RYANAIR REPORTS Q1 PROFITS OF €663M
STRONG EASTER & WEAK PRIOR YEAR COMPS.
DUE TO UKRAINE INVASION

Ryanair Holdings today (24 July) reported Q1 profits of €663m, compared to a Ukraine affected prior year Q1 PAT of €170m thanks to a strong Easter, the extra UK (Coronation) public holiday in May and weak PY comps. due to Russia's invasion of Ukraine in Feb. 2022 which damaged last year's Q1 traffic and fares.

	30 Jun. 2022	30 Jun. 2023	Change
Customers	45.5m	50.4m	+11%
Load Factor	92%	95%	+3pts
Revenue	€2.60bn	€3.65bn	+40%
Op. Costs	€2.38bn*	€2.94bn	+23%
PAT	€170m*	€663m	+290%
EPS (euro cent)	16.53	58.22	+252%

** Non-IFRS financial measure, excl. €18m except. unrealised mark-to-market net gain on jet fuel caps.*

During Q1:
- Traffic rose 11% to 50.4m (95% load factor).
- Rev. per pax +27% (ave. fares +42% & ancil. rev. +4%).
- 119x B737-8200 "*Gamechangers*". Total fleet of 558 aircraft at 30 Jun.
- 3 new bases & 190 new routes opened for S.23.
- Fuel hedging extended – 75% FY24 at $89bbl & 27% FY25 at $74bbl (via swaps).
- Net cash of €0.98bn (31 Mar.: €0.56bn). Ratings upgraded to BBB+.
- 300x MAX-10 order in May to renew fleet & grow traffic to 300m p.a. by FY34.

Ryanair's Michael O'Leary, said:

ENVIRONMENT:

"Every customer switching to Ryanair from high fare EU legacy carriers can reduce their emissions by up to 50% per flight. We continue to invest heavily in new technology aircraft. During Q1 we took delivery of 21 fuel efficient, B737-8200 "*Gamechangers*" (4% more seats, 16% less fuel & CO_2 and 40% quieter). In May, we signed a deal with Repsol to supply SAF to Ryanair bases in Spain. This builds on similar SAF arrangements with OMV, Neste & Shell and puts the Group on track to achieve its ambitious 2030 goal of powering 12.5% of Ryanair flights with SAF - with 9.5% already secured.

The most significant environmental initiative Ryanair can deliver near term, is to press for urgent reform of Europe's inefficient ATC system. In May we submitted a petition to the European Commission, signed by over 1m of our customers, calling on the EU to protect *"overflights"* during national ATC strikes. We believe this would reduce flight delays, cut flight times, and unnecessary CO_2 emissions. Over the past 6 months, French ATC alone, has held 60 days of strikes, during which the French Govt. used min. service laws to protect local/domestic flights while disproportionately cancelling overflights. We, and our customers, call on the EC President, Ursula von der Leyen, to protect the single market for air travel and minimise the impact of ATC strikes on EU citizens (while respecting the right of ATC unions to strike) by insisting that national Govt.'s protect overflights, as is already the case in Greece, Italy and Spain.

Today, we are proud to launch Ryanair's 2023 Sustainability Report ("Aviation with Purpose"). Our recent $40bn order for 300 Boeing MAX-10 aircraft (21% more seats, 20% less fuel and 50% quieter) will enable us to pursue even more ambitious environmental targets over the next decade. We have reset our CO_2 per pax/km target at a very ambitious 50 grams by 2031 (previously 60 grams by 2030). We have also published the Group's 1.5 degree Climate Transition Plan.

SOCIAL:

As the Ryanair Group traffic grows to 300m p.a. by FY34, we expect to create over 10,000 new, well-paid, jobs for highly trained aviation professionals. To facilitate this growth as we take delivery of 90 more Gamechangers and 300 MAX-10s, we recently ordered 12 new CAE simulators (6 firm and 6 options worth over $120m). Building on the success of our new state-of-the-art aviation training centre in Dublin, we have finalised plans to develop 2 similar excellence centres to accelerate crew training in both Central Europe (Krakow) and the Iberian Peninsula. We are also upgrading our UK training centre in East-Midlands.

