Wizz Air Holdings

2024 CDP Corporate Questionnaire 2024

Word version

Important: this export excludes unanswered questions
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Terms of disclosure for corporate questionnaire 2024 - CDP

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ EUR

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Wizz Air's operationally robust ultra-low-cost carrier (ULCC) model is designed to drive efficiency across the business. Through pursuit of the lowest cost and most efficient operation, the airline offers the lowest ticket prices stimulating the demand for air travel in underserved or inefficiently served markets. The airline operates one of Europe's youngest fleet of 208 Airbus A320/321s with an average aircraft age of 4.3 years. It has an order book of over 320 technologically advanced, efficient Airbus A321neos, more than any other European airline, secured at highly competitive rates. A team of dedicated aviation professionals delivers superior service and very low fares, making Wizz Air the preferred choice of over 62 million passengers in terms of affordability and efficiency. Wizz Air is a group of airlines and is listed on the London Stock Exchange. The Group has four airlines operating out of Hungary, Malta, the United Kingdom and the United Arab Emirates. Sustainability is at the heart of Wizz Air's business model. By operating a very young aircraft fleet, it can deliver the lowest levels of CO2 emissions per passenger kilometre of any competitor in Europe, at 52.0 grammes in F24. Its fleet renewal programme continues to support ongoing carbon reduction and Wizz Air is also committed to the development of sustainable aviation fuel (SAF), having made considerable investments in SAF during the year. We are proud to have been recognized as the Global Environmental Sustainability Airline Group of the Year by CAPA (Centre for Aviation) in 2022 and 2023, and World Finance Most Sustainable Low-Cost Airline for four consecutive years. This is a testament to our commitment towards becoming the most environmentally responsible choice for air travel. Our most important environmental commitment is to gradually and radically reduce the emissions intensity generated by flight operations through fleet renewal and fuel efficiency. Alongside technology and operational improvements, alternative fuels are a crucial part of decarbonizing aviation. Wizz Air's SAF strategy consists of a combination

of project investments to secure its own source of supply and securing contractual offtake agreements with suppliers that can deliver sufficient supplies of SAF to meet future blending mandates. The Company is working with stakeholders to qualify a SAF supply chain in line with the ULCC principles whilst meeting all applicable criteria on feedstock. We recognize that Wizz Air has an obligation to take further steps towards the decarbonization of the airline industry by enabling innovative technologies. Looking ahead, Wizz Air is looking into hydrogen technology with Airbus and through a European Commission led initiative, namely the Alliance for Zero Emission Aircraft (AZEA). Ultimately, we believe that our business model and operational design (high seat density, high passenger load factors) as well as our commitment to the most efficient aircraft and engine technology, inherently drive the industry's sustainability agenda, well ahead of any of our competitors.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

03/30/2024

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:
☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:
☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:
☑ 1 year

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:
☑ 1 year

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☑ 1 year

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

5073100000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

XS2433361719

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

JE00BN574F90

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ Italy
☑ Malta
☑ Cyprus
☑ Poland
☑ Serbia
☑ Bulgaria
☑ Lithuania
☑ North Macedonia
☑ Bosnia & Herzegovina
☑ Albania
☑ Austria
☑ Georgia
☑ Hungary
☑ Romania
☑ United Kingdom of Great Britain and Northern Ireland

☑ United Arab Emirates

(1.21) For which transport modes will you be providing data?

Select all that apply

☑ Aviation

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

Wizz Air's value chain mapping is currently in progress as part of our preparations to report in line with the CSRD regulation starting from financial year 2025. The mapping looks at both the upstream and downstream value chain. Wizz Air is an airline, providing commercial flight services to its customers. The value chain mapping process looks at the type of suppliers and service providers and categorizes them based on what function they serve within Wizz Air's value chain at what

stage of our operations. Wizz Air's core value chain includes the business critical suppliers and service providers. We define business critical as any supply or service that could not be interrupted or unavailable for several business days without significantly jeopardizing the regular operations of the organization. Business critical core providers and services include, but are not limited to the following: aircraft manufacturers (including companies providing spare parts and aircraft interior components), fuel suppliers, airports and ground handling providers, aircraft maintenance services, digital system and software companies supporting operations and other business processes (e.g. navigational systems, booking system, website, AIMS, cyber security and procurement system etc.), contact centre services, financial services (accounting systems, payroll providers and systems used for salary payments etc.). In 2024, as part of the Company's strategy to expand its comprehensive ESG risk assessments to its supply chain, Wizz Air entered into a partnership with a company specialised in third-party risk management. Its software solution allows assessments across various environmental, social and governance topics and enables an in-depth analysis of our supplier base in a thorough and efficient manner. This will help Wizz Air identify, monitor and successfully manage potential supplier ESG risks during tender evaluations and after contracting as well.
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

(1.24.1.1) Plastics mapping

Select from:

☑ No, but we plan to within the next two years

(1.24.1.5) Primary reason for not mapping plastics in your value chain

Select from:

☑ Not an immediate strategic priority

(1.24.1.6) Explain why your organization has not mapped plastics in your value chain

As it is evident from Wizz Air's Greenhouse Gas inventory, the absolute majority of Wizz Air's emissions stem from fuel combustion (Scope 1) and the fuel related Scope 3 emissions. As such, the Company's main environmental priorities all focus on how to reduce emissions per flight and per passenger. Fleet renewal, fuel efficiency and alternative fuel projects are immediate strategic priorities. When it comes to plastics, Wizz Air's direct impact and influence is very limited. Plastics are part of the aircraft manufacturing process, specifically the cabin equipment. Wizz Air also sells certain products during the on-board service, which have partial or full plastic components, however, Wizz Air has very limited or no influence over the production, commercialization or disposal of these plastics.
[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

1

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Wizz Air defines short term risk timeline as 0–1 years. The Company has chosen this approach, as these timeframes are aligned throughout the Enterprise Risk Management framework applied internally, the climate risk analysis and the Company's existing financial planning time horizons. The short term horizon is a zero to 1 year planning horizon.

Medium-term

(2.1.1) From (years)

1

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

The medium term horizon indicated here is a 1 to 5 years planning horizon. Wizz Air defines medium term risk timeline as 1-5 years. The Company has chosen this approach, as these timeframes are aligned throughout the Enterprise Risk Management framework applied internally, the climate risk analysis and the Company's existing financial planning time horizons.

Long-term

(2.1.1) From (years)

5

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ No

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

The long term horizon indicated here is a 5 to 10 years planning horizon. Wizz Air defines long term risk timeline as 5-10 years. The Company has chosen this approach, as these timeframes are aligned throughout the Enterprise Risk Management framework applied internally, the climate risk analysis and the Company's existing financial planning time horizons.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

(2.2.1) Process in place

Select from:

☑ No, but we plan to within the next two years

(2.2.4) Primary reason for not evaluating dependencies and/or impacts

Select from:

☑ Not an immediate strategic priority

(2.2.5) Explain why you do not evaluate dependencies and/or impacts and describe any plans to do so in the future

While our organization does not currently have a formalized process for identifying, assessing, and managing environmental dependencies and/or impacts, we have conducted a high-level assessment of the impacts of our operations. In anticipation for the CSRD regulation, going beyond climate change impacts, we have also conducted a high-level assessment of the environmental impacts caused by our operations and throughout our value chain, with a focus on critical areas such as biodiversity, water use, circularity and pollution. As such Wizz Air is currently assessing its key suppliers based on the water stress levels in their operational regions, projected by the Aqueduct Water Risk Atlas for 2030 under a medium scenario. This effort aims to identify which parts of the supply chain are most vulnerable to water scarcity, enabling the Company to develop strategies to mitigate the impact of supply chain activities in these high-risk areas. In addition, as a preliminary risk assessment, Wizz Air matched the locations of its key supply chain operations, including our bases and destination airports, with significant biodiversity areas using the WWF's Biodiversity Risk Filter

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☑ Enterprise Risk Management

International methodologies and standards

☑ IPCC Climate Change Projections

Other

☑ Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Drought
☑ Wildfires
☑ Heat waves
☑ Cold wave/frost
☑ Heavy precipitation (rain, hail, snow/ice)
☑ Flood (coastal, fluvial, pluvial, ground water)
☑ Storm (including blizzards, dust, and sandstorms)

Chronic physical

☑ Changing precipitation patterns and types (rain, hail, snow/ice)
☑ Changing temperature (air, freshwater, marine water)
☑ Changing wind patterns
☑ Heat stress
☑ Increased severity of extreme weather events

Policy

☑ Carbon pricing mechanisms
☑ Changes to international law and bilateral agreements

Market

☑ Changing customer behavior

Reputation

☑ Stigmatization of sector

Technology

☑ Transition to lower emissions technology and products

Liability

☑ Exposure to litigation
☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers
☑ Employees
☑ Investors
☑ Suppliers
☑ Regulators
☑ Local communities

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

Wizz Air has three main methods of assessing risks, dependencies, impacts and opportunities throughout our direct operations, upstream and downstream activities including: - Annual Climate Scenario Analysis (CSA) including four climate scenarios (this process is managed by the company's internal ESG/sustainability function and looks at risks in alignment with short, medium, and long term time horizons and feeds into the Enterprise Risk Management (ERM) process, but it also goes a step further assessing risks out to 2100). Wizz Air outlined the impact that climate change could have on our business via an assessment of four climate change scenarios. We looked at the impact on our business, considering the current fleet plan and fleet renewal ambitions. The methodology considered four scenarios in accordance with the Intergovernmental Panel on Climate Change (IPCC). These scenarios are 1.5C, 2C, 3C, 4C. The scenarios were chosen as they cover a broad spectrum of outcomes, giving Wizz Air insight into the materiality of the risks and opportunities that may arise as a result of possible future pathways. -The impact materiality assesment is a crucial step as it helps us identify the environmental, social and governance issues, dependencies and impact that are most significant to our business and stakeholders. Through extensive stakeholder engagement, we collect direct feedback from all stakeholder groups to identify the issues that they consider highly influential for the airline's business processes and success. In addition, in anticipation for the CSRD regulation, going beyond climate change impacts, we have also conducted a high-level assessment of the environmental impacts caused by our operations and throughout our value chain, with a focus on critical areas such as biodiversity, water use, circularity and pollution. The results of the materiality assessment underwent a review process with internal stakeholders, including senior management. Based on their feedback, the specific order of these topics was carefully streamlined to ensure a tighter alignment with the airline's strategic objectives, risk management priorities and regulatory compliance obligations, while preserving the integrity of the stakeholders' initial assessment. Following the revision, the material topics have been approved by the Sustainability and Culture Committee of the Board. - The ERM process managed by the Internal Audit function and the internal Risk Council (including company management), reporting to the Board's Audit and Risk Committee (this process includes all risks connected to the business and happens more frequently than the climate risk assessment process). Wizz Air is defining risk timelines as short term (0–1 years), medium term (1–5 years) and long term (5–10 years). These timeframes are aligned among the ERM, the climate risk analysis and the company's existing financial planning time horizons. Risks identified in the scenario analysis, were compiled into materiality/ likelihood heatmaps, following the logic and risk ranking framework of our in-house ERM. This heat-mapping allows Wizz Air to assess the impact of climate-related risks - substantive climate risks were identified if they had high-impact in any time horizon, or at least medium risk impact for each time horizon.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ No

(2.2.7.3) Primary reason for not assessing interconnections between environmental dependencies, impacts, risks and/or opportunities

Select from:

☑ Other, please specify **:**The assessment is currently ongoing.

(2.2.7.4) Explain why you do not assess the interconnections between environmental dependencies, impacts, risks and/or opportunities

Wizz Air is in the process of assessing its environmental dependencies, impact, risks and opportunities. By conducting this comprehensive evaluation, we aim to gain a deeper understanding of the complex relationships between these factors. We anticipate completing this extensive environmental assessment within this year, which will further inform our strategies and actions.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Areas important for biodiversity

(2.3.4) Description of process to identify priority locations

Objective and approach: We performed a high-level assessment of key environmental transition risks, partially to lay groundwork for CSRD and to identify key data points for financial impact assessment in the future. Value chain: To ensure alignment with CSRD requirements, we scoped the value chain as own operations (Wizz Air passenger transport and aircraft maintenance), upstream value chain (airports, aircraft manufacturing, fuel production), and downstream (tourism including services and activities that cater to tourists). Based on TNFD, environmental impacts, dependencies, and externalities were assessed, using literature reviews and the ENCORE database. Locating: Wizz Air first reviewed its base and key destination airports. Ecologically sensitive areas were identified, particularly where Wizz Air or the value chain could potentially have negative impacts. The ecological sensitivity was analysed based on key factors such as flora and fauna loss due to disturbance, exhausting water reserves at water scarcity regions, flora and fauna loss due to contamination, health issues and disruption of ecosystem due to disturbance, health problems due to air pollution, environmental degradation through pollution and resource depletion. Environmental impacts: Actual and potential impacts were assessed (of Wizz Air and its value chain) in terms of water resources, biodiversity and ecosystems, resource use and circular economy; and pollution. A heat map was prepared to evaluate the impacts. Assessment criteria were the following: 1) scale 2) scope: 3) categorization of impacts such as 3.1) impacts caused by Wizz Air 3.2. impacts contributed to by Wizz Air, and 3.3. impacts directly linked to Wizz Air. Policy exposure: We analysed the severity and likelihood of regulatory shifts impacting the company and/or our supply chain. We looked at the company's bases, main offices, main destination airports, and the aircraft manufacturing locations. Legislation, policy frameworks, and related official publications were also reviewed. The resulting jurisdiction categories are the following: EU Member States, candidate countries for EU membership, EU-Aligned regulations, others (e.g., UAE); and countries where the key manufacturing sites are (value chain): USA, UK, EU, China Biodiversity: Our analysis found that 0% of its key partner airports operate in proximity to areas of very high biodiversity risk. Water: We reviewed key airports based on the water stress levels in their regions (based on the Aqueduct Water Risk Atlas baseline scenario). The findings have shown that 20% of partner airports operate within 15 km of areas with an high-water risk.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ No, we have a list/geospatial map of priority locations, but we will not be disclosing it

[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Revenue

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ Less than 1%

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify **:**Impact

(2.4.7) Application of definition

Quantitative: For Wizz Air, based on the auditors' assessment that determined the materiality for the company's financial statements, the overall Group materiality's quantitative threshold is 0.9% of total revenues (45million EUR) in F24. Qualitative: Risks identified in scenario analysis were compiled into materiality/likelihood heatmaps, following the logic and risk ranking framework of our in-house ERM. This heat-mapping allows Wizz Air to assess the impact of climate-related risks – substantive climate risks were identified if they had high impact in any time horizon, or at least a medium risk impact for each time horizon.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

Quantitative: For Wizz Air, based on the auditors' assessment that determined the materiality for the company's financial statements, the overall Group materiality's quantitative threshold is 0.9% of total revenues (45million EUR) in F24. Wizz Air currently applies the same materiality threshold for climate risks and opportunities too. Qualitative: Initiatives related to climate change risk mitigation can often contribute to opportunities for companies. As such, the opportunities were identified based on Wizz Air's risk scenario analysis. Opportunities identified by Wizz Air are potentially bringing competitive or cost-related benefits in the short and medium term. In terms of the long-term opportunities, such as those connected to zero emission operations, due to the lack of clarity in terms of timelines, and the rate of disruptive technology adoption, the assessment of these scenarios will happen at a later stage.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Environmental risks exist, but none with the potential to have a substantive effect on our organization

(3.1.3) Please explain

Environmental risks exist, but none with the potential to have a substantive effect on our organization.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy
☑ Malta
☑ Spain
☑ Cyprus
☑ France
☑ Belgium
☑ Croatia
☑ Czechia
☑ Denmark
☑ Greece
☑ Latvia
☑ Poland
☑ Sweden
☑ Austria
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland

☑ Estonia
☑ Bulgaria
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Romania
☑ Luxembourg
☑ Netherlands

(3.1.1.9) Organization-specific description of risk

The changes to the Energy Taxation Directive due to the EU's Fit for 55 will end the decades long tax exemptions for jet fuel on EU flights (flights between two airports within the EU, including domestic routes). The EU intends to impose a mandatory tax on kerosene, appr. 0.4 per litre, as part of the ongoing revision of the Energy Taxation Directive. The proposal allows member states to introduce even higher tax rates under specific conditions. Originally planned for 2024, the approval and implementation have faced negotiation deadlock in the EU; however, an approval is expected later on to ensure alignment with the EU's ambitious climate package, if it wants to maintain alignment with 1.5–2C climate pathways. Financial impacts: New fossil fuel and related taxes may impact overall taxation costs in the medium and long term. The financial impact would be even higher if the EU and its member states introduce carbon taxes in parallel, leading to double taxation.

