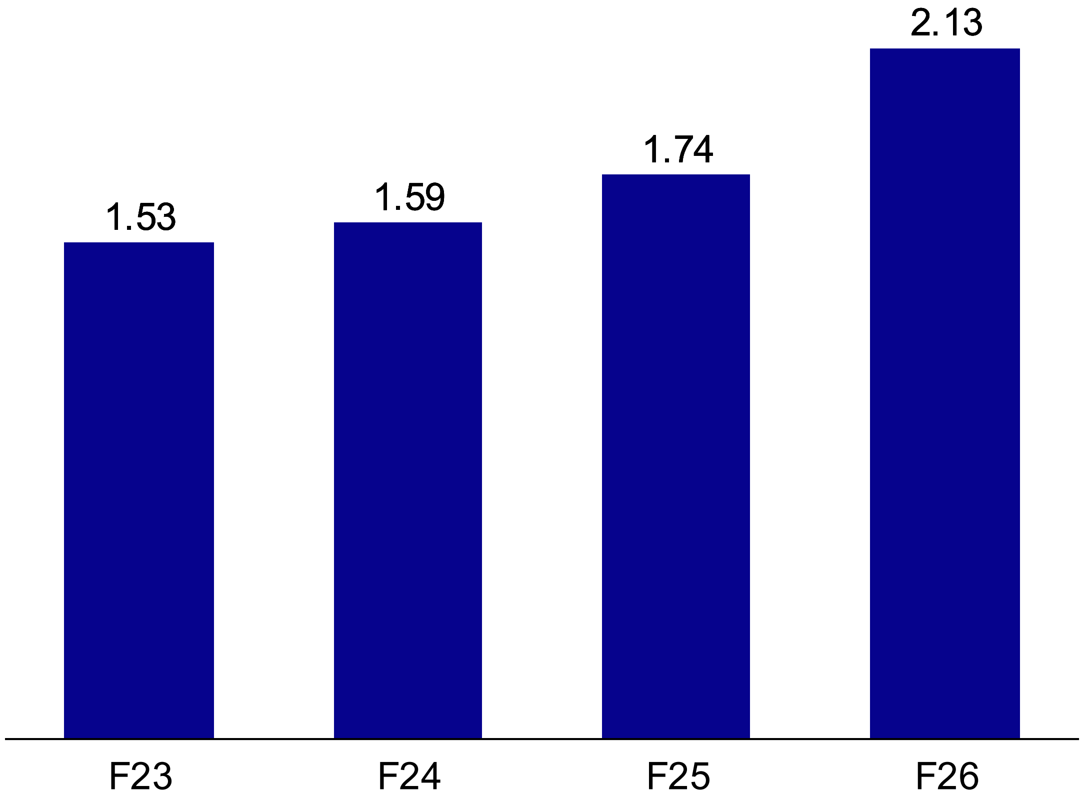


Strong operating cash flow and liquidity levels

Operating cash flow expected F27-F30 (€bn)



Wizz Air has maintained strong liquidity levels (€bn)



Consistently applied 6 quarter forward fuel hedging policy protects cash generation from fuel price volatility

Key targets in numbers

Moderated Growth

Seats 10-12% CAGR F27-30

Cost Leadership

Ex-fuel CASK target of €3.00 cents

Revenue Maturity

RASK – target 5.00 cents stage-length adjusted F30

Cash Generation

Average annual operating cashflow target of €1.6bn to F30

3 Headline Targets

- F30 revenue of €10bn
- EBIT margin 10%
- Investment grade balance sheet

Closing Statement

József Váradi, Chief Executive Officer

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