This summer, in anticipation of increased ATC disruptions, we invested heavily in operational resilience (increased crew ratios, doubled the size of our Dublin and Warsaw ops centres, enhanced our day-of-travel app. and continuously improving our live customer comms.) to ensure that our passengers and crew continue to enjoy Ryanair's industry leading OTP and reliability. This investment has been rewarded with a strong Q1 CSAT score of 85% (up 2pts on our PY Q1), with "*crew friendliness*" continuing to be our top score (rated over 90%).

GROWTH:

We are operating our largest ever summer schedule (over 3,200 flights and up to 600,000 passengers daily). We have opened 3 new bases (Belfast, Lanzarote & Tenerife) and over 190 new routes, further growing our No.1 or No. 2 share in the Italian, Polish, Spanish and UK markets. We have recently announced plans to fly to/from Albania this winter, expanding our CEE footprint offering competition, choice and lower fares than the incumbent carrier. Structural EU capacity reductions following numerous EU airline failures or fleet reductions during Covid, volatile oil prices (discouraging weaker, unhedged, airlines from adding capacity), a shortage of aircraft (new and leased), the return of Asian traffic and this year's very strong influx of American visitors to Europe (helped by a strong US$) means that European short-haul capacity remains constrained this summer. H1 demand is robust and fares remain ahead of last year as we move into peak S.23 although this trend seems weaker in Q2 than it was in Q1.

European airlines will continue to consolidate over the next 2-3 years, with the takeover of ITA (Italy) and the sale of TAP (Portugal) already underway. The large backlog of OEM aircraft deliveries is likely to constrain capacity growth in Europe for at least the next 4 years, which will enable Ryanair to further extend our market share gains as we take delivery of almost 100 Gamechangers over the next 3 summers. Our unit cost advantage over EU competitors, fuel hedging, strong balance sheet and low-cost aircraft orders out to 2033, coupled with our industry leading operational resilience, creates significant growth opportunities for Ryanair over the coming years as we grow traffic to 300m p.a. by FY34.

Q1 FY24 BUSINESS REVIEW:

Revenue & Costs

Q1 scheduled revenues increased 57% to €2.47bn. Traffic grew 11% to 50.4m and ave. fares rose 42% to €49 thanks to a strong Easter (the PY Q1 was badly damaged by the Ukraine invasion of Feb. 2022) and an extra UK (Coronation) public holiday in May. Ancillary revenue increased 15% to €1.18bn (c.€23.30 per passenger). Total Q1 FY24 revenue therefore rose 40% to €3.65bn. Total operating costs increased 23% to €2.94bn, primarily due to higher fuel (+30% to €1.34bn), staff costs (reflecting restoration of pay cuts, pre-agreed pay increases and higher crewing ratios as we invest in op. resilience) and higher ATC fees (incl. in airport & handling charges). Despite a modest increase in unit costs (ex-fuel) to just under €32 in Q1, Ryanair's cost advantage over EU competitors continues to widen.

FY24 fuel requirements are almost 85% hedged at approx. $89bbl (with a mix of swaps and caps) and FY25 hedging has increased to 27% at approx. $74bbl. Over 90% of FY24 €/$ opex is hedged at 1.08 and approx. 50% of FY25 is hedged at 1.12. Our B-8200 "Gamechanger" order book is fully hedged at €/$1.24 (locking in significant cost savings as we take delivery of these more fuel efficient and quieter aircraft).

Balance Sheet & Liquidity

Ryanair's balance sheet is one of the strongest in the industry with a BBB+ credit rating and over €4.8bn gross cash at quarter end, despite over €1bn capex. Net cash increased to €0.98bn at 30 June (€0.56bn at 31 Mar.). Substantially all of the Group's B737 fleet is unencumbered, which significantly widens our cost advantage as interest rates and leasing costs continue to rise for competitors. We are on track to repay our second 2023 bond of €750m as it falls due in Aug. and €2.8bn FY24 capex (incl. peak Gamechanger capex and a MAX-10 signing deposit) from internal cash resources.