(3.1.1.11) Primary financial effect of the risk

Select from:
☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply
☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:
☑ Likely

(3.1.1.14) Magnitude

Select from:
☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Increased operational costs due to the new tax on kerosene. Ongoing compliance with evolving regulations such as the kerosene tax will be a recurring expense, impacting long-term financial planning.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

0

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

529660000

(3.1.1.25) Explanation of financial effect figure

*The original date for changes to the Energy Taxation Directive implementation was 2023, but the decision on the revision has been pending. It is assumed that the proposal for the taxation of jet fuel could be approved and then with implementation expected in the next 2 years (considering the average timeframe for such policy implementation). The minimum levels of taxation shall start from zero, and increasing annually by one tenth of the final minimum rates (kerosene - 10,75 EUR/Gigajoule). As such, the highest possible tax rate for kerosene in FY29 (based on currently available public sources) would be 3.225 EUR/Gigajoule, if implemented in 2025, which would mean the taxation would start from zero in financial year 2026, 1.075 in financial year 2027 and 2.15 in FY28. The calculation of the anticipated financial impact in the medium-term range was based on the company's high-level internal estimate of fuel consumption in 2029. The estimated fuel consumption takes into account the company's growth plan and network expansion statistics for F29 (the current estimates may change in the future). This estimate was then multiplied by the minimum and maximum possible tax rates for fiscal year 2029, adjusted for the energy density of kerosene (43.16 GJ/ton), and divided by 1,000. Please see below breakdown of the calculation: Range - lower end (3,805,299.62 * 43.16 * 0)/1000 0 (in case there is no kerosene tax) Range - upper end (3,805,299.62 * 43.16 * 3.225)/1000 529.66 mEUR (in case there is a kerosene tax implemented) The financial impacts are estimated for financial year 2029 - for medium term, in a 5-year time horizon. This is because in the company's ERM, the quantitatively assessed risks were classified acceptable in short term (in 1 year). Also, note that the majority of the transitional risks will be implemented and effective within a 3-4 year time horizon. The purpose of this calculation is to illustrate how to assess the financial impacts. It should not be considered as a forecast of the company's future exposure or financial performance. Wizz Air is regularly re-calculating the cost impact analysis.*

(3.1.1.26) Primary response to risk

Engagement

☑ Engage with regulators/policy makers

(3.1.1.27) Cost of response to risk

25000

(3.1.1.28) Explanation of cost calculation

The cost of addressing risk has been assessed, taking into account the expenses for ongoing legislative research to ensure compliance. This includes both Wizz Air's internal resources (EU Affairs Manager) and external resources (advocacy support in Brussels) dedicated to monitoring and advocating for EU climate policy, calculated on an annual basis.

(3.1.1.29) Description of response

Continuously and accurately assessing changes in tax legislation in Wizz Air's network is crucial. Advocacy measures to ensure a standardised approach globally, avoiding double taxation of emissions, via carbon pricing, and kerosene and carbon taxes, putting additional burden on operators.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Carbon pricing mechanisms

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy
☑ Malta
☑ Spain
☑ Cyprus
☑ France
☑ Belgium
☑ Croatia
☑ Czechia
☑ Denmark
☑ Estonia
☑ Bulgaria
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Greece
☑ Latvia
☑ Poland
☑ Sweden
☑ Austria
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland
☑ Romania
☑ Luxembourg
☑ Netherlands

(3.1.1.9) Organization-specific description of risk

Carbon prices are expected to increase in the medium term due to the phasing out of free carbon allowances by the EU, and forecasts also suggest EU ETS exceeding current policy requirements in the long term. Financial impact: Additional compliance costs under UK and EU ETS. Operational costs will increase due to higher carbon prices per unit, and the elimination of free ETS allowances by 2026. Based on the regulation, it is expected that Wizz Air will have no free allowances in FY28, and due to that, the company's ETS costs will increase.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Virtually certain

(3.1.1.14) Magnitude

Select from:

☑ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Compliance with the EU ETS will raise operating costs due to the need to buy an increasing amount of carbon allowances. Significant cash outflows will be required to purchase carbon allowances, which may impact short-term liquidity.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

81390000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

839070000

(3.1.1.25) Explanation of financial effect figure

The 1088.46-1214.49M cost assumption is based on the extra compliance costs due to the ETS carbon taxes in financial year 2029. The EU's ETS policy is expected to gradually increase carbon prices, while also gradually phase out the free carbon allowances by 2026. In this scenario, the maximum expected ETS cost is based on the assumption that the company will not utilize any SAF due to inadequate quantities on the market, representing a worst-case scenario. In contrast, the minimum ETS cost is attributed to Wizz Air's utilization of a 2% SAF blend in the first three quarters of its FY29, increasing to 6% in the final quarter.The financial impacts are estimated for financial year 2029 - for medium term, in a 5-year time horizon. This is because in the company's ERM, the quantitatively assessed risks were classified acceptable in short term (in 1 year). Also, note that the majority of the transitional risks will be implemented and effective within a 3-4 year time horizon. The purpose of this calculation is to illustrate how to assess the financial impacts. It should not be considered as a forecast of the company's future exposure or financial performance. Wizz Air is regularly re-calculating the cost impact analysis. The estimated total ETS cost of CO2 emissions was calculated based on the currently forecasted annual fuel consumption by 2029 (considering Wizz Air's growth). It was then multiplied by the estimated ETS Carbon unit cost (expected to increase) to apply in the same year. The purpose of this calculation is to illustrate how to assess the financial impacts. It should not be considered as a forecast of the company's future exposure or financial performance. Wizz Air is regularly re-calculating the cost impact analysis.

(3.1.1.26) Primary response to risk

Pricing and credits

☑ Other pricing or credit, please specify **:**Maintain effective carbon allowance/offset purchasing strategy

(3.1.1.27) Cost of response to risk

785016

(3.1.1.28) Explanation of cost calculation

The cost of risk response encompasses the total expenses related to Wizz Air's fuel efficiency and fuel-saving initiatives, including data analytics, dedicated internal resources for fuel efficiency management, flight crew testing, and fuel efficiency training, all of which contribute to reducing emissions per flight. Additionally, it includes the costs associated with maintaining full compliance with carbon pricing obligations. This estimate covers annual internal resources (partially/fully dedicated Finance resources in the Tax, Treasury, and Controlling teams, as well as Digital resources focused on fleet fuel consumption report accuracy), third-party support services (such as emission reporting preparation and verification), EU Affairs resources for policy change oversight, and the ETS training costs incurred by responsible employees last year. Altogether, the total annual cost for carbon pricing compliance and fuel-saving measures to mitigate cost increases is estimated at 685016.

(3.1.1.29) Description of response

Maintaining an effective carbon allowance/offset purchasing strategy to mitigate price volatility, Wizz Air continuously forecasts carbon prices and cost increases to enhance resilience. By using internal carbon prices to forecast ETS unit costs, Wizz Air contributes to better budgetary and risk management decisions. Additionally, Wizz Air relies on the EU's SAF-related support mechanisms, including free ETS allowances and/or lower annual carbon costs due to the use of SAF.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy
☑ Malta
☑ Spain
☑ Cyprus
☑ France
☑ Belgium
☑ Croatia
☑ Czechia
☑ Denmark
☑ Estonia
☑ Bulgaria
☑ Portugal
☑ Greece
☑ Latvia
☑ Poland
☑ Sweden
☑ Austria
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland
☑ Romania
☑ Luxembourg
☑ Netherlands

☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

Regulations mandating the inclusion of sustainable aviation fuels (SAFs) in the aviation fuel mix are already in effect in some countries. Forecasts suggest that the actual uptake of SAFs may significantly exceed current policy requirements. New regulations aimed at increasing the use of SAFs will be introduced in the EU in 2025 as part of the 'Fit for 55' initiative (Refuel EU file). This trend, already in effect in some countries, is expected to spread to other regions as well. For instance, the UK government has set SAF targets of 10% by 2030 and up to 75% by 2050, making these estimates relevant for the UK market as well. The mandated minimum share of SAF at each EU airport will start at 2% in 2025, rising to 6% in 2030, 20% in 2035, 34% in 2040, 42% in 2045, and reaching 70% by 2050. This legislation will be enforced at the national level, leading to different mandates and penalty charges across EU countries.

(3.1.1.11) Primary financial effect of the risk

Select from:
☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply
☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:
☑ Virtually certain

(3.1.1.14) Magnitude

Select from:
☑ Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

SAF is currently more expensive than traditional jet fuel, which will increase operating costs. There will be a need to invest in SAF technology, leading to higher capital expenditures. Potential government subsidies and incentives for using SAF could help offset some of the increased costs, positively impacting cash flows.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

191870000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

206600000

(3.1.1.25) Explanation of financial effect figure

According to the European Union's Aviation Safety Agency's findings, SAF is currently priced at 1.5 to around 6 times higher than conventional jet fuel and this trend is expected to continue into 2028 as it will take years to build up capacity and balance out supply and demand. The reason for the broad price range is the varying levels of SAF research and development and the technology maturity, while there is also uncertainty about feedstocks and production costs. The minimum SAF price is calculated based on a scenario which assumes that the company secures the necessary amount of SAF via agreements, while the maximum cost reflects market price purchases. This broad price range highlights the varying stages of SAF technological development, and the uncertain production costs associated with some SAF production methods. However, policy measures promoting green energy are expected to enhance SAF production, potentially lowering the per-unit cost and presenting a range of financial implications. Although the ETS scheme incentivizes aircraft operators to use SAF by assigning zero emissions to them, any savings from using SAF are not factored into this calculation. It should not be considered as a forecast of the company's future exposure or financial performance. Wizz Air is regularly re-calculating the cost impact analysis.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Other infrastructure, technology and spending, please specify **:**Investment in R&D for alternative fuels.

(3.1.1.27) Cost of response to risk

5948200

(3.1.1.28) Explanation of cost calculation

The response cost encompasses all strategic investments and SAF offtake agreements aimed at securing cost-efficient SAF supplies, rather than purchasing SAF at market prices. This includes the current investment in the UK SAF project, Firefly. Future investments may occur if they are structurally advantageous; however, the company cannot currently disclose the value of future SAF agreements due to the sensitivity of pricing conditions and related information.

(3.1.1.29) Description of response

In accordance with the Company's SAF strategy, procurement efforts will keep focusing on setting up the required SAF supply chain to ensure compliance as well as cost effectiveness. In the short term, Wizz Air is primarily looking to secure SAF supplies to guarantee compliance, while in the longer term, the Company is looking at the potential for achieving structural advantage in terms of cost and supply. The most cost-efficient solutions at this stage are investment in SAF and offtake agreements with suppliers ensuring a lower unit price, for the order of larger volumes, compared to the market price of SAF. Wizz Air recently announced a 5 million GBP investment in SAF R&D in the UK (another investment has been made recently into a company called CleanJoule, as part of a collective investment with Indigo Partners). The company has also secured four Memorandums of Understanding with SAF suppliers so far, with the intention of signing offtake agreements to ensure adequate supplies for the mandates, with preferable pricing. This process will continue to further the development of Wizz Air's SAF supply chain. Resources were also allocated to manage advocacy regarding the book and claim mechanism, which the company consider crucial in peripheral regions of the EU, where physical SAF uplift is not feasible without additional fuel transport and the related emissions.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk4

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☑ Other acute physical risk, please specify **:**Changes in weather patterns

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Italy
☑ Malta
☑ Cyprus
☑ Poland
☑ Serbia
☑ Bulgaria
☑ Lithuania
☑ North Macedonia
☑ Bosnia & Herzegovina
☑ United Arab Emirates
☑ Albania
☑ Austria
☑ Georgia
☑ Hungary
☑ Romania
☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

The risk is the cost incurred due to the compensation for flight cancellations caused by weather-related flight disruptions (delays, cancellations) as a result of acute weather phenomena such as heatwaves, acute flooding, intensive storms, drought). If extended, such weather events can have an impact on the affected aircraft's line of flying. While disruptions caused by extraordinary weather phenomena are defendable and as such, for directly impacted flights the airlines do not need to pay compensation, delays and cancellations cause other additional costs/expenses that the airlines need to cover (e.g ticket refunds for flight cancellations).

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Very likely

(3.1.1.14) Magnitude

Select from:

☑ Medium-low

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

More frequent weather-related disruptions can lead to increased fuel consumption, maintenance costs, and operational inefficiencies which can affect the financial performance of the Company. Flight delays, cancellations, and rerouting due to extreme weather can result in lost revenue and potential compensation costs to passengers.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

0

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

9500000

(3.1.1.25) Explanation of financial effect figure

The 9.50M illustrative cost above is based on the revenue loss due to weather-related disruption in FY29. This estimation is based on the cost of weather-related cancellations incurred in FY23. The rationale behind this approach is that while the IPCC estimates significant changes in weather patterns by 2100, there are unlikely to be any significant changes until FY29 compared to recent years. Therefore, Wizz Air considers the potential financial impact of weather-related disruptions to be around the same ratio in FY29. The purpose of this calculation is to illustrate how to assess the financial impacts. It should not be considered as a forecast of the company's future exposure or financial performance. Wizz Air is regularly re-calculating the cost impact analysis.

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Improve monitoring of direct operations

(3.1.1.27) Cost of response to risk

218000

(3.1.1.28) Explanation of cost calculation

The cost of responding to risk includes Wizz Air's investment in advanced digital decision-making tools and systems that provide real-time insights, alerts, recommendations, and predictive capabilities to support its Operational Control Center in managing and preventing operational disruptions. Given the complexities of aviation, weather (and weather forecasts) is one of the many factors considered by the decision-making AI/modeling platform. We have allocated a proportionate amount of the annual CAPEX cost of this software solution to account for the cost of risk response related to weather risks, among the total number of factors analyzed by the system.

(3.1.1.29) Description of response

Wizz Air is maintaining operational preparedness through existing processes and continuously improved policies for disruption management. Continuous analysis of disruption patterns and identification of higher risk regions and reports for risk mitigation and preparedness. The future development of improved forecasting technologies (more accurately tracking historical disruption root causes and locations) will support our operational planning due to changing weather patterns.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☑ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

273260000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

Our substantive risks listed above total (in minimum financial impact) to 273260000, which we therefore deem the amount of our revenue that is vulnerable to the substantive effects of climate change risks. This figure corresponds to between 1 and 10% of our total revenue. Note, we decided to not use the maximum forecasted risk cost as the result would be significantly distorted, given that our risk forecast is for the medium term (considering company growth) while the revenue figure used is current. As such, using the minimum risk figures and comparing them to the F24 revenue gives a more realistic outcome.
[Add row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☑ EU ETS

☑ UK ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

51.29

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

12/31/2022

(3.5.2.4) Period end date

12/30/2023

(3.5.2.5) Allowances allocated

577629

(3.5.2.6) Allowances purchased

2243952

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

2821581

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we operate but do not own

(3.5.2.10) Comment

Wizz Air is reporting fleet fuel emissions under ETS - note, Wizz Air's fleet is leased, hence the "facilities we operate but do not own" category.

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

8.54

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

12/31/2022

(3.5.2.4) Period end date

12/30/2023

(3.5.2.5) Allowances allocated

108339

(3.5.2.6) Allowances purchased

361719

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

470058

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we operate but do not own

(3.5.2.10) Comment

Wizz Air has to report to ETS for Scope 1 (flight fuel emissions) only, as Wizz Air is renting all its facilities and the related emissions are reported by the owners of these facilities.
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

Wizz Air has been complying with the EU ETS since 2012. Wizz Air has established its strategy and processes to manage data collection, verification and reporting, to support the company's compliance with the new scope, including Switzerland ETS (reported together with EU ETS) and UK ETS. Strategy for compliance: As part of ensuring compliance, Wizz Air secured key internal resources. The Tax, Treasury and Controlling teams all have dedicated internal resources to support the task. The Controlling team is monitoring the Group's flight related emissions regularly, and they share the emission figures with the Treasury function that deals with the purchase and surrender of the carbon allowances. The Tax team is responsible for managing the reporting process and the verification of the reporting. To ensure that all teams are up to date on applicable regulations, the Finance functions are coordinating with the relevant internal functions (EU Affairs and ESG teams) and external consultants on policy changes, while they also receive trainings from third-party experts. The responsible functions meet regularly as part of the ETS reporting project, and also via the Sustainability Council working groups, to understand the changes in the applicable EU and UK laws, and ensure compliance. As the result of the process Wizz Air has been able to comply with the applicable regulations, ensure high quality data collection and ETS reporting processes. Data collection: In terms of the background data required to support the processes described above, automated business intelligence reports had been set up for the responsible Finance employees, the source of which is the flight data gathered during flight operations. For the aircraft operated by Wizz Air, the fuel consumption is measured three times during flight. The Airplane Information Management System (AIMS) and the Aircraft Communications, Addressing and Reporting System (ACARS) collect data on fuel consumption. Additionally, pilots record fuel uplift information manually, which allows the cross-checking, internal validation, and the elimination of errors. Fuel invoices are also reviewed for consistency. In some cases where Wizz Air does not operate the aircraft (e.g. wet lease), Eurocontrol data is

used to estimate fuel consumption based on the stage length of the relevant flights. The estimations are automated using data from the Eurocontrol Small Emitter Tool, the great circle distance (GCD) information, as well as the airport list, and GPS data necessary. To account for potential extra fuel burn, 95 km is added to the flown km, in line with the relevant ICAO recommendation. In case of missing data points, historical data (based on average fuel consumption for the route in question) is used. The final report is processed by the Finance departments. Before submitting the emissions reports to the competent authorities, they are reviewed and verified by Verifavia SAS, a third-party assurance provider. As a result of the above described processes, Wizz Air is able to comply with the changing regulations and ensure ongoing compliance. Results of actions and timescale of implementation: Our risk mitigation strategies maintaining an effective carbon allowance/offset purchasing strategy to mitigate price volatility; forecasting carbon prices and cost increases continuously to increase resilience; and continued work on assessing a feasible decarbonization pathway for Wizz Air for the long term. Wizz Air has a clear focus on fuel and operational efficiencies. As part of our risk mitigation strategy against future potential regulation, our ambitious fleet renewal plan will ensure that the fleet includes only A4320/321 neo aircraft by 2030, which is the most fuel-efficient aircraft in its class today. As a result of moving forward with this strategy, our current proportion is already above 50%. These aircraft can also currently fly with up to 50 per cent SAF blend. We are continuously working on identifying new and improved solutions that can contribute to fuel efficiency. Wizz Air is committed to engaging with industry stakeholders to help drive sustainable change within aviation. We joined AZEA in 2022, a voluntary initiative by the European Commission to pave the way for next-generation aircraft. Wizz Air had been closely following the negotiations regarding the revision of the EU ETS Aviation file and supporting the early phase-out of free ETS allowances to airlines and welcome that they will be fully auctioned from 2026. Regarding the Single European Sky initiative, Wizz Air welcomes the proposal and urges decision makers to make progress; today, aircraft are flying longer than necessary routes, which result in emissions that could be prevented. Aside from ETS, Wizz Air is also reporting its emissions under UN Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), but the company is not yet in scope for purchasing offsets under CORSIA.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

☑ Stronger competitive advantage

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Italy
☑ Malta
☑ Spain
☑ Cyprus
☑ France
☑ Belgium
☑ Croatia
☑ Czechia
☑ Denmark
☑ Estonia
☑ Bulgaria
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Greece
☑ Latvia
☑ Poland
☑ Sweden
☑ Austria
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland
☑ Romania
☑ Luxembourg
☑ Netherlands

☑ Lithuania

(3.6.1.8) Organization specific description

EU ETS – phasing out free allowances – competitive advantage: Emissions Trading Schemes (carbon pricing): Carbon prices are expected to increase in the medium term due to the phasing out of free carbon allowances by the EU, and forecasts also suggest EU ETS exceeding current policy requirements in the long term. Operational costs of all airlines will increase due to higher carbon prices per unit, and the elimination of free allowances by 2026. While this is a risk, it also presents a competitive opportunity in the medium term, as there are multiple airline competitors that currently have much higher volumes of free allowance.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Other, please specify **:**Competitive advantage

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

While the phasing out of free carbon allowances is a risk, it also presents competitive opportunity in the short and medium term. Wizz Air's total free allowance compared to its emissions has been significantly lower than most of its peers in the sector. This provides additional resilience for Wizz Air, as the Company's cost increase impact will be much smaller than that of the multiple airline competitors which currently have much higher volumes of free allowance.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

0

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

380000000

(3.6.1.23) Explanation of financial effect figures

For the opportunity assessment and quantification, we looked at EU ETS data, and used financial year 2023 figures (for Wizz Air and its main competitors): Wizz Air looked at two key competitors. Competitor A) had a 32% share of carbon emissions covered by free allowances in their 2023 financial year-end. Competitor B) had a 40% share of carbon emissions by free allowances. In comparison, in the comparable one-year period, Wizz Air's share of carbon emissions covered by free EU ETS allowances was only 15%. Considering that both of the competitor airlines are currently larger than Wizz Air (with more aircraft and therefore more flights operated with higher total emission values), the competitors' 32% and 40% free allowance is even more significant: Competitor A had 4.5 million tons of "free emissions", while Competitor B had 2.9 million tons of free emissions, while Wizz Air's free allowances only covered 0.7 million tons of CO2. For the incremental cost calculation of no free allowance we assume 100 EUR per ton of emissions. If we take Competitor A which has the higher amount of total emissions (14.3 MT) with their share of free EU ETS allowances being 32% with 4.5 MT of emissions, in a phase-out scenario, their additional cost would be: 4.5 MT x 100 EUR 450,000,000 EUR. In comparison, Wizz Air's total emission in the same time period were 4.5 MT out of which only 0.7 MT was covered by free allowance. Wizz Air's incremental cost in this scenario would be 70,000,000 EUR. Wizz Air's quantified competitive advantage in this scenario, taking into account 2023 data and carbon cost difference, would be 380,000,000 EUR.

(3.6.1.24) Cost to realize opportunity

807000

(3.6.1.25) Explanation of cost calculation

The cost to realize opportunity will be equal to the aggregate costs of Wizz Air's fuel efficiency/fuel saving related expenses (data analytics, dedicated fuel efficiency management internal resources, flight crew testing and fuel efficiency trainings) as these are contributing to saving emissions per flight; and Wizz Air's processes and resources ensuring ongoing full compliance with all carbon pricing obligations. The cost of risk response here includes a high level estimate of the annual internal resources (partially or fully dedicated Finance resources at the Tax, Treasury and Controlling teams and Digital resources working on data accuracy of the fleet fuel

consumption reports), third-party support services (including the emission reporting preparation and its verification), EU Affairs resources dedicated to policy change oversight and the ETS training costs that the responsible employees received last year. Considering all these resources the total cost of carbon pricing compliance and ensuring fuel saving to mitigate cost increase impact is annually 807,000 EUR. Note, this figure is already indicated under the previous risk mitigation section, but it is also applicable here as emissions efficiency strategies and ETS compliance contribute positively to this opportunity.

(3.6.1.26) Strategy to realize opportunity

As EU ETS free allowances were based on the 2010 company size, and many other airlines were already large at the time compared to Wizz Air, the allocation of free allowances and the fact that Wizz Air by default always had to purchase more ETS credits in proportion (than other airlines who received more free emission allowances), created this competitive opportunity, with no additional cost involved from Wizz Air. On top of this, Wizz Air will keep focusing on maintaining an effective carbon allowance/offset purchasing strategy to mitigate price volatility, while forecasting carbon prices and cost increases continuously to increase resilience. The company will also focus efforts on decarbonization related potential investments and other structurally beneficial solutions that ensure its resilience and lead to emissions decrease on long term.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Development of new products or services through R&D and innovation

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Italy

☑ Greece

☑ Malta
☑ Spain
☑ Cyprus
☑ France
☑ Croatia
☑ Czechia
☑ Denmark
☑ Estonia
☑ Finland
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Netherlands
☑ United Kingdom of Great Britain and Northern Ireland
☑ Poland
☑ Sweden
☑ Austria
☑ Belgium
☑ Germany
☑ Hungary
☑ Romania
☑ Bulgaria
☑ Portugal

(3.6.1.8) Organization specific description

Sustainable aviation fuel investments

(3.6.1.9) Primary financial effect of the opportunity

Select from:
☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply
☑ Medium-term
☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Virtually certain (99–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Wizz Air invests strategically in research and development (R&D) projects to secure its own sources of SAF. These investments ensure a reliable supply chain in the longer term, allowing us to meet future blending mandates effectively. As an example, Firefly (the Company's first equity investment) has pioneered an integrated technology pathway for SAF production using sewage sludge as a feedstock – which is a sustainable and highly abundant source. This proactive approach to SAF investments ensures a sustainable and resilient fuel supply due to the higher SAF volumes provided by one producer, at a preferential price. This would ensure cost-efficient SAF access, at a lower price than available on the market, mitigating the cost increase resulting from the SAF mandates and opening up opportunities for additional SAF purchase and uplift if higher volumes are available after the production ramp-up. Based on the available research, the current market price of SAF is 2-6times the price of A1 Jet fuel - which is a significant cost increase risk, in light of the mandates and any potential future SAF commitment. However, structural investments and offtake agreements present cost saving opportunity, as such agreements would ensure a lower than market price for SAF.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

6000000

(3.6.1.25) Explanation of cost calculation

The cost to realize opportunity will be the total cost of all the strategic investments and SAF offtake agreements to ensure not just cost-efficient SAF supplies, but also diversifying the feedstock to avoid overreliance on one or two technologies on long term. The cost of response to risk indicated above, currently includes the amount of money already invested in the UK SAF project for Firefly, which is public information. Other investments may happen in the future if structurally beneficial, however, the company cannot at present release information about the value of such future SAF investments as the pricing conditions and information on fuel agreements are highly sensitive. On top of that, the annual estimated cost of the internal dedicated SAF Purchasing resources and third-party SAF consultants supporting the underlying processes are also included in this high level cost estimate.

(3.6.1.26) Strategy to realize opportunity

In accordance with the Company's SAF strategy, procurement efforts will keep focusing on reviewing structural investment opportunities. Wizz Air recognizes that it's going to be a challenge to have sufficient SAF available within its entire network, as there isn't enough SAF produced right now, but the company has made a structural investment into Firefly to support the R&D work of their new technology to make SAF (5million GBP equity investment), and a collective investment into CleanJoule with Indigo Partners; and we are looking at other opportunities like this to make sure we have our own supply.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☑ Shift in consumer preferences

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Egypt
☑ Italy
☑ Malta
☑ Spain
☑ Cyprus
☑ Serbia
☑ France
☑ Greece
☑ Israel
☑ Latvia
☑ Poland
☑ Austria

☑ Sweden
☑ Turkey
☑ Albania
☑ Armenia
☑ Estonia
☑ Finland
☑ Georgia
☑ Germany
☑ Hungary
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Azerbaijan
☑ United Kingdom of Great Britain and Northern Ireland
☑ Belgium
☑ Croatia
☑ Czechia
☑ Denmark
☑ Iceland
☑ Morocco
☑ Romania
☑ Bulgaria
☑ Maldives
☑ Montenegro
☑ Netherlands
☑ Switzerland
☑ Bosnia & Herzegovina
☑ United Arab Emirates

(3.6.1.8) Organization specific description

Compliance with regulatory requirements will lead to a continuous increase in operational costs at airlines. To keep airfares affordable, all airlines will need to balance these additional costs. Network carriers are likely to incorporate the SAF and other additional costs into their ticket structure (some already have done so, introducing environmental charges) increasing their total ticket prices, while low-cost carriers' ticket structure is built on dynamic pricing and their customers are more price-sensitive. On some level this poses a risk on low-cost carriers' cost structure, however, there is also significant competitive opportunity and benefit to gain as a result. Network carriers operate higher cost structures by design, and additional costs will increase their burdens and ticket prices further, which opens up opportunity to lower cost operators to operate comparable routes, unless those can be substituted with other, lower cost modes of transport (i.e. train). As such, Wizz Air could benefit from gaining new customers in case the previous customers of network carriers (travelling on economy) will opt to low cost carriers on comparable routes, to avoid the increased ticket prices.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

☑ Long-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The impact has not yet been quantified financially.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ No

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

There is no additional cost of realizing this opportunity as it is the consequence of Wizz Air's business model and already existing environmental programs and climate risk (transitional) mitigation initiatives, as well as investments described in detail in the previous risk section.

(3.6.1.26) Strategy to realize opportunity

Our strategy includes the continued investments into sustainable technologies and initiatives that will help Wizz Air gradually decarbonize, and all internal corporate and finance mechanisms aimed at preserving a good balance in its cost-structure, to reduce the extent of extra costs passed on to customers - these were all already included in the cost of risk response in the previous section so we would avoid double-counting them here. (As an example, Wizz Air has been working with suppliers to secure SAF, including investments, and has a large orderbook with Airbus to ensure continuous fleet renewal - Wizz Air already has one of the youngest fleets in the world, and the fuel-efficiency of Wizz Air's fleet is one of the highest in comparison to competitors. In general these actions will ensure Wizz Air's pricing remains attractive to existing customers and appealing to future customers who look for comparable services at the same or lower price without having to pay much higher ticket fares at carriers that keep increasing their ticket prices due to sustainability linked costs (balancing SAF, ETS costs). While all airlines may need to increase ticket fares as a result of the ever-increasing policy compliance related costs, Wizz Air is already among the lowest cost/fare operators, so its ticket fares will remain more attractive to consumers who would look for other options due to to increasing economy ticket fares at network carriers.
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:
☑ Other, please specify **:**Operating Costs

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

380000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:
☑ 1-10%

(3.6.2.4) Explanation of financial figures

The calculation was made by taking the maximum forecasted financial effect of the quantified ETS competitive advantage opportunity, and dividing it with the company's total revenue in F24.

[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, but it is not publicly available

(4.1.5) Briefly describe what the policy covers

Consistent with the Company's Diversity and Inclusion Policy, the Board and Committee are committed to improving diversity on the Board and supporting female representation on the Board and senior leadership team. Due consideration is afforded to all aspects of diversity, including gender and social and ethnic backgrounds. The Board's Nomination and Governance Committee is mindful of the recommendations of the Financial Conduct Authority, the UK FTSE Women Leaders Review and the Parker Review. In line with the Company's policy on diversity, new appointments to the Board will track best practice guidelines. The Board has 36 per cent female representation, two of whom are Chairs of the Sustainability and Culture Committee and the Safety, Security and Operational Compliance Committee,

respectively. There is a commitment to have no less than 40 per cent female representation on the Board and have at least one Director reflecting ethnic diversity. The Committee is pleased to confirm the latter objective has been met with the appointment of Phit Lian Chong. The Committee continues to strive to prioritise the former objective.
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply
☑ Board chair
☑ Chief Executive Officer (CEO)
☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing and guiding scenario analysis

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Monitoring the implementation of a climate transition plan

☑ Overseeing and guiding the development of a business strategy

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

☑ Overseeing and guiding the development of a climate transition plan

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Overseeing and guiding public policy engagement

☑ Reviewing and guiding innovation/R&D priorities

☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding major capital expenditures

☑ Overseeing reporting, audit, and verification processes

(4.1.2.7) Please explain

Board Chair: The Holding Company Board of Directors and its Chair are focused on sustainable growth and aligning its business strategy with its positive contribution to Wizz Air's people, the environment, the economy and society. The Chair sets the direction of the Board, ensures the highest standard of corporate governance and has responsibility for setting the agenda and strategic discussion, as well as ensuring engagement with investors and stakeholders. Engagement often centers around climate related issues. Fleet renewal remains the core pillar in reducing CO2 emissions intensity. The Board approved a class 1 transaction approving a firm

contract for an additional 75 aircraft in July 2023, maintaining the fleet renewal strategy which enables sustainable growth. In the previous year, the Board approved the investment of millions of euros in technologies like the Firefly and CleanJoule projects (our first two equity investments in sustainable aviation fuel R&D). CEO: The CEO is an Executive Director of the Board and is accountable to the Board and its Chair. He is responsible for the strategic, financial and operational performance of the Group, including environmental performance. The CEO is accountable for the company's sustainability strategy and all the targets it includes (i.e. carbon intensity target, which is embedded in the CEOs long term financial incentive package). The Board, based on the proposal of the CEO, examines and approves the key objectives and strategy of the business including climate topics. For example, the CEO proposed to the Board that Wizz Air makes an investment into SAF R&D, and that the fleet renewal related purchase rights for new aircraft be discussed. The Board reviewed and approved these key matters. Sustainability and Culture Committee (S&C): The S&C Committee is regularly (6 times a year) updated on Wizz Air's ESG strategy and discussed target tracking and pathway status. The Committee assists the Board by providing oversight and guidance in relation to Wizz Air's climate priorities. The Committee is instrumental in supporting the Board's duties in ensuring compliance with emerging regulations. The Committee supported and approved the Company's aim to have 10 per cent of jet fuel sourced from sustainable origins by 2030, while considering future cost and availability. Audit and Risk Committee:The Holding Company Board level Audit and Risk Committee consists of three independent non-executive directors appointed by the Board. The Committee's responsibilities include the evaluation of financial risks (including climate related physical and transition risks), ensuring accurate financial reporting and maintaining the integrity of the internal control environment. The Chair and the Committee review and approve the Company's risk register, which is prepared based on the Enterprise Risk Management framework, twice per year and assess the company's risk management systems.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ No

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Approving corporate policies and/or commitments

(4.1.2.7) Please explain

Wizz Air considers biodiversity a environmental topic that needs monitoring while it is not found to be a highly material issue for the company. As a preliminary risk assessment, Wizz Air matched the locations of its key supply chain operations, including our bases and destination airports, with significant biodiversity areas using the WWF's Biodiversity Risk Filter. This helps us to proactively identify and mitigate potential impacts while also enabling resilience in terms of biodiversity risks in our supply chain. Based on this environmental risk assessment, our operations are not in very high biodiversity sensitive areas and Wizz Air identified no major biodiversity risks connected to its direct operations. We also included the topic of biodiversity in our stakeholder engagement through the recurring materiality assessment process. Based on the results and considering the internal and external stakeholders' biodiversity ranking, it is not considered a highly material issue for Wizz Air. The findings and related information were shared with the Sustainability and Culture Committee.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning

☑ Implementing a climate transition plan
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

Wizz Air Holdings Plc has a minimum of six board meetings per annum. As the Board has a dedicated Sustainability and Culture Committee and since the sustainability and climate strategy is closely integrated into the company's strategy, climate related topics are on the agenda for every board cycle and every Sustainability and Culture Committee meeting preceding that. The CEO reports to the Board on all key matters connected, as he is responsible for the strategic, financial and operational performance of the Group, including environmental performance. He is also accountable for the company's growth strategy, including the sustainability strategy and all the targets connected (i.e. carbon intensity target, fleet renewal strategy, equity investment decisions on SAF, long term climate transition planning etc.), and he also has strategy related decision power. The CEO receives detailed weekly reports from the Chief Officers of the company who together have responsibility over the business divisions most relevant to sustainability and climate change. (e.g. Fleet Acquisition, Purchasing, Corporate and ESG).