Our Board strategy, as our business recovers, is to firstly prioritise pay restoration and multi-year pay increases for our people. Secondly, we will pay down maturing debt as it falls due over the next 3 years, while at the same time funding our ambitious aircraft capex, from internally generated cashflows. Once we are confident that we can fully fund these large commitments, the Board will then consider restarting modest returns to shareholders, who supported Ryanair during the Covid pandemic. We are conscious that our shareholders invested just over €400m during our Sept. 2020 share placing (during the depth of the Covid crisis), and this was key to Ryanair subsequently issuing an €850m bond which helped us to survive the devastating impact of the Covid pandemic on travel.

FLEET:
Our Gamechanger fleet stood at 119 at quarter end and we expect to increase this to 124 by the end of July. We expect to take delivery of 49 B-8200s (173 in total) by year-end (Mar. 2024). As previously noted, Boeing has suffered multiple supply chain challenges, causing repeated delivery delays. We have worked closely with Boeing to minimise these delays, and the disruption to our schedules and traffic targets. We had originally expected 51 aircraft deliveries on/before 30 April, but the last of these deliveries was delayed into July. We hope that our winter 2023/spring 2024 deliveries will be less impacted, but already there are indications from Boeing that some deliveries may be delayed from April 2024 to June 2024.

In May, Ryanair signed an order with Boeing to purchase 300 Boeing MAX-10 aircraft (150 firm and 150 options) which, subject to shareholder approval at our Sept. AGM, will deliver between 2027 and 2033. These aircraft have 39 more seats (228 v 189 on the Boeing 737NG), but deliver 20% lower fuel consumption, 20% less CO_2 emissions and are 50% quieter. The additional seats, apart from increasing revenue growth, will further widen Ryanair's unit-cost advantage over European competitors for the next 20 years. We expect up to 50% of the order will be used to replace older NGs, while the remainder will facilitate controlled (but slower) traffic growth to approx. 300m p.a. by FY34. Given the strength of the Group's balance sheet, we anticipate that most of this capex will be funded primarily from internal resources (although the Group will remain opportunistic in its financing strategy).

OUTLOOK:
We expect FY24 traffic to grow to approx. 183.5m (up 9%), which is slower than the 185m originally expected, due to Boeing delivery delays in spring and in autumn 2023. While the cost gap between Ryanair and competitor airlines continues to widen, as previously guided, we expect to see an increase of approx. €2 in ex-fuel unit costs this year due to annualised crew pay restoration, higher crew ratios, increased ATC & route charges and the impact of Gamechanger delivery delays. While Q2 bookings are strong, the fare increase in Q2 will be much lower than in Q1 due to much stronger PY Q2 pricing in FY23 when peak summer travel snapped back strongly following the Ukraine invasion. We currently expect Q2 fares will be higher than the prior year Q2 but by a low double digit percentage. We noted a softening in close-in fares in late June and early July. The final H1 outcome is, therefore, highly dependent on close-in Aug. and Sept. bookings. As is normal at this time of year, we have very limited Q3 visibility and zero Q4 visibility. Having enjoyed a bumper Christmas and New Year travel period last year (the first festive travel season that wasn't curtailed by the Covid pandemic), we are conscious that consumers may require some fare stimulation to fill our 25% greater seat capacity this winter (compared to pre-Covid) following months of rising mortgage rates and consumer price inflation. If this transpires, then Ryanair's load active/yield passive strategy, coupled with our industry leading cost base, will uniquely position our Group to capture further market share, albeit at lower fares this winter.

Despite uncertainty over H2 Boeing deliveries, accentuated recently by the collapse of a Yellowstone River bridge in Montana, a significantly higher fuel bill (up €1bn over last year), volatile oil prices for our unhedged fuel, very limited H2 visibility and the risk of tighter consumer spending this winter, we remain cautiously optimistic that FY24 PAT will be modestly ahead of last year. It is, however, still too early to provide meaningful FY24 PAT guidance. We hope to be in a position to do so at our H1 results in Nov."