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Conducting environmental scenario analysis

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Managing environmental reporting, audit, and verification processes

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

At Wizz Air, this role is the Corporate and ESG Officer who is reporting directly to the Chief Corporate Affairs Officer but also to the CEO as part of the Board cycle. Apart from the management role, this officer is also the Board Secretary, and as such, participates in all Board meetings. She is also responsible for updating the Board's Sustainability and Culture Committee on the sustainability strategy KPI monitoring and all new developments. The officer's ESG related responsibilities include the coordination of the company's ESG strategy, working towards better ESG reporting transparency, which includes the continuous improvement of ESG reporting (i.e. the climate scenario analysis, GHG reporting...etc.) as well. She is also responsible for the ESG function that is tasked with regular risk and opportunity assessment, and as part of their work, they performed a preliminary risk assessment for biodiversity. The ESG team lead by the Corporate and ESG Officer also included the topic of biodiversity in our stakeholder engagement for the first time in F24, and also launched an edicational campaign for Wizz Air customers on biodiversity.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

5

(4.5.3) Please explain

5% of the Chief Executive Officer's Value Creation Plan award is subject to meeting the carbon target. The Chief Executive Officer value creation plan (VCP) award vests after a 7-year period (40% of the overall award at the end of year 7 and 20% per year after years 8, 9 and 10). The award is based on the following conditions: 90% share price growth; and 10% ESG (5 % based on CO2 intensity reduction goals; and 5% based on diversity targets). Maximum payout is capped at 100M. Threshold payment is 20M for delivery of share price of 77.24. ESG criteria are independent of share price growth criteria. At the maximum level of remuneration, the share price will have reached 119.34 and the ESG portion of the award will have to be achieved in full.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Executive Officer (CEO)

(4.5.1.2) Incentives

Select all that apply

☑ Shares

(4.5.1.3) Performance metrics

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Long-Term Incentive Plan, or equivalent, only (e.g. contractual multi-year bonus)

(4.5.1.5) Further details of incentives

For the LTIP Awards, the performance share awards will be subject to conditions set out below: (i) 90% of an award will vest subject to 15% CAGR in the Company's share price over the next three-year period. The threshold growth level is 7.5% CAGR for which 25% of the award vests with straight line vesting in between these two points. Base period for calculation is VWAP over 1H CY 2022 - tested against share price at end of period VWAP 1H CY 2025; and (ii) 10% of an award will vest based on the achievement of ESG targets, the criteria for which will be people and environment (CO2 intensity reduction) both weighted at 5%. If the minimum threshold CAGR of 7.5% is not achieved no ESG portion will vest.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The Executive team is responsible for crucial business decisions regarding carbon intensity as they are leading functions such as operations (operational and fuel efficiency project, e.g. Fuelpro Storkjet case study) fleet acquisitions (fleet renewal, cooperation with Airbus on their zeroe project), Purchasing and Finance (SAF and related investments), Corporate and ESG (sustainability strategy tracking, climate policy, ESG reporting). The inclusion of an environmental, CO2 intensity reduction performance criteria in their long term incentive plan, will motivate them to work on and implement more climate change mitigation related projects, similarly to the sustainable aviation fuel related MoUs or equity investments confirmed previously during the year. This way each part of the organisation has a shared objective and interest in supporting the company's achievement of climate targets.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

(4.6.1.4) Explain the coverage

The purpose of the Environmental, Social, and Governance (ESG) Policy is to outline Wizz Air's commitment to sustainable and responsible operations. This ESG Policy reflects our commitment to integrate ESG considerations into our business decisions and strategies, thereby creating long-term value for our stakeholders and contributing to sustainable development. The policy is formulated based on the requirements stipulated by the CSRD, informed by ESG frameworks such as GRI and TCFD, and is also deeply rooted in our company's values and purpose. This policy is applicable to Wizz Air Holdings Plc and all its subsidiaries and affiliates. We are committed to implementing this policy in a consistent and transparent manner across all our operations and activities. All Wizz Air employees, regardless of their role or location, are expected to adhere to this policy in their work. The oversight and implementation of the ESG Policy is an integral part of Wizz Air's operations. The responsibility for this policy is shared across all levels of the organization, from the highest levels of governance to the daily operations of our teams. The policy undergoes an annual review to ensure its continued relevance and effectiveness in addressing our ESG commitments and responsibilities, and to align with current or upcoming trends and regulations.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance
☑ Commitment to stakeholder engagement and capacity building on environmental issues

Social commitments
☑ Commitment to promote gender equality and women's empowerment

Additional references/Descriptions
☑ Description of grievance/whistleblower mechanism to monitor non-compliance with the environmental policy and raise/address/escalate any other greenwashing concerns
☑ Reference to timebound environmental milestones and targets

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply
☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:
☑ Publicly available

(4.6.1.8) Attach the policy

Wizz Air ESG Policy.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:
☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Task Force on Climate-related Financial Disclosures (TCFD)

☑ Other, please specify **:**Relevant industry alliance memberships include the EU's Alliance for Zero Emission Aviation (AZEA), the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance (RLCF), and the European Aviation Environmental Report (EAER) advisory.

(4.10.3) Describe your organization's role within each framework or initiative

Wizz Air has been reporting based on the TCFD guidance since F21. In September 2022, Wizz Air joined AZEA, a voluntary initiative launched by the European Commission to pave the way for next-generation sustainable aircraft. The objective of AZEA is to prepare the market for the entry into service of zero emissions aircraft. The Company is participating in two expert-level groups most relevant to our operations: one dealing with roll-out scenarios for electric and hydrogen-powered aircraft and related "figures of reference", and the other focusing on incentives, analysing the barriers and opportunities operators may face when integrating such aircraft into their fleet. In September 2022, Wizz Air joined AZEA, a voluntary initiative launched by the European Commission to pave the way for next-generation sustainable aircraft. The objective of AZEA is to prepare the market for the entry into service of zero emissions aircraft. The Company is participating in two expert-level groups most relevant to our operations: one dealing with roll-out scenarios for electric and hydrogen-powered aircraft and related "figures of reference", and the other focusing on incentives, analysing the barriers and opportunities operators may face when integrating such aircraft into their fleet. The RLCF Alliance is working on tackling the lack of availability and affordability of renewable and low-carbon drop-in fuels for aviation (and waterborne transport), boosting production, increasing investor certainty, reducing investment risks and reducing price differential between conventional fossil fuels and alternative fuels. Wizz Air has been a member since September 2022, and we continuously provide information and industry expectations in the framework of targeted consultations. European Aviation Environmental Report (EAER) – Advisory Group: The European Union Aviation Safety Agency (EASA) will publish its next EAER in 2025, as part of which EASA has invited Wizz Air as a key stakeholder to participate in the EAER Advisory Group that will provide input and guide the report process. The relevant content of the EAER 2025 will also be used as the basis for the European Common Section of the ECAC State Action Plans to quantify CO2 emissions reductions from mitigation measures that are submitted by States to ICAO every three years. This will facilitate a harmonised approach on environmental reporting both within Europe and internationally towards ICAO.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged directly with policy makers

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ No, but we plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

Since November 2021, Wizz Air has been collaborating with Penta (formerly Hume-Brophy) on advocacy issues in the European Union, with a special focus on climate or other regulation impacting aviation. Wizz Air is also listed in the EU Transparency Register. The ID is: 481429647259-30

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

The company's sustainability governance mechanisms ensure that Wizz Air's external communications and advocacy are always fully aligned with the company's climate related commitments and positions. The Sustainability and Culture Committee (Board) and the Sustainability Council (internal, cross-functional) have essential roles in keeping all key stakeholders informed, maintaining company-wide strategic alignment in strategy and the related actions, including advocacy. Additionally, Wizz Air's Corporate and ESG Officer is responsible for the company's sustainability function, as well as the Legal and the Government and Public Affairs Departments. These three functions operate within the same division and are continuously and directly coordinating with each other. For example, the Sustainability/ESG team is regularly informing the Government and Public Affairs team on all strategic developments, while the sustainability team is also receiving regular updates about climate policy negotiations. Wizz Air regularly engages with the relevant departments of the European Commission, Members of the European Parliament, and Brussels-based representatives of Member States and contributes to public and targeted consultations on different legislative proposals. Wizz Air also exchanges with industry representatives on specific issues. Since November 2021, Wizz Air has also been collaborating with Penta (formerly Hume-Brophy) on advocacy issues in the European Union, with a special focus on climate or other regulation impacting aviation. Wizz Air is listed in the EU Transparency Register.

Background: The purpose of Wizz Air's sustainability strategy is to have a clear overview of where we are today and what actions need to be taken to achieve our environmental targets and to stay financially and operationally resilient in the face of climate change and its inherent physical and transitional risks. We believe that climate legislation can create the right path for aviation's future, but only if applied fairly and equally, without distorting the market. The entirety of aviation needs to contribute equally. This is the only way polluters will embrace more efficient technology and more efficient business models. Wizz Air's climate related advocacy has been focusing to ensure fair and equal application of all measures, without exceptions. Wizz Air has been advocating for substantial investments into decarbonization, to enable the Net Zero objectives within the sector.
[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

ReFuelEU Aviation Proposal (EU Fit for 55 climate legislation related proposal package)

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply
☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)
☑ Carbon taxes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:
☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Italy
☑ Cyprus
☑ France
☑ Greece
☑ Malta
☑ Denmark
☑ Estonia
☑ Finland
☑ Germany
☑ Hungary
☑ Romania
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Spain
☑ Austria
☑ Belgium
☑ Croatia
☑ Czechia
☑ Ireland
☑ Latvia
☑ Poland
☑ Sweden
☑ Bulgaria
☑ Luxembourg
☑ Netherlands

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization’s proposed alternative approach to the policy, law, or regulation

The European Commission proposed to end kerosene tax exemption for intra-EU flights over a period of ten years. Wizz Air cannot support an additional financial burden to be introduced for airlines. In case of the adoption of the proposal in its current form, the most polluting flights, namely intercontinental long-haul flights, will be excluded despite being the main source of European CO2 emissions3. Considering that the EU ETS already applies to intra-European flights, we believe that double taxation needs to be avoided. According to EUROCONTROL's analysis, there is no proof that taxing aviation will result in lower greenhouse gas emissions. However, there is a risk that such taxation would divert traffic from EU to non-EU airports (carbon leakage), threatening Europe’s connectivity and competitiveness.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings
☑ Discussion in public forums
☑ Responding to consultations
☑ Submitting written proposals/inquiries

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Due to the fact that the current form of the proposal would exclude the most polluting, namely intercontinental long-haul flights, from the kerosene tax, the main source of European CO2 emissions would remain tax-free. Our proposed alternative approach, in case kerosene tax will need to be implemented, is to make the policy fair and equitable, applying it to all operators, all flights, including international long-haul flights. That would be crucial to ensure a fair, but most importantly, a truly effective approach.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:
☑ Yes, we have evaluated, and it is not aligned

Row 2

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EU Emissions Trading System (EU Fit for 55 climate legislation related proposal package)

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply
☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☑ Emissions trading schemes

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Italy
☑ Cyprus
☑ France
☑ Greece
☑ Malta
☑ Denmark
☑ Estonia
☑ Finland
☑ Germany
☑ Hungary
☑ Romania
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Lithuania
☑ Spain
☑ Austria
☑ Belgium
☑ Croatia
☑ Czechia
☑ Ireland
☑ Latvia
☑ Poland
☑ Sweden
☑ Bulgaria
☑ Luxembourg
☑ Netherlands

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Support with minor exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

Wizz Air's position on Emissions Trading System (ETS) Aviation file: • Wizz Air has been advocating for the extension of the scope to all departing flights from the European Economic Area (EEA), as emissions do not stop at borders. We regret that the scope remained intra-EEA, excluding the most polluting flights. • We have been supporting the early phase-out of free ETS allowances to airlines and welcome that they will be fully auctioned from 2026. We also agree with the introduction of the SAF allowances into ETS, to incentivize SAF uptake across Europe as we think this is the effective short to mid-term solution

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Discussion in public forums

☑ Responding to consultations

☑ Submitting written proposals/inquiries

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Wizz Air has been advocating for the extension of the scope to all departing flights from the European Economic Area (EEA), as emissions do not stop at borders.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.12) Have you published information about your organization’s response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☑ Yes

(4.12.1) Provide details on the information published about your organization’s response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☑ GRI

☑ TCFD

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Value chain engagement

☑ Biodiversity indicators

☑ Public policy engagement

☑ Content of environmental policies

(4.12.1.6) Page/section reference

Information about our response to environmental issues for this reporting year is included in Wizz Air's sustainability report, pages 11-54. The publication includes a TCFD and a GRI annex at page 90.

(4.12.1.7) Attach the relevant publication

wizz_air-annual-report-and-accounts-f24_web.pdf

(4.12.1.8) Comment

Wizz Air's sustainability report, (including its TCFD report) is integrated into the company's annual report.
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Annually
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios
☑ IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:
☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Liability

☑ Reputation

☑ Technology

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital

☑ Sensitivity of capital (to nature impacts and dependencies)

☑ Other finance and insurance driving forces, please specify :Carbon pricing mechanism

Stakeholder and customer demands

☑ Consumer sentiment

☑ Consumer attention to impact

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

☑ Other stakeholder and customer demands driving forces, please specify :Investor sentiment

Regulators, legal and policy regimes

☑ Global regulation

☑ Global targets

Relevant technology and science

☑ Data regime (from closed to open)

Direct interaction with climate

☑ Perception of efficacy of climate regime

☑ Other direct interaction with climate driving forces, please specify :Operational costs

Macro and microeconomy

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Wizz Air evaluated the impact of four possible global warming scenarios in accordance with the Intergovernmental Panel on Climate Change (IPCC). These scenarios are based on global temperature increases of 1.5C, 2C, 3C and 4C, chosen to cover a broad spectrum of outcomes. This enables Wizz Air to gain insight into the risks and opportunities that may arise from various potential climate pathways. The four potential scenarios were grouped into two scenarios: the low emissions scenario (well below 1.5C) and high emissions scenario (between 3C and 4C). Each group represents different climate pathway, leading to various global and regional outcomes. The scenario assessment incorporated a four-axis approach investigating and outlining both climate scenarios, focusing on the following green

transition driving forces: policy and regulation, technological advancement, market and consumers behaviour, and green financing. It also evaluated physical risks, such as extreme weather, sea level rise, and changing precipitation patterns, along with their impact on infrastructure, ecosystems, and communities. However, the confidentiality of these scenarios presents challenges, as projections depend on numerous factors, resulting in varying confidence levels. For the climate-scenario we detailed above, Wizz Air utilized the IEA NZE 2050 (Net Zero by 2050) scenario analysis to evaluate and prepare for all transition-related potential risks and opportunities under the assumption of robust climate policies, significant technological advancements in clean energy, shifts towards sustainable market and consumer behaviour, and effective green financing by 2050. To assess physical risk, Wizz Air used the SSP1-RCP 1.9 scenario, often referred to as the "Taking the Green Road" scenario. This scenario assumes significant global progress towards sustainability, suggesting that extreme weather events will not become more pronounced in the long term. Despite efforts to use the most reliable and current information, forecasting long-term climate and economic conditions remains challenging, which impacts the reliability of scenario analysis and planning.

(5.1.1.11) Rationale for choice of scenario

The rationale behind using the IEA 2050 and SSP1-RCP 1.9 scenarios is to assess the risks and opportunities across the broad range of low and high emissions scenarios. This climate scenario anticipates a world with stringent policy measures, high transition risk for corporates and major policy adaptation ensuring full resilience and adequate risk management under any circumstances. By examining this scenario, we have gained a clear understanding of potential challenges and opportunities, allowing for proactive and resilient strategic planning. The 1.5C scenario necessitates stringent policy measures and thereby substantial adjustments to business practices that Wizz Air continuously assesses and prepares for to maintain its economic resilience and adapt to evolving climate-related regulations and market conditions.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA STEPS (previously IEA NPS)

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy
☑ Market
☑ Liability
☑ Reputation
☑ Technology
☑ Acute physical
☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 3.5ºC - 3.9ºC

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital
☑ Sensitivity of capital (to nature impacts and dependencies)

Stakeholder and customer demands

☑ Consumer sentiment

☑ Consumer attention to impact

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

☑ Other stakeholder and customer demands driving forces, please specify :Investor sentiment

Regulators, legal and policy regimes

☑ Global regulation

Relevant technology and science

☑ Data regime (from closed to open)

Direct interaction with climate

☑ Perception of efficacy of climate regime

☑ Other direct interaction with climate driving forces, please specify :Regulatory compliance

Macro and microeconomy

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Wizz Air evaluated the impact of four possible global warming scenarios in accordance with the Intergovernmental Panel on Climate Change (IPCC). These scenarios are based on global temperature increases of 1.5C, 2C, 3C and 4C, chosen to cover a broad spectrum of outcomes. This enables Wizz Air to gain insight into the risks and opportunities that may arise from various potential climate pathways. The four potential scenarios were grouped into two scenarios: the low emissions scenario (well below 1.5C) and high emissions scenario (between 3C and 4C). Each group represents different climate pathway, leading to various global and regional outcomes. The scenario assessment incorporated a four-axis approach investigating and outlining both climate scenarios, focusing on the following green transition driving forces: policy and regulation, technological advancement, market and consumers behaviour, and green financing. It also evaluated physical risks, such as extreme weather, sea level rise, and changing precipitation patterns, along with their impact on infrastructure, ecosystems, and communities. However, the confidentiality of these scenarios presents challenges, as projections depend on numerous factors, resulting in varying confidence levels. For the climate scenarios outlined above, Wizz Air employed the IEA's Stated Policies Scenario (STEPS) to assess transitional risks and SSP5-RCP8.5 to evaluate physical risks. The IEA's scenario presumes that governments will fall short of achieving all announced goals, reflecting the current policy landscape. Meanwhile, SSP5-RCP8.5 is often considered a " Fossil-fueled Development" scenario, assuming no significant efforts to curb emissions. As a result, this scenario predicts a substantial global average temperature increase of 3-4C by the end of the century, leading to severe physical risks in the long term, such as extreme weather events and flooding. Despite efforts to use the most reliable and current information, forecasting long-term climate and economic conditions remains challenging, which impacts the reliability of scenario analysis and planning.

(5.1.1.11) Rationale for choice of scenario

The rationale behind using the IEA STEPS and SSP5-RCP8.5 scenarios is to assess the risks and opportunities across the broad range of low and high emissions scenarios. Unlike the IEA 2050, this scenario assumes less stringent policies and increased energy consumption and emissions. Due to the lack of clear and effective regulations aimed at decarbonization, this scenario leads to more severe physical risks in the long run. Examining this scenario provides a clear understanding of potential challenges and opportunities, allowing for proactive and resilient strategic planning. Under this scenario, Wizz Air would need to consider how increased physical risks might impact operations, infrastructure, and supply chains.
[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Our comprehensive risk assessment included high-impact risks across all time horizons, as well as those with at least a medium impact for each timeframe. When considering global warming scenarios, the most severe potential impacts were taken into account for each risk category, specifically 1.5C and 2C for transitional risks. The results of the climate scenario assessment imply that under a high-emissions scenario the Company would incur revenue loss and increased fuel costs. This is due to physical risks, such as more frequent and severe weather events, which could disrupt our operations. For instance, extreme weather might damage infrastructure, cause supply chain disruptions, and increase the frequency of flight delays or cancellations. Conversely, in the low-emissions scenario, where efforts to reduce emissions are more successful, the Company would face different challenges, including increased operational cost due to carbon pricing and offsetting mechanisms, the need to use greater volumes of renewable fuels and the adoption of disruptive low carbon technology. Despite these challenges, Wizz Air considers itself resilient and well-prepared for both low- and high-emission scenarios, thanks to strategic investments in SAF, its transition to a more sustainable fleet and robust

financial planning. The analysis also suggests that transitional and physical risks are inversely related. If climate policies prove to be ineffective, it could lead to scenarios of 3C and 4C, where physical risks would become more pronounced. However, these would only pose a moderate risk within our defined time horizons with the severe physical impacts expected only after 2050. Conversely, effective regulation and policy implementation would reduce physical risks but could lead to a significant increase in transition risks, and therefore higher compliance costs for the Company.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☑ No, but we are developing a climate transition plan within the next two years

(5.2.15) Primary reason for not having a climate transition plan that aligns with a 1.5°C world

Select from:

☑ Not an immediate strategic priority

(5.2.16) Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world

Wizz Air has dedicated significant resources to continuously assessing potential pathways for achieving interim and final targets for 2035 and 2050. The company has started developing a climate transition plan, while remaining realistic about current technological limitations and related challenges.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Investment in R&D

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Wizz Air invests strategically in research and development (R&D) projects to secure its own sources of SAF. These investments ensure a reliable supply chain in the longer term, allowing us to meet future blending mandates effectively. As an example, Firefly (the Company's first equity investment) has pioneered an integrated technology pathway for SAF production using sewage sludge as a feedstock – which is a sustainable and highly abundant source. This proactive approach to SAF investments ensures a sustainable and resilient fuel supply due to the higher SAF volumes provided by one producer, at a preferential price. This would ensure cost-efficient SAF access, at a lower price than available on the market, mitigating the cost increase resulting from the SAF mandates and opening up opportunities for additional SAF purchase and uplift if higher volumes are available after the production ramp-up.

[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Assets
☑ Revenues
☑ Liabilities
☑ Direct costs
☑ Indirect costs
☑ Capital expenditures

(5.3.2.2) Effect type

Select all that apply

☑ Risks
☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

The Finance team plays a crucial role in Wizz Air's climate risk mitigation, directly influencing financial planning through identified risks and opportunities. The CFO manages annual budgets, including climate mitigation activities, and oversees capital and operational expenditures for low-carbon products and services, such as SAF R&D. The CFO also reports to the Audit and Risk Committee on climate-related risks within the Enterprise Risk Management Framework. Additionally, the CFO contributes to key projects like equity investments in sustainable aviation fuel R&D and Memorandums of Understanding for sustainable fuels, essential for mitigating climate risks. Climate-related risks and opportunities have significantly influenced Wizz Air's financial planning. Fleet renewal has become a top priority due to expected regulatory risks and the goal of remaining the lowest-cost and most efficient airline for our customers. In July 2023, the Board approved a class 1 transaction for an additional 75 aircraft, marking one of Wizz Air's most significant sustainability investments. The company has also secured sustainability-linked financing for several of these aircraft. The Controlling function is crucial for forecasting and assessing medium- and long-term financial impacts. Wizz Air's quantitative climate risk assessment results are shared with relevant departments and Finance teams to integrate climate risk analysis into financial planning. Before each financial year, the Controlling Department asks business unit heads to evaluate potential risks, which are then incorporated into the company's financial planning. Wizz Air's Treasury manages ETS and CORSIA emissions reporting, purchasing, and surrendering allowances within the required timeframe, and forecasting future costs. Internal carbon prices are used to forecast ETS unit costs, aiding in budgetary and risk management decisions. The Management and Controlling team uses this input for short- and medium-term budgets and business planning. Treasury also balances liquidity and market risks in their forward planning and risk management activities.

[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
	Select from: ☑ No, but we plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
	Select from: ☑ Yes	*We invest in R&D for alternative fuels.*

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Aviation

(5.5.8.2) Technology area

Select from:

☑ Alternative fuels

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

100

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

0

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

80

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

In April 2023, our airline made a significant move by investing 5.0 million to support Firefly's SAF process development, aiming to achieve ASTM qualification. Our strategic partnership with Firefly, a biofuel company, will enable us to supply SAF to our UK operations starting in 2028. Over the next 15 years, Firefly would deliver up to 525,000 tonnes of SAF. By doing so, we have the potential to mitigate approximately 1.5 million tonnes of greenhouse gas lifecycle emissions when compared to traditional fossil jet fuel. Firefly has pioneered an integrated technology pathway for SAF production using sewage sludge as a feedstock. Notably, this approach holds promise for enhanced sustainability compared to some other SAF types, with a remarkable 90 per cent reduction in greenhouse gas emissions across the lifecycle. Firefly's SAF will undergo rigorous validation by the gold-standard sustainability assessor RSB, ensuring its alignment with environmental standards.

Looking ahead, Firefly aims to operationalise its first commercial SAF plant within the next five years. Wizz Air's second equity investment is in CleanJoule, a US-based startup dedicated to the production of SAF. The company secured a US50 million investment round with Indigo Partners LLC, private equity firm, as part of which three airlines – Frontier Airlines (US), Wizz Air (Europe), and Volaris (Mexico) – also participated. As part of their commitment, Frontier Airlines, Wizz Air and Volaris have signed binding agreements to purchase up to 90 million gallons of SAF. The funding consortium also included GenZero, a decarbonisation-focused investment platform under Temasek in Singapore, and Cleanhill Partners, a US-based private equity firm. While CleanJoule is a US-based company, Wizz Air has invested in the research and development with the aim that the technology can be rolled out at scale.
[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: ☑ Yes	*Select all that apply* ☑ Carbon

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:
☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply
☑ Drive energy efficiency

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Benchmarking against peers

☑ Scenario analysis

(5.10.1.4) Calculation methodology and assumptions made in determining the price

A software using Artificial Intelligence is forecasting the price changes over time based on publicly available statistical analysis and carbon market forecasts.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

(5.10.1.9) Indicate how you expect the price to change over time

Our one month forecast for Carbon Credits (EUA ICE) indicates a slight decrease from the latest price. Our analysis suggests a balanced market risk around this forecast. Over a one-year period a 9% price decrease is forecasted.

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

46.6

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

86.7

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Operations

☑ Risk management

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ No

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

58.4

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

The company applies a carbon price for financial planning as well as risk management/mitigation for our ETS and other types of emissions reporting and compliance obligations. Wizz Air uses internal prices and forecast of ETS units to contribute to better budgetary and risk management decisions. Management and the Controlling team use input for short-term, medium-term budgets and business plans. Treasury balances liquidity and market risks in their forwards planning and risk management activities. Carbon pricing related estimates are channelled into the company's climate risk assessment process (quantitative). As the company's WIZZ500 strategy includes growth, key strategic decisions need to be taken factoring in the future carbon cost and any potential future cost reduction in case the airline received free allowances due to the company's investments in the production and the use of sustainable aviation fuels.
[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

	Assessment of supplier dependencies and/or impacts on the environment
Climate change	*Select from:* ☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ Procurement spend

☑ Strategic status of suppliers

(5.11.2.4) Please explain

Wizz Air is committed to engaging with industry stakeholders to drive change. On environmental matters, we engage with critical suppliers and partners, collaborating on projects concerning technological and operational innovations. In FY24, we had several collaborative projects: We maintain our cooperation with Airbus regarding our fleet renewal programme and we also follow the developments on their hydrogen-powered aircraft project. We invest strategically in research and development projects for sustainable aviation fuels. Our first equity investment went to a biofuel company, Firefly, which pioneered a technology pathway for SAF production using sewage sludge as feedstock. On the airport and ground handling side, thanks to our partnership with Aeroporti di Roma and Aviation Services, we have fully electric turnarounds at one of our largest bases. Electric turnaround was also implemented in Budapest airport through our supplier Menzies Aviation. These electric turns reduce CO2 emissions from the ground handling process by around 80% per aircraft compared to diesel-powered equipment. For the last 6 years, we've been collaborating with StorkJet to boost aircraft performance and fuel efficiency. A highlight of our engagement was a recent trial from Dec. 2023 to Feb. 2024, where we tested a new solution for optimising flight speeds and altitudes. This trial saw the participation of 500 of our pilots and more than 12,000 flights, demonstrating our commitment to improve.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, suppliers have to meet environmental requirements related to this environmental issue, but they are not included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Wizz Air recently entered into a partnership with a company specialised in third-party risk management. Its software solution allows assessments across various environmental, social, and governance topics and enables an in depth analysis of our supplier base in a thorough and efficient manner. This will help Wizz Air identify, monitor, and successfully manage potential supplier ESG risks during tender evaluations and after contracting as well. Accordingly, Wizz Air set up an internal, Corporate Sustainability Assessment process and the relevant guidelines. The guidelines include the key steps for understanding and evaluating the risks flagged by the supplier assessments, and if needed, address those risks via cross-functional cooperation and engagement with the supplier. All internal stakeholders are required to follow these guidelines to ensure compliance with the applicable EU legislation (CSRD, CSDDD). As a result of the a regular assessment, follow-up and if necessary, escalated actions will be taken regarding potential severe ESG risks in our supply chain (existing suppliers). During the tender process, in a case where the ESG supplier risk assessment identifies a high risk that the Wizz Air cross-functional risk assessment team considers significant, the supplier candidate will no longer be considered in the tender.
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Disclosure of GHG emissions to your organization (Scope 1, 2 and 3)

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Certification

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:
☑ None

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ None

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ None

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ None

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ None

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

We require our suppliers to measure and disclose their GHG emissions.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Waste and resource reduction and material circularity

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Grievance mechanism/ Whistleblowing hotline

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 51-75%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 1-25%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ Less than 1%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Wizz Air has a Supplier Code of Conduct policy that must be accepted as a pre-requisite requirement by all new suppliers before they enter into a tender process and before they can be contracted. The policy applies to all suppliers of Wizz Air as well as their suppliers and sub-contractors. In the policy it is stated that Wizz Air seeks to engage with suppliers who: 1)Conduct their business in accordance with applicable environmental laws and regulations, and therefore hold the required environmental permits, licences, and registrations 2)Beyond the fulfilment of legislative requirements, constantly commit to reducing their waste disposal, GHG emissions, air and noise pollution, and to limiting water utilization in their operations 3)Commit to continuously improving their performance on waste selection, to providing products made of recycled materials when appropriate, and decreasing reliance on single use plastic 4)Work with Wizz Air to identify and act on initiatives which will minimise the negative impact of the business on the environment and climate change 5)Assess the impacts and risks of activities on the environment, climate and local communities. Ensure the rights and interests of local communities when extracting and processing raw materials, even in cases when such rights are not formally registered 6)Suppliers must monitor and record environmental performance data and when requested, provide information on resource use in connection with supplying Wizz Air.
[Add row]

(5.11.7) Provide further details of your organization’s supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:
☑ No other supplier engagement
[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:
☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing
☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Wizz Air believes in providing detailed information, traceability, and transparency to all our customers. To achieve this, we have created a dedicated sustainability website available in 28 languages, ensuring that 100% of our customer base is included in this information-sharing and awareness-raising initiative. The website features engaging visuals and user-friendly navigation to enhance the user experience. It covers key topics such as Wizz Air's sustainability pillars, environmental credentials and performance (including fleet information, fuel efficiency initiatives, emissions intensity, commitment to carbon intensity reduction, SAF strategy, and carbon offsetting options for customers). Additionally, the site hosts public versions of the company's key sustainability-linked policies and sustainability reports. The site is accessible here: https://wizzair.com/en-gb/information-and-services/about-us/sustainability#wizz-care

(5.11.9.6) Effect of engagement and measures of success

Wizz Air continuously monitors the website's visitor traffic. Since the website is available online in multiple languages, it provides information to a broad audience. We measure our success by tracking how many people actively visit the sustainability section. In F24, the sustainability website received 96,709 pageviews. The impact of our engagement also lies in our ability to comprehensively inform individuals about our environmental credentials. By doing so, we make consumers more aware of the steps airlines can take to lower emissions and what travelers need to consider if they want to make a conscious decision about their flight choice. Wizz Air aims to achieve high consumer awareness of our low emission intensity and the company's supporting environmental strategy.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

We understand the importance of educating and raising awareness among our customers about preserving biodiversity, even while traveling. To this end, we have sent two educational letters to our English-speaking subscribers. Since their decisions and adoption of sustainable practices during travel and vacations can significantly impact the climate and biodiversity, we have shared some tips on how to be more environmentally conscious travelers, for example but not limited to: • Travel light: Fuel consumption is influenced by the weight of the aircraft, which includes the baggage carried on board. Reduced baggage weight leads to lower fuel consumption, promoting fuel efficiency during flights. Traveling light and avoiding single-use items can also reduce waste. • Go plastic-free: Mitigate plastic waste at your destination by packing eco-friendly alternatives, contributing to a cleaner environment. For example, reusable water bottle, reusable bag, etc. • Leave no trace: Avoid littering during your vacation. The climate impacts of waste are becoming harder to ignore, with negative effects on the environment and on all living things. Properly disposing of trash by recycling can support biodiversity.

(5.11.9.6) Effect of engagement and measures of success

We engaged our readers twice with short, reader-friendly, yet highly informative newsletters, which led to a better understanding of topics such as sustainable travel practices. By focusing on engagement, Wizz Air can enhance the effectiveness of its educational newsletters, resulting in more informed and environmentally conscious customers. Our newsletters were also received positively. Wizz Air received direct customer feedback about the content and usefulness of the newsletters, providing valuable qualitative insights into their effectiveness.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ Less than 1%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Similar to previous years, Wizz Air conducted a materiality assessment in fiscal year 2024. We collected direct feedback from all stakeholder groups to identify the issues they consider highly influential for the airline's business processes and success. We sent out a materiality survey to our subscribed customers via email to better understand their sustainability priorities and concerns regarding Wizz Air's operations and services. The aim was to gain insight into what our customers view as material issues, contributing to the success and sustainability of our business, as well as the well-being of our people and communities. Customers were asked to evaluate the importance of various ESG topics to the company's sustainability performance and rank them accordingly. Environmental topics included, but were not limited to, noise emissions, the company's climate change position, carbon emissions, renewables, energy management, and freshwater use. The survey provided clear, brief descriptions and clarifications on how these topics impact the environment, people, and communities. The sustainability materiality survey was sent to 500,000 Wizz Air customers (approximately 0.8% of all our passengers in FY24) who had taken at least one flight with the airline in the last three years. These customers were selected to ensure representation from a diverse set of geographic backgrounds. By including customers from various regions, we sought to gain a comprehensive understanding of the ESG issues that are most relevant and significant across different locations within our wide network.

(5.11.9.6) Effect of engagement and measures of success

The responses received from our customers contributed positively to Wizz Air's annual materiality matrix, helping the company understand what customers view as material issues. This insight is crucial for the success and sustainability of our business, as well as the well-being of our people and communities. Although the completion rate of the survey was below 1% (compared to total annual passenger figures), it is still considered a success, as customer surveys typically have low response rates.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ Less than 1%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Throughout financial year 2024, we maintained close engagement with stakeholders through targeted communication, collecting direct feedback from all our stakeholders, primarily but not only through our digital materiality survey. The materiality survey was distributed to some of our investors to understand their key priorities. In addition to surveys, in order to gain deeper insights into investor preferences, we actively collaborate with investor representatives through our Investor Relations team and direct meetings. Our discussions primarily revolve around environmental, social and governance (ESG) matters, climate change and sustainability agendas.

(5.11.9.6) Effect of engagement and measures of success

The feedback from our investors has significantly enriched Wizz Air's annual materiality matrix, providing valuable insights into what they consider key issues. This understanding is vital for ensuring the success and sustainability of our business, as well as enhancing the well-being of our employees and the communities we serve.
[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

For Wizz Air's GHG footprint and other environmental data and reporting, the system boundaries must be clearly defined (including organizational and operational boundaries). The system boundaries of Wizz Air's greenhouse gas and environmental data inventory were defined based on the operational control approach (the assessment period was 12 months). All our calculations and reporting are conducted on Wizz Air Holdings Plc, and as such, on Group level with all sites and locations consolidated. The CO_2e balance was prepared for the financial year 2024. Operational system boundaries include emission sources within our organizational boundaries. Based on the Greenhouse Gas Protocol, our Scope 1 includes emissions directly generated by Wizz Air, first and foremost by our aircraft fleet. Scope 2 includes emissions generated by purchased energy (such as electricity or district heating). Scope 3 includes all other emissions not directly under corporate control, for example employee commuting or the emissions of purchased goods and services.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

For Wizz Air's GHG footprint and other environmental data and reporting, the system boundaries must be clearly defined (including organizational and operational boundaries). The system boundaries of Wizz Air's environmental data inventory were defined based on the operational control approach (the assessment period was 12 months). All our calculations and reporting are conducted on Wizz Air Holdings Plc, and as such, on Group level with all sites and locations consolidated.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

For Wizz Air's GHG footprint and other environmental data and reporting, the system boundaries must be clearly defined (including organizational and operational boundaries). The system boundaries of Wizz Air's environmental data inventory were defined based on the operational control approach (the assessment period was 12 months). All our calculations and reporting are conducted on Wizz Air Holdings Plc, and as such, on Group level with all sites and locations consolidated.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply ☑ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ The Greenhouse Gas Protocol: Scope 2 Guidance

☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☑ We are reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☑ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

Wizz Air's Scope 2 emissions are its indirect emissions resulting from the generation of consumed electricity in various ground facilities, including the rented offices, crew rooms, training centre, and hangars. Given that more than 90% of scope 1 and 3 emissions are driven by jet fuel, it underlines the importance of the efforts the Company is taking to reduce jet fuel emissions as a strategic priority. The carbon footprint has been calculated in line with the World Resource Institute's (WRI's) internationally recognised reporting standards: Greenhouse Gas (GHG) Protocol - A Corporate Accounting and Reporting Standard (2015 revised edition); GHG Protocol: Scope 2 Guidance (amendment to GHG Protocol) (2015), GHG Protocol Corporate Value Chain (Scope 3) Accounting (2011); and GHG Protocol Technical Guidance for Calculating Scope 3 Emissions (version 1.0). As per the GHG Protocol Scope 2 guidance Wizz Air calculates and reports both market-based and location-based emissions resulting from electricity usage. No categories were excluded from the Scope 2 GHG emissions calculations. Location-based electricity is calculated based on the average emissions intensity of grids in which energy consumption occurs. The relevant carbon conversion factors are sourced from

databases such as EcoInvent 3.10 and Association of Issuing Bodies (2022). Market-based electricity is calculated using specific electricity conversion factors sourced directly from suppliers or energy attribute certificates reflecting the true emissions associated with the energy mix purchased. Where supplier specific conversion factors are not available, residual mix factors are applied. If residual mix factors are not available for the market, location-based factors are used. [Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:

☑ No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

3783901

(7.5.3) Methodological details

Scope 1. Wizz Air's Scope 1 GHG emissions refer to its direct emissions resulting from activities that are owned or controlled by the company, including the use of jet fuel and natural gas. Scope 1 emissions were calculated using a process-based emission approach. This approach uses actual consumption data which is multiplied by the relevant carbon conversion factor by DEFRA UK. DEFRA aviation conversion factors are sourced from the 2019 Greenhouse Gas Inventory, according to 2019 Government greenhouse gas conversion factors for company reporting: Methodology paper.

Scope 2 (location-based)

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

1409.54

(7.5.3) Methodological details

Wizz Air's Scope 2 emissions are its indirect emissions resulting from the generation of consumed electricity in various ground facilities, including the rented offices, crew rooms, training centre, and hangars. As per the GHG Protocol Scope 2 guidance Wizz Air calculates and reports both market-based and location-based emissions resulting from electricity usage. Location-based electricity is calculated based on the average emissions intensity of grids in which energy consumption occurs. The relevant carbon conversion factors are sourced from DEFRA for UK sites and IEA for international sites.

Scope 2 (market-based)

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

5566

(7.5.3) Methodological details

Market-based electricity is calculated using specific electricity conversion factors sourced directly from suppliers or energy attribute certificates reflecting the true emissions associated with the energy mix purchased. Where supplier specific conversion factors are not available, residual mix factors were applied. If residual mix factors are not available for the market, location-based factors are used.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

508197

(7.5.3) Methodological details

In scope are all emissions generated upstream of Wizz Air's operations from Tier 1 suppliers during the base year. (EEIO modelling method)

Scope 3 category 2: Capital goods

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

5084

(7.5.3) Methodological details

Emissions generated from any capitalised expenditure within the reporting year. Upstream emissions from aircraft manufacturing have been excluded as these assets are effectively owned by a different company and not Wizz Air. (EEIO modelling method)

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

782816

(7.5.3) Methodological details

In scope, Wizz Air's sites where it has operational control over and Wizz Air's jet fuel. Emissions related to the extraction, production, and transportation of fuels and energy purchased or acquired by the reporting company in the reporting year, not already accounted for in scope 1 or scope 2. (Process-based method)

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

2740

(7.5.3) Methodological details

Includes shipping paid for and arranged by Wizz Air on behalf of buyers and sellers for the transportation of goods and materials. (EEIO modelling method)

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

1569

(7.5.3) Methodological details

Emissions from the disposal & treatment of solid waste at sites within Wizz Air's operational control from sites and from the disposal of waste generated on aircraft. (DEFRA 2021)

Scope 3 category 6: Business travel

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

7326

(7.5.3) Methodological details

Transportation of employees for business-related activities during the reporting year, in vehicles not owned or operated by Wizz Air. (Process-based method).

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

10281

(7.5.3) Methodological details

Employee commuting distances to Wizz Air's sites. (Process-based method).

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air does not have other leased assets not already included in scope 1 and 2 emissions.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air does not sell any physical products. Downstream transportation (i.e. from customers to end-users) is excluded from Wizz Air's organisational boundaries on the grounds of lack of influence, limited risk (not core to business operations), and lack of reliable data to base the analysis on.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air does not process sold intermediate products by third parties (e.g., manufacturers) subsequent to sale.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

301

(7.5.3) Methodological details

Includes the emissions from the direct use-phase of sold products over their expected lifetime use (DEFRA 2022 factors).

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

184

(7.5.3) Methodological details

All non-food related products sold by Wizz Air whilst on board that are disposed of by customers outside of the aircraft and therefore not already included in the "Waste generated in Operations" category (Relevant emissions factor applied to the total weight of goods sold).

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air does not have any leased downstream assets.

Scope 3 category 14: Franchises

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air does not have any franchises.

Scope 3 category 15: Investments

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Wizz Air had no investments in the base year (Financial Year 2020).

Scope 3: Other (upstream)

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Not applicable.

Scope 3: Other (downstream)

(7.5.1) Base year end

03/31/2020

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Not applicable.
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

5771643

(7.6.3) Methodological details

In Scope 1, for Wizz Air, jet fuel is the only key emissions source accounted in this category. The emission factor of aviation turbine fuel was applied from the scientific database DEFRA 2023.

Past year 1

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

4811337

(7.6.2) End date

03/30/2023

(7.6.3) Methodological details

Scope 1 emissions were calculated using a process-based emission approach. This approach uses actual consumption data which is multiplied by the relevant carbon conversion factor.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

1366

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

1953

(7.7.4) Methodological details

Wizz Air’s Scope 2 emissions are its indirect emissions resulting from the generation of consumed electricity in various ground facilities, including the rented offices, crew rooms, training centre, and hangars. As per the GHG Protocol Scope 2 guidance Wizz Air calculates and reports both market-based and location-based emissions resulting from electricity usage. No categories were excluded from the Scope 2 GHG emissions calculations. Location-based electricity is calculated based on the average emissions intensity of grids in which energy consumption occurs. The relevant carbon conversion factors are sourced from databases such as EcoInvent 3.10 and Association of Issuing Bodies (2022). Market-based electricity is calculated using specific electricity conversion factors sourced directly from suppliers or energy attribute certificates reflecting the true emissions associated with the energy mix purchased. Where supplier specific conversion factors are not available, residual mix factors are applied. If residual mix factors are not available for the market, location-based factors are used. Wizz Air calculated the GHG inventory of F24 in cooperation with ClimatePartner Austria. In instances where primary data related to electricity consumption is unavailable, ClimatePartner Austria has used the Budapest location as an internal benchmark. This is because the data management is considered high quality due to the annual energy audits. Therefore, the approach to calculate the Company’s electricity consumption was a hybrid method that utilized both primary data from the locations and the internally applied benchmark. Different values were calculated for various site types - crew room, office, and hangar - to quantify the individual consumption characteristics of each type.

Past year 1

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

1135

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

1463

(7.7.3) End date

03/30/2023

(7.7.4) Methodological details

Location-based electricity is calculated based on the average emissions intensity of grids in which energy consumption occurs. The relevant carbon conversion factors are sourced from DEFRA for UK sites and IEA for international sites. Market-based electricity is calculated using specific electricity conversion factors sourced directly from suppliers or energy attribute certificates reflecting the true emissions associated with the energy mix purchased. Where supplier specific conversion factors are not available, residual mix factors are applied. If residual mix factors are not available for the market, location-based factors are used.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

121085.3

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

In scope are all emissions generated upstream of Wizz Air's operations from Tier 1 suppliers during the reporting year. Excluded are emissions associated with cargo operations undertaken in aircraft owned by the HU-government, which are outside of Wizz Air's operational control.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

372984.21

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Emissions generated from any capitalised expenditure within the reporting year. Upstream emissions from aircraft manufacturing have been excluded as these assets are effectively owned by a different company and not Wizz Air.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1202266.88

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Consumption-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Wizz Air's sites where it has operational control over and Wizz Air's jet fuel. Emissions related to the extraction, production, and transportation of fuels and energy purchased or acquired by the reporting company in the reporting year, not already accounted for in Scope 1 or Scope 2.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

38799.71

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Includes shipping paid for and arranged by Wizz Air on behalf of buyers and sellers for the transportation of goods and materials.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

7771.58

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Consumption-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Emissions from the disposal & treatment of solid waste at sites within Wizz Air's operational control from sites and from the disposal of waste generated on aircraft.

Business travel

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

3585.13

(7.8.3) Emissions calculation methodology

Select all that apply
☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Transportation of employees for business-related activities during the reporting year, in vehicles not owned or operated by the reporting company.

Employee commuting

(7.8.1) Evaluation status

Select from:
☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

17804.63

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Consumption-based method with employee commuting survey supported.

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Employee commuting distances to Wizz Air's sites.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Wizz Air does not have other leased assets not already included in Scope 1 and 2 emissions.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Wizz Air does not sell any physical products. Downstream transportation (i.e. from customers to end-users) is excluded from Wizz Air's organisational boundaries on the grounds of lack of influence, limited risk (not core to business operations), and lack of reliable data to base the analysis on.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Wizz Air does not process sold intermediate products by third parties (e.g., manufacturers) subsequent to sale.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

19.17

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify **:**Consumption-based method. Wizz Air provided data on relevant products sold onboard. The carbon emissions were calculated by applying the relevant emissions factor to the total weight of goods sold by assumed disposal method.

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

Includes the emissions from the direct use-phase of sold products over their expected lifetime (i.e., emissions from the use of products that directly consume energy (fuels or electricity) during use.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

258.34

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify **:**Consumption-based method. Wizz Air provided data on relevant products sold onboard. The carbon emissions were calculated by applying the relevant emissions factor to the total weight of goods sold by assumed disposal method.

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

All non-food related products sold by Wizz Air whilst on board that are disposed of by customers outside of the aircraft and therefore not already included in the "Waste generated in Operations" category.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Wizz Air does not have any leased downstream assets.

Franchises

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

Wizz Air does not have any franchises.

Investments

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

8618.03

(7.8.3) Emissions calculation methodology

Select all that apply
☑ Spend-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.5) Please explain

This category relates to financed emissions, which are emissions arising from financial services, investments, and loans provided to other companies. Wizz Air has two Equity investments in the companies Firefly and CleanJoule. Both companies are focusing on production and development of sustainable aviation fuels.

Other (upstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

No other upstream emissions to account for.

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

No other downstream emissions to account for.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

03/30/2023

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

343622

(7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

2474

(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

996176

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

6401

(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)

1346

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

20550

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

10747

(7.8.1.9) Scope 3: Upstream leased assets (metric tons CO2e)

0

(7.8.1.10) Scope 3: Downstream transportation and distribution (metric tons CO2e)

0

(7.8.1.11) Scope 3: Processing of sold products (metric tons CO2e)

0

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

149

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

136

(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)

0

(7.8.1.15) Scope 3: Franchises (metric tons CO2e)

0

(7.8.1.16) Scope 3: Investments (metric tons CO2e)

0

(7.8.1.17) Scope 3: Other (upstream) (metric tons CO2e)

0

(7.8.1.18) Scope 3: Other (downstream) (metric tons CO2e)

0

(7.8.1.19) Comment

In F23, Wizz Air's scope 3 emissions were calculated in line with the WRI's Greenhouse Gas Protocol: Corporate Value Chain (scope 3) Accounting and Reporting Standard as well as the WRI's GHG Protocol Technical Guidance for Calculating Scope 3 emissions. Wizz Air used a hybrid approach, using the following two methods: Process-based method – using actual consumption data on a given activity and the associated carbon conversion factor (using DEFRA or IEA factors) to calculate the emission, and Extended Environmental Input-Output (EEIO) model method – using spend data and EEIO models to quantify the emissions associated with spend in each sector of the economy in each geography.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.1.4) Attach the statement

wizz-air-f24-ghg-limited-assurance-certificate.pdf

(7.9.1.5) Page/section reference

1-3

(7.9.1.6) Relevant standard

Select from:
☑ ISAE 3410

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

wizz-air-f24-ghg-limited-assurance-certificate.pdf

(7.9.2.6) Page/ section reference

1-3

(7.9.2.7) Relevant standard

Select from:

☑ ISAE 3410

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

- ☑ Scope 3: Investments
- ☑ Scope 3: Capital goods
- ☑ Scope 3: Business travel
- ☑ Scope 3: Employee commuting
- ☑ Scope 3: Use of sold products
- ☑ Scope 3: Purchased goods and services
- ☑ Scope 3: Waste generated in operations
- ☑ Scope 3: End-of-life treatment of sold products
- ☑ Scope 3: Upstream transportation and distribution
- ☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

wizz-air-f24-ghg-limited-assurance-certificate.pdf

(7.9.3.6) Page/section reference

1-3

(7.9.3.7) Relevant standard

Select from:
☑ ISAE 3410

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Increased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No change in renewable energy consumption was seen in the reporting year.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No other emissions reduction activities were put in place in the reporting year.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No divestments were conducted in the reporting year.

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No acquisitions were conducted in the reporting year.

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No mergers were conducted in the reporting year.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

960306

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

20

(7.10.1.4) Please explain calculation

This increase is a result of the increased demand and desire to travel, and the fact that the company has been continuously expanding its fleet with the addition of new Airbus A321neo aircraft while phasing out older models. These aircraft, powered by Pratt & Whitney GTF engines, reduce fuel burn by 16%, nitrogen oxide emissions by 50%, and noise footprint by nearly 50% compared to previous generation aircraft. They can operate on a fuel blend with up to 50% SAF. The change is

calculated using the difference in jet fuel emissions year on year for Wizz Air. In F24, fleet fuel consumption increased by 20% compared to the previous year. The increase in emissions is in line with the increase in consumption.

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

There were no changes in methodology in the reporting year.

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

There were no changes in boundary in the reporting year.

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No change in physical operating conditions.

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No unidentified changes.

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

No other changes.
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:

☑ No

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:
☑ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

5719535

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:
☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

3986

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:
☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

48122

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)
[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Albania

(7.16.1) Scope 1 emissions (metric tons CO2e)

305971.746

(7.16.2) Scope 2, location-based (metric tons CO2e)

0.665

(7.16.3) Scope 2, market-based (metric tons CO2e)

0.665

Austria

(7.16.1) Scope 1 emissions (metric tons CO2e)

199575.369

(7.16.2) Scope 2, location-based (metric tons CO2e)

3.225

(7.16.3) Scope 2, market-based (metric tons CO2e)

3.225

Bosnia & Herzegovina

(7.16.1) Scope 1 emissions (metric tons CO2e)

28148.406

(7.16.2) Scope 2, location-based (metric tons CO2e)

4.092

(7.16.3) Scope 2, market-based (metric tons CO2e)

4.312

Bulgaria

(7.16.1) Scope 1 emissions (metric tons CO2e)

318075.215

(7.16.2) Scope 2, location-based (metric tons CO2e)

231.606

(7.16.3) Scope 2, market-based (metric tons CO2e)

330.126

Cyprus

(7.16.1) Scope 1 emissions (metric tons CO2e)

97882.203

(7.16.2) Scope 2, location-based (metric tons CO2e)

1.779

(7.16.3) Scope 2, market-based (metric tons CO2e)

2.099

Georgia

(7.16.1) Scope 1 emissions (metric tons CO2e)

118133.986

(7.16.2) Scope 2, location-based (metric tons CO2e)

0.611

(7.16.3) Scope 2, market-based (metric tons CO2e)

0.611

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

505133.609

(7.16.2) Scope 2, location-based (metric tons CO2e)

436.806

(7.16.3) Scope 2, market-based (metric tons CO2e)

651.306

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

689224.044

(7.16.2) Scope 2, location-based (metric tons CO2e)

6.869

(7.16.3) Scope 2, market-based (metric tons CO2e)

14.379

Lithuania

(7.16.1) Scope 1 emissions (metric tons CO2e)

89816.246

(7.16.2) Scope 2, location-based (metric tons CO2e)

16.665

(7.16.3) Scope 2, market-based (metric tons CO2e)

22.675

Malta

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

8.262

(7.16.3) Scope 2, market-based (metric tons CO2e)

14.752

North Macedonia

(7.16.1) Scope 1 emissions (metric tons CO2e)

179063.311

(7.16.2) Scope 2, location-based (metric tons CO2e)

6.356

(7.16.3) Scope 2, market-based (metric tons CO2e)

6.356

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

994178.332

(7.16.2) Scope 2, location-based (metric tons CO2e)

580.417

(7.16.3) Scope 2, market-based (metric tons CO2e)

812.647

Romania

(7.16.1) Scope 1 emissions (metric tons CO2e)

1167573.578

(7.16.2) Scope 2, location-based (metric tons CO2e)

35.306

(7.16.3) Scope 2, market-based (metric tons CO2e)

43.236

Serbia

(7.16.1) Scope 1 emissions (metric tons CO2e)

125399.856

(7.16.2) Scope 2, location-based (metric tons CO2e)

2.883

(7.16.3) Scope 2, market-based (metric tons CO2e)

3.943

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

380376.866

(7.16.2) Scope 2, location-based (metric tons CO2e)

6.718

(7.16.3) Scope 2, market-based (metric tons CO2e)

6.718

United Kingdom of Great Britain and Northern Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

573090.264

(7.16.2) Scope 2, location-based (metric tons CO2e)

14.72

(7.16.3) Scope 2, market-based (metric tons CO2e)

27.03
[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply
☑ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Vehicle fleet*	*5771643*

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

Transport services activities

(7.19.1) Gross Scope 1 emissions, metric tons CO2e

5771643

(7.19.3) Comment

Scope 1 CO2 emissions (carbon dioxide) by our operations was 5,771,643 tonnes (based on our jet fuel consumption within Scope 1). This also includes the fuel consumption of any wet lease aircraft.
[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By facility

☑ By activity

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

Row 1

(7.20.2.1) Facility

Tirana Office and Training Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.66

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0.66

Row 2

(7.20.2.1) Facility

Vienna Office & training room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

4.1

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

4.1

Row 3

(7.20.2.1) Facility

Vienna crew room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

5.6

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

5.6

Row 4

(7.20.2.1) Facility

Tuzla Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.91

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.01

Row 5

(7.20.2.1) Facility

Tuzla crew room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2.19

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.31

Row 6

(7.20.2.1) Facility

Sofia Crew Room/office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

11.17

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

18.13

Row 7

(7.20.2.1) Facility

SOF Hangar

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

219.29

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

310.28

Row 8

(7.20.2.1) Facility

Varna Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.14

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.71

Row 9

(7.20.2.1) Facility

Larnaca Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.77

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.1

Row 10

(7.20.2.1) Facility

Kutaisi Office & training rooms

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.61

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0.61

Row 11

(7.20.2.1) Facility

Budapest Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

3.74

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

5.76

Row 12

(7.20.2.1) Facility

Budapest Laurus Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

71.84

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

94.84

Row 13

(7.20.2.1) Facility

Budapest Training Centre

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

280.74

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

441.68

Row 14

(7.20.2.1) Facility

BUD Hangar

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

88.7

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

116.81

Row 15

(7.20.2.1) Facility

Debrecen Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.08

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.53

Row 16

(7.20.2.1) Facility

Catania Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.54

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.31

Row 17

(7.20.2.1) Facility

Fiumicino crew room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.53

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

3.24

Row 18

(7.20.2.1) Facility

Fiumicino office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.12

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.22

Row 19

(7.20.2.1) Facility

Milan Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.75

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

3.69

Row 20

(7.20.2.1) Facility

Naples crew room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.97

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.93

Row 21

(7.20.2.1) Facility

Venice Crew room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.75

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.58

Row 22

(7.20.2.1) Facility

Venice office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.21

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0.42

Row 23

(7.20.2.1) Facility

Vilnius Training room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

16.67

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

22.68

Row 24

(7.20.2.1) Facility

Skopje crew & training room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

5.28

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

5.28

Row 25

(7.20.2.1) Facility

Skopje Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.08

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.08

Row 26

(7.20.2.1) Facility

Malta Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

8.26

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

14.75

Row 27

(7.20.2.1) Facility

Gdansk Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

10.35

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

15.1

Row 28

(7.20.2.1) Facility

Krakow Crew & Training rooms

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

3.37

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

4.76

Row 29

(7.20.2.1) Facility

Katowice Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

33.87

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

49.63

Row 30

(7.20.2.1) Facility

KTW Hangar

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

142.01

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

203.72

Row 31

(7.20.2.1) Facility

KTW Hangar H3

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

384.93

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

531.13

Row 32

(7.20.2.1) Facility

Warsaw Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

4.82

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

6.81

Row 33

(7.20.2.1) Facility

Wroclaw Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.07

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.49

Row 35

(7.20.2.1) Facility

Cluj Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

15.81

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

19.49

Row 36

(7.20.2.1) Facility

Craoiva Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2.97

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

3.72

Row 37

(7.20.2.1) Facility

Iasi Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.82

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

0.95

Row 38

(7.20.2.1) Facility

Bucharest crew room/office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

7.95

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

9.29

Row 39

(7.20.2.1) Facility

Otopeni Training Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

3.1

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

3.8

Row 40

(7.20.2.1) Facility

Sibiu Training Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.07

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.34

Row 41

(7.20.2.1) Facility

Sibiu Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.34

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.76

Row 42

(7.20.2.1) Facility

Suceava

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.9

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.13

Row 43

(7.20.2.1) Facility

Timisoara Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

1.36

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

1.78

Row 44

(7.20.2.1) Facility

Belgrad Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2.89

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

3.94

Row 45

(7.20.2.1) Facility

Abu Dhabi Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

4.18

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

4.18

Row 46

(7.20.2.1) Facility

Abu Dhabi Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2.54

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.54

Row 47

(7.20.2.1) Facility

Gatwick Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

0.93

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

2.17

Row 48

(7.20.2.1) Facility

Luton Crew Room

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

2.48

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

4.72

Row 49

(7.20.2.1) Facility

Luton Office

(7.20.2.2) Scope 2, location-based (metric tons CO2e)

11.31

(7.20.2.3) Scope 2, market-based (metric tons CO2e)

20.15
[Add row]

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

	Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Electricity*	*1092.95*	*1680.04*
Row 2	*Heat*	*264.03*	*264.03*
Row 3	*Cooling*	*9.31*	*9.31*

[Add row]

(7.21) Break down your organization’s total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

Transport services activities

(7.21.1) Scope 2, location-based, metric tons CO2e

1366.29

(7.21.2) Scope 2, market-based (if applicable), metric tons CO2e

1953.38

(7.21.3) Comment

Wizz Air’s Scope 2 emissions are its indirect emissions resulting from the generation of consumed electricity in various ground facilities, including the rented offices, crew rooms, training centre, and hangars. As per the GHG Protocol Scope 2 guidance Wizz Air calculates and reports both market-based and location-based emissions resulting from electricity usage. No categories were excluded from the Scope 2 GHG emissions calculations.
[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

5771643

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

1366.29

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

1953.38

(7.22.4) Please explain

Wizz Air's chosen reporting boundary is operational control. Under the operational control approach, Wizz Air accounts for 100% of emissions from all operations under which it or one of its subsidiaries (Wizz Air Holdings Plc: Wizz Air Hungary Ltd., Wizz Air UK Limited, Wizz Air Abu Dhabi Limited, Wizz Air Malta Limited and other legal subsidiaries) has operational control, which means that it has the authority to introduce and implement its operating policies.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

Not applicable.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ No

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:
☑ More than 0% but less than or equal to 5%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ Yes
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:*

	Indicate whether your organization undertook this energy-related activity in the reporting year
	☑ Yes
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ No

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

21765768.93

(7.30.1.4) Total (renewable and non-renewable) MWh

21765768.93

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

2724.94

(7.30.1.4) Total (renewable and non-renewable) MWh

2724.94

Consumption of purchased or acquired heat

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

1302.76

(7.30.1.4) Total (renewable and non-renewable) MWh

1302.76

Consumption of purchased or acquired cooling

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

222.72

(7.30.1.4) Total (renewable and non-renewable) MWh

222.72

Total energy consumption

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

21815590.7

(7.30.1.4) Total (renewable and non-renewable) MWh

21815590.7
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No sustainable biomass.

Other biomass

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No other biomass.

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No other renewable fuels.

Coal

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No coal.

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.8) Comment

No oil.

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

1302.76

(7.30.7.8) Comment

Gas figure provided.

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

21765768.93

(7.30.7.8) Comment

Other non-renewable fuels provided.

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

21767071.69

(7.30.7.8) Comment

Total provided.
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:
☑ Albania

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 2

(7.30.14.1) Country/area

Select from:
☑ Austria

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 3

(7.30.14.1) Country/area

Select from:

☑ Bosnia & Herzegovina

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 4

(7.30.14.1) Country/area

Select from:

☑ Bulgaria

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 5

(7.30.14.1) Country/area

Select from:
☑ Cyprus

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 6

(7.30.14.1) Country/area

Select from:
☑ Georgia

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 7

(7.30.14.1) Country/area

Select from:

☑ Hungary

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 8

(7.30.14.1) Country/area

Select from:

☑ Italy

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 9

(7.30.14.1) Country/area

Select from:

☑ Lithuania

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 10

(7.30.14.1) Country/area

Select from:

☑ Malta

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 11

(7.30.14.1) Country/area

Select from:

☑ North Macedonia

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 12

(7.30.14.1) Country/area

Select from:

☑ Poland

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 13

(7.30.14.1) Country/area

Select from:

☑ Romania

(7.30.14.2) Sourcing method

Select from:

☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 14

(7.30.14.1) Country/area

Select from:
☑ Serbia

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 15

(7.30.14.1) Country/area

Select from:
☑ United Arab Emirates

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable

Row 16

(7.30.14.1) Country/area

Select from:
☑ United Kingdom of Great Britain and Northern Ireland

(7.30.14.2) Sourcing method

Select from:
☑ None (no active purchases of low-carbon electricity, heat, steam or cooling)

(7.30.14.10) Comment

Not Applicable
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Albania

(7.30.16.1) Consumption of purchased electricity (MWh)

3.6

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3.60

Austria

(7.30.16.1) Consumption of purchased electricity (MWh)

11.56

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

11.56

Bosnia & Herzegovina

(7.30.16.1) Consumption of purchased electricity (MWh)

4.46

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4.46

Bulgaria

(7.30.16.1) Consumption of purchased electricity (MWh)

390.69

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

390.69

Cyprus

(7.30.16.1) Consumption of purchased electricity (MWh)

1.91

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1.91

Georgia

(7.30.16.1) Consumption of purchased electricity (MWh)

2.13

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2.13

Hungary

(7.30.16.1) Consumption of purchased electricity (MWh)

1434.06

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1434.06

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

19.75

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

19.75

Lithuania

(7.30.16.1) Consumption of purchased electricity (MWh)

15.24

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

15.24

Malta

(7.30.16.1) Consumption of purchased electricity (MWh)

27.6

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

27.60

North Macedonia

(7.30.16.1) Consumption of purchased electricity (MWh)

7.7

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

7.70

Poland

(7.30.16.1) Consumption of purchased electricity (MWh)

663.33

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

663.33

Romania

(7.30.16.1) Consumption of purchased electricity (MWh)

81.06

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

81.06

Serbia

(7.30.16.1) Consumption of purchased electricity (MWh)

2.98

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2.98

United Arab Emirates

(7.30.16.1) Consumption of purchased electricity (MWh)

11.82

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

11.82

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

46.85

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

46.85
[Fixed row]

(7.36) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.36.1) Activity

Select from:
☑ Aviation

(7.36.2) Metric figure

0.0165

(7.36.3) Metric numerator

Select from:
☑ Liters of fuel

(7.36.4) Metric denominator

Select from:

☑ Revenue-ton.km

(7.36.5) Metric numerator: Unit total

1815915000

(7.36.6) Metric denominator: Unit total

109962210000

(7.36.7) % change from last year

2.9

(7.36.8) Please explain

This metric is derived by dividing total liters of jet fuel used by the total revenue ton kilometer. (Revenue/booked passenger kilometers (RPK) are used as the metric of activity for passenger operations.)
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.001138

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

5773323

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

5073075067

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

8.23

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Other emissions reduction activities

(7.45.9) Please explain

Scope 1 and 2 emissions combined have increased in F24 compared to F23, however, the relative increase in Wizz Air's total revenue was more significant year on year. Our carbon intensity has further seen an improvement, is due to Wizz Air's highly efficient operations, enabled by the continuous fleet renewal by phasing out older aircraft models and replacing them with the Airbus A320/321neo, the most fuel-efficient aircraft in its class today. By the close of the fiscal year 2024, aircraft equipped with the advanced "neo" technology constituted 61 per cent of Wizz Air's fleet. These state-of-the-art aircraft are capable of operating on a fuel blend containing up to 50 per cent SAF. Regarding the increase in revenue, was primary driven by a 21.5 per cent increase in the number of passengers. Concurrently, the ancillary revenue, which includes earnings from additional services, also saw an increase, mirroring the trend in ticket revenue growth.
[Add row]

(7.51) What are your primary intensity (activity-based) metrics that are appropriate to your emissions from transport activities in Scope 1, 2, and 3?

Aviation

(7.51.1) Scopes used for calculation of intensities

Select from:

☑ Report just Scope 1

(7.51.2) Intensity figure

0.000052

(7.51.3) Metric numerator: emissions in metric tons CO2e

5771643

(7.51.4) Metric denominator: unit

Select from:

☑ p.km

(7.51.5) Metric denominator: unit total

109962210000

(7.51.6) % change from previous year

-3.34

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

All jet fuel emissions considered here. Wizz Air's single most significant emission source is jet fuel, responsible for 85 per cent of total emissions when accounting for the impacts from fuel combustion in aircraft (Scope 1). Considering that jet fuel's impact is so material to Wizz Air's total carbon footprint, the focus will remain on managing these emissions to achieve efficiencies. Wizz Air has already developed a strategy to manage and reduce jet fuel efficiency through fleet upgrade, fuel saving initiatives and the increased use of sustainable aviation fuel and will generate further actions and solutions for a sustainable transition, to achieve net zero.

ALL

(7.51.1) Scopes used for calculation of intensities

Select from:

☑ Report just Scope 1

(7.51.2) Intensity figure

0.000052

(7.51.3) Metric numerator: emissions in metric tons CO2e

5771643

(7.51.4) Metric denominator: unit

Select from:

☑ p.km

(7.51.5) Metric denominator: unit total

109962210000

(7.51.6) % change from previous year

-3.34

(7.51.7) Please explain any exclusions in your coverage of transport emissions in selected category, and reasons for change in emissions intensity.

All jet fuel emissions considered here.
[Fixed row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply
☑ Intensity target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:
☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:
☑ No, but we anticipate setting one in the next two years

(7.53.2.5) Date target was set

06/01/2020

(7.53.2.6) Target coverage

Select from:
☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

(7.53.2.11) Intensity metric

Select from:

☑ Grams CO2e per revenue passenger kilometer

(7.53.2.12) End date of base year

03/30/2020

(7.53.2.13) Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

57.2

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

57.2000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

99

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

99

(7.53.2.55) End date of target

03/30/2030

(7.53.2.56) Targeted reduction from base year (%)

25

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

42.9000000000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

155

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

52

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

52.0000000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

36.36

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

Carbon emissions intensity is the key environmental metric for Wizz Air as Scope 1 CO2 emissions from flight operations are the most significant contributor to its carbon footprint. Therefore, Wizz Air has chosen to set its target to reduce its Scope 1 emissions intensity by 25 per cent by Financial Year 2030 versus our Financial Year 2020 baseline. This intensity metric (e.g. CO2 emitted as measured per passenger kilometre) measures emissions resulting from a given amount of activity, and enables objective comparison as it provides a unit of emissions performance that is comparable between different sized companies and different business models. Changes in emissions intensity highlight the changes in the resource efficiency of the Company, while looking at total emissions focuses on changes in the economic performance. Reduction in total emissions could simply be the result of reduced economic activity, without any positive changes in efficiency and the related processes. Carbon efficiency reflects the energy efficiency of aviation operations as CO2 emissions are directly calculated from the amount of fuel burnt during flights. One ton of fuel burn emits 3.15 tonnes of CO2 (as per international conversion standards). In F24, Wizz Air's carbon intensity continued to further improve. The F24 average annual CO2 RPK was 52 grammes, which is unique in the sector and the lowest ever carbon intensity reported by Wizz Air for a 12-month period.

(7.53.2.86) Target objective

Wizz Air has established a CO2/RPK emissions target of 43 grammes, compared to its fiscal 2020 baseline of 57.2 grammes CO2/RPK. Sustainable, profitable, and organic growth with an industry-leading cost base has been at the core of our strategy since the start of Wizz Air's operations. We understand that to continue delivering our strategy successfully, we introduced an incentive scheme for senior management in F22, which strongly incentivizes achieving sustainability targets. The incentive scheme includes the target of progress towards the ultimate CO2/RPK decrease as part of the management incentive scheme for the Group CEO and all Officers. Our key actions to achieve our CO2/RPK target include our leading fleet renewal programme, fuel efficiency initiatives, and the usage of Sustainable Aviation Fuels.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

Wizz Air's CO2/RPK glidepath is achieved through fleet renewal, fuel savings initiatives, and sustainable aviation fuels (SAF). Fleet Renewal: Fleet renewal remains our core pillar in reducing CO2 emissions, as demand for new aircraft technology encourages innovation and technological advances. Wizz Air has been leading this effort to address emissions reduction in the short term. We have been continuously expanding its fleet with the addition of new Airbus A321neo aircraft while phasing out older models. By the fiscal year-end, 61% of the fleet was equipped with advanced "neo" technology. These aircraft, powered by Pratt & Whitney GTF engines, reduce fuel burn by 16%, nitrogen oxide emissions by 50%, and noise footprint by nearly 50% compared to previous generation aircraft. They can operate on a fuel blend with up to 50% SAF. Wizz Air's CO2 emissions intensity (CO2/RPK) was among the industry's lowest in F24, thanks to ongoing investment in fleet innovation. Sustainable Aviation Fuels: Wizz Air's SAF strategy involves strategic investment in R&D projects to secure its own SAF sources. The company holds equity investments in two SAF R&Ds: FireFly and CleanJoule. These investments ensure a long-term reliable supply chain, enabling Wizz Air to meet future blending mandates effectively. Wizz Air also collaborates with suppliers capable of delivering sufficient SAF quantities through Memorandums of Understanding (MoU), ensuring a sustainable and resilient fuel supply. These SAF producers include OMV, Mabanaft/P2X, Neste, and Cepsa. Fuel Efficiency: Wizz Air has been deploying various high-impact fuel efficiency initiatives that are on ongoing bases are reducing consumption by 2.15% (e.g., sharklets, reduced take-off flap configuration, single-engine taxi-in, lighter aircraft brakes, etc.). Flight path optimization options are being explored continuously, and further improvements are expected as we continue to benefit from the analysis of our third-party fuel efficiency platform in combination with our Mobile Electronic Flight Bag (EFB). Wizz Air has also partnered with StokJet, a company specializing in AI-powered fuel efficiency software, to explore additional possibilities for improving fuel efficiency.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ No other climate-related targets

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	*0*	*`Numeric input*
To be implemented	*1*	*14824*
Implementation commenced	*0*	*0*
Implemented	*11*	*109250*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

3531

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

896880

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Performance/Idle Factors: Wizz Air is constantly measuring and monitoring through an external provider the flight data, recorded for each flight by the aircraft itself. This data is used to create individual performance models for each aircraft, which are then compared to an expected book-level performance. The resulting performance factor is used to lower fuel burn, increasing the accuracy of the operational flight plan and reducing the need for discretionary fuel on board. Idle factors are used by the on-board flight management system to better estimate top of descent (T/D), reducing the need to apply engine thrust during descent

Row 2

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

12662

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

3215840

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Reduced take-off flap configuration: We perform reduced take-off configurations. Three years ago, we harmonised in our operations manual (OM) the recommendation for take-off flap configuration for A320 and A321. Lowering the recommendation to CONF 1 for A321 (same as for A320) has a significant fuel saving potential of around 10– 15kg of fuel per take-off due to the decrease in induced drag, meaning that a lower thrust setting is required. In effect, this means that the pilots are recommended to perform take-offs with the lowest flap setting when all circumstances are optimal (weather, aircraft weight, runway length, etc.) – the captain has the final say on this, always ensuring maximum safety of the passengers and the aircraft.

Row 3

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

2545

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

646400

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Single engine taxi-in: During taxi-in at the airport, and after the required cooling period, the pilots can turn one engine off, reducing the fuel consumption and emissions on the ground (provided that the prerequisites regarding taxi time and taxiway slope/geometry are met).

Row 4

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

10276

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

2609840

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Calculated reserve fuel: Wizz Air had previously been using fixed values (instead of fuel on estimated aircraft mass) when planning final reserve fuel, which were not representative of real operations. Around 100–200kg of extra fuel weight used to be carried on each flight as a result, on top of the necessary amount of fuel (including safety precautions). Note, final reserve fuel is the minimum fuel required to fly for 30 minutes at 1,500 feet above the alternate aerodrome or, if an alternate is not required, at the destination aerodrome at holding speed. Some Regulating Authorities require sufficient fuel to hold for longer. As safety is Wizz Air's first priority, the final reserve fuel is always calculated with the highest possible care and also in compliance with all safety requirements.

Row 5

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

414

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

334512

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Lighter aircraft brakes: From 2020, all newly delivered A321neo aircraft have new break units that are 20kg lighter than the previous models. This helps to decrease our aircraft weight, leading to decreased emissions per flight.

Row 6

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

3436

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

872640

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

The statistical taxi fuel is one of Wizz Air's newest fuel efficiency initiatives, implemented in January 2024. The statistical calculation of taxi-out times in the Flight Planning System considers historical data for up to two years of operations (adjusted for seasonality) for each combination of airport/runway and aircraft type. Estimated taxi-out times are then converted to estimated fuel consumption by using specific taxi fuel-flow rates based on aircraft type (ceo/neo), resulting in a more accurate calculation of the planned taxi fuel consumption.

Row 7

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

48071

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

12208880

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Sharklets: They can reduce fuel burn by around 2 per cent and reduce CO2 emissions by 600 tonnes/year/plane. All newly built Airbus 320/321 aircraft come with Sharklets, which can reduce fuel burn on long routes. 100 per cent of the Wizz Air fleet will be equipped with Sharklets by 2024

Row 8

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

3531

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

896880

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Zero Fuel Weight Optimisation: Operational flight plans created by the Flight Planning System used to be calculated with an estimated Zero Fuel Weight (ZFW), based on standard and fixed weight of passengers and their luggage. Around a year ago, Wizz Air introduced a new model to better estimate ZFW and at the same time, to reduce the number of underestimations. Using machine learning algorithms, a model was trained with actual data over a period of two years to estimate ZFW based on different factors such as: city pair, time of the day, period of the year, etc. The resulting estimated ZFW was around one tonne lower than using the simpler method.

Row 9

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

4040

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

1026160

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Electronic Flight Bag (EFB): The Mobile Electronic Flight Bag is a significant step-change for inflight optimisation and helps our pilots make more accurate fuel planning decisions based on instantly updated data. The new system is helping reduce fuel consumption due to more precise flight planning and weight reduction. The main direct benefit of this solution is that operational flight plans are calculated closer to the scheduled time of departure and delivered remotely to the pilots' iPads. This enables the use of more up-to-date weather forecasts, more accurate aircraft weights, and more optimal alternate airports and routes. Given the connectivity nature of the new EFB solution, pilots can have at their disposal new in-flight optimisation tools based on updated weather forecasts and historical direct routing options.

Row 10

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

11390

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

2892640

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Fuel efficiency platform (FEP): A flagship project for supporting data analytics around better fuel efficiency focused on the integration and implementation of a new leading third-party fuel efficiency platform, Storkjet's Fuelpro. The fuel efficiency platform (FEP) provides the analysis capability and the tracking of cost-saving fuel initiatives in all flight-related stages: flight planning and policies, ground operations, APU and packs, departure, flight path optimisation, and arrival.

Row 11

(7.55.2.1) Initiative category & Initiative type

Transportation

☑ Company fleet vehicle efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

9353

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

2375520

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Differentiated cost index: Considering that the cost index represents the cost of time over the cost of fuel, a differentiated cost index is applied to the ceo and the neo fleet, which better represents the different time-related costs for each aircraft type and allows us to maximise the cost reduction (and fuel burn) of the operations. Essentially, this process allows us to operate with a lower cost index, meaning the most economical way to fly, resulting in saved emissions too.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Employee engagement

(7.55.3.2) Comment

Wizz Air has implemented several internal sustainability initiatives. Among these is the groundbreaking WIZZ Sustainability Ambassadors Programme, which empowers our ambassadors to actively participate in local sustainability projects and engage their colleagues in these initiatives. These projects range from recycling initiatives to charitable endeavors. Our ambassadors play a crucial role in promoting eco-friendly practices and sharing valuable sustainability insights with their peers. In November 2023, Wizz Air launched its internal campaign, "Sustainability Month", for the second time. This campaign included a four-week-long network-wide competition designed to inspire our employees to adopt environmentally friendly practices and share their efforts to minimize their environmental impact. We also recognize the importance of indirect emissions, which originate from sources beyond our direct control, such as employee commuting. One such source is employee commuting – the routine travel between their place of residence and the workplace. To comprehensively assess our environmental footprint, we conduct an

employee commuter survey twice a year. This survey gathers information directly from our employees on how often they commute, their preferred modes of transport and the distance of their commute. By understanding these patterns, we can develop strategies to minimise our impact and promote sustainable commuting options.

Row 5

(7.55.3.1) Method

Select from:

☑ Internal finance mechanisms

(7.55.3.2) Comment

Wizz Air's Finance functions are key when it comes to forecasting and assessing the financial impacts of climate policies. Climate risks and the emissions reduction related projects are integrated into the financial planning processes. Finance also manages the purchase and surrender of the required ETS allowances whilst forecasting future ETS and CORSIA costs. Wizz Air uses shadow carbon pricing to forecast ETS unit costs, to contribute to better budgetary and risk management decisions.

Row 6

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Wizz Air is compliant with the EU ETS including Switzerland ETS (reported together with EU ETS), UK ETS and CORSIA emission reporting standards. Wizz Air's Treasury function is dedicated to managing the ETS and CORSIA emissions reporting to the competent authorities, and ensure the verification of these reports for each reporting period. Wizz Air is committed to complying with regulatory requirements with regard to sustainable aviation fuel (SAF) at European Union and country level. The Company is currently working with stakeholders to qualify a SAF supply chain in line with the ULCC principles whilst meeting all applicable criteria on feedstock. Furthermore, a key focus area connected to climate change and ESG will be environmental regulation compliance in the coming year. Wizz Air's team has already begun preparations to ensure compliance with the future mandatory reporting frameworks such as the EU's Corporate Sustainability Reporting Directive, EU Taxonomy, emissions reporting or any other future potential requirements.

Row 7

(7.55.3.1) Method

Select from:

☑ Partnering with governments on technology development

(7.55.3.2) Comment

Wizz Air has joined the Alliance for Zero Emission Aviation (AZEA) in 2022, a voluntary initiative launched by the European Commission to pave the way for next-generation sustainable aircraft and the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance (RLCF) that is working on tackling the lack of availability and affordability of renewable and low-carbon drop-in fuels for aviation (and waterborne transport), boosting production, increasing investor certainty, reducing investment risks and reducing price differential between conventional fossil fuels and alternative fuels. Wizz Air provides its business insight to the UK government, to support the mission of reaching net zero in the aviation sector by 2050. The Company is a member of the delivery groups of the UK government's main advisory body on sustainable aviation, the JetZero Council. In the Zero Emissions Flight delivery group, the focus is on accelerating the design, manufacturing, infrastructure and commercial operation of zero emissions aircraft. The SAF delivery group provides advice on how government and industry can work together to deliver the UK SAF commitments (to have at least 10 per cent sustainable aviation fuel (SAF) in the UK jet fuel mix by 2030). As a local airline, Wizz Air Abu Dhabi is involved and has been participating in the UAE Aviation Environment Working Group (which was established by the local General Civil Aviation Authority to support the UAE's Net Zero 2050 Strategy for aviation and the related state action plan), and recently signed an agreement with the UAE Ministry of Energy and Infrastructure to promote sustainability and collaborate on a wide range of areas, raising awareness about more environmentally friendly practices amongst passengers. Wizz Air is engaged in advocacy with governments and stakeholders to help create comprehensive policies and a market for SAF producers. Wizz Air is closely following the negotiations between the European Parliament and the Council of the European Union on the Fit for 55 climate package.

Row 8

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

Wizz Air declared a target reduction to 43g CO2/RPK emissions by fiscal 2030 versus its fiscal 2020 baseline of 57.2g CO2/RPK. This target has been integrated into the incentive scheme for the CEO and the entire Leadership Team as of financial year 2022.

Row 9

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

Sustainable aviation fuel currently sells for much higher prices than conventional jet fuel because of the lack of scale and limits of the existing technological pathways. Production has only recently become viable with the support of governments and technological development; therefore, the sector needs significant investment to scale up. Recognizing these limitations, Wizz Air has made two equity investments into SAF in 2023 so far and is continuously looking into other opportunities with the potential for achieving structural advantage in terms of cost and supply. In April 2023, the airline announced that it is investing 5,000,000 to support Firefly's SAF process development to achieve ASTM qualification. This was Wizz Air's first equity investment in SAF research and development. The partnership with Firefly, a biofuel company, will allow Wizz Air to supply SAF to its UK operations from 2028, up to 525,000 tonnes over 15 years. This volume of SAF supply has the potential to save 1.5 million tonnes of greenhouse gas lifecycle emissions, when compared to fossil jet fuel. In terms of its feedstock, the benefits of sewage sludge are significant, as it is globally available in large quantities and it is a low-value waste that can cause environmental problems. As such, the SAF converted from this feedstock promises to be more affordable than some other routes to SAF, allowing Wizz Air to continue to provide accessibly priced air travel.In May 2023, CleanJoule, a startup focused on the production of SAF, announced a US50 million via consortium investment led by the principals of Indigo Partners, a U.S.-based private equity firm, and GenZero. As part of the consortium's investment, Frontier Airlines, Wizz Air and Volaris have signed binding agreements to purchase up to 90 million gallons of SAF. Funds raised from the round will support the further development of CleanJoule's technology to produce high-performance SAF from agricultural residues and other waste biomass more cost-effectively.

Row 10

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Wizz Air's dedicated teams are continuously working on identifying new and improved solutions that can contribute to fuel efficiency, reducing our environmental impact per flight by consuming less fuel. The fuel efficiency teams have been utilizing new digital solutions employing artificial intelligence for data analysis. There are also other key strategic projects supporting the fuel management experts' and our pilots' work, such as our Mobile Electronic Flight Bag (EFB) recently implemented across the Group. We maintain our focus on the identification and qualification of other emission reduction and fuel efficiency projects continuously.

Row 11

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Connected to its goal of reducing emissions from 57.2g CO2/RPK in F20 to 43g CO2/RPK emissions by F30, Wizz Air has established its ambitious fleet renewal strategy, with the aim of operating the most fuel efficient and the youngest fleet in Europe (currently Wizz Air's fleet age is 4.3 years on average, which is half of the average in the airlines sector). Wizz Air already has one of the most innovative fleets in Europe with high seat density, high passenger load factors and high operational efficiency. In light of the global aspirations to achieve net zero by 2050, now more than ever, airlines depend on the technology and innovations available here and now. Wizz Air is dedicated to innovation, using the best available technology today and continuing to work on bold plans for the future, leveraging new technology and sustainable aviation fuels
[Add row]

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☑ No

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Aviation

(7.75.2) Metric

Select from:

☑ Fleet adoption

(7.75.3) Technology

Select from:

☑ Other, please specify :Aircraft efficiency solutions (engine fuel burn efficiency, seat density)

(7.75.4) Metric figure

224

(7.75.5) Metric unit

Select from:

☑ Other, please specify :Average seats per aircraft

(7.75.6) Explanation

Seat density in a narrowbody aircraft is a key metric for driving fuel efficiency per seat and per passenger. The more passengers we can transport on a single flight, the lower the emissions per passenger kilometer. By 2030, we aim to have an average of 237 seats in our narrowbody aircraft, achieving 100% fleet utilization. The average number of seats per aircraft has climbed to 224 as at March 2024 from 219 in F23. Fleet renewal is currently our strongest pillar when it comes to CO2 reduction per flight and per passenger. The Airbus A321neo is the most fuel-efficient single aisle aircraft, powered by Pratt & Whitney GTF engines, with the lowest fuel consumption per seat-kilometer in its category, cabin with 239 seats, 20% fuel savings, 50% lower NOx (Nitrous Oxide) emission, lowest carbon footprint compared to the previous generation of A320ceo and it also performs better than the Boeing 737 Max aircraft when it comes to fuel efficiency per seat. As of the end of F24, Wizz Air operates a fleet consisting of 208 Airbus A320/1neo and ceo-family aircraft with an average age of 4.3 years, well below the industry average (which is around ten years based on the above referenced benchmark). Wizz Air's average aircraft age will continue to improve and is planned to reduce to 3.1 years by 2027, underpinning the airline's continued fleet renewal efforts. The airline has been continuously adding new Airbus A321neo aircraft to its fleet and replacing older aircraft. The share of new "neo" technology aircraft within Wizz Air's fleet has reached 61 per cent by the end of the financial year. These aircraft can currently fly with up to 50 per cent SAF blend.

Row 3

(7.75.1) Activity

Select from:

☑ Aviation

(7.75.2) Metric

Select from:

☑ Other, please specify :Demonstration flights with sustainable aviation fuel

(7.75.3) Technology

Select from:

☑ Other, please specify **:**Alternative fuels

(7.75.4) Metric figure

23.5

(7.75.5) Metric unit

Select from:

☑ Other, please specify **:**tonnes

(7.75.6) Explanation

In 2023 Wizz Air took off from Budapest Airport for the first time with a 37 per cent blend of Neste MY Sustainable Aviation Fuel supplied by MOL. Wizz Air's five aircraft were supplied with a total of 23.5 tonnes of a fuel blend containing 37 per cent pure SAF and 63 per cent Jet A1 fuel. The project supported broader efforts in aviation to reduce lifecycle CO2 emissions and to prepare the supply system at Budapest Airport ahead of the SAF blending mandate.
[Add row]

(7.79) Has your organization canceled any project-based carbon credits within the reporting year?

Select from:

☑ No

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Education & awareness

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ Other, please specify :We measure the outreach, as in the amount of people we involved in the educational campaign. The company's biodiversity educational campaign involved email newsletters with educational, awareness-raising information.

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Electricity/Steam/Heat/Cooling consumption

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3410, Assurance Engagements on Greenhouse Gas Statements

(13.1.1.4) Further details of the third-party verification/assurance process

The scope of limited assurance completed by KPMG in 2024 also included energy consumption KPI related to scope 1 and 2 GHG emissions.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

wizz-air-f24-ghg-limited-assurance-certificate.pdf
[Add row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Wizz Air's Chief Corporate and ESG Officer fulfills the same duties as a sustainability officer. The Group's sustainability function and public affairs team (climate advocacy) both report to her.

(13.3.2) Corresponding job category

Select from:

☑ Chief Sustainability Officer (CSO)

[Fixed row]