ENDS

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Ryanair Holdings plc, Europe's largest airline group, is the parent company of Buzz, Lauda, Malta Air, Ryanair & Ryanair UK. Carrying up to 184m guests p.a. on approx. 3,200 daily flights from 91 bases, the Group connects 230 airports in 36 countries on a fleet of 560 aircraft, with almost 390 Boeing 737s on order, which will enable the Ryanair Group to grow traffic to 225m p.a. by FY26 & 300m p.a. by FY34. Ryanair has a team of over 22,000 highly skilled aviation professionals delivering Europe's No.1 operational performance, and an industry leading 38-year safety record. Ryanair is Europe's greenest, cleanest, major airline group and customers switching to fly Ryanair can reduce their CO_2 emissions by up to 50% compared to major European legacy airlines.

Ryanair Holdings plc and Subsidiaries

Condensed Consolidated Interim Balance Sheet as at June 30, 2023 (unaudited)

	Note	**At June 30, 2023 €M**	At Mar 31, 2023 €M
Non-current assets			
Property, plant and equipment	**8**	**10,152.4**	9,908.9
Right-of-use asset		**198.4**	209.1
Intangible assets		**146.4**	146.4
Derivative financial instruments	**10**	**33.2**	54.6
Deferred tax		**5.8**	6.6
Other assets		**193.2**	168.9
Total non-current assets		**10,729.4**	10,494.5
Current assets			
Inventories		**5.2**	6.0
Other assets		**803.7**	878.6
Trade receivables	**10**	**88.6**	59.7
Derivative financial instruments	**10**	**226.1**	292.1
Restricted cash	**10**	**19.5**	19.5
Financial assets: cash > 3 months	**10**	**1,865.7**	1,056.2
Cash and cash equivalents	**10**	**2,954.8**	3,599.3
Total current assets		**5,963.6**	5,911.4
Total assets		**16,693.0**	16,405.9
Current liabilities			
Provisions		**19.6**	19.8
Trade payables	**10**	**838.1**	1,065.5
Accrued expenses and other liabilities		**4,919.5**	4,783.5
Current lease liability		**41.1**	43.2
Current maturities of debt	**10**	**820.6**	1,056.7
Derivative financial instruments	**10**	**437.3**	386.6
Current tax		**75.7**	66.3
Total current liabilities		**7,151.9**	7,421.6
Non-current liabilities			
Provisions		**164.2**	154.5
Derivative financial instruments	**10**	**19.2**	11.2
Deferred tax		**209.4**	159.3
Non-current lease liability		**153.2**	163.1
Non-current maturities of debt	**10**	**2,844.0**	2,853.2
Total non-current liabilities		**3,390.0**	3,341.3
Shareholders' equity			
Issued share capital		**6.9**	6.9
Share premium account		**1,383.4**	1,379.9
Other undenominated capital		**3.5**	3.5
Retained earnings		**4,842.6**	4,180.0
Other reserves		**(85.3)**	72.7
Shareholders' equity		**6,151.1**	5,643.0
Total liabilities and shareholders' equity		**16,693.0**	16,405.9

Ryanair Holdings plc and Subsidiaries

Condensed Consolidated Interim Income Statement for Quarter ended June 30, 2023 (unaudited)

	Note	Pre-Except. Change %*	IFRS Quarter Ended June 30, 2023 €M	Pre-Except. Quarter Ended June 30, 2022 €M	Except. Quarter Ended June 30, 2022 €M	IFRS Quarter Ended June 30, 2022 €M
Operating revenues						
Scheduled revenues		+57%	**2,473.7**	1,576.4	-	1,576.4
Ancillary revenues		+15%	**1,175.6**	1,025.1	-	1,025.1
Total operating revenues	**7**	+40%	**3,649.3**	2,601.5	-	2,601.5
Operating expenses						
Fuel and oil		-30%	**1,338.1**	1,032.7	(20.0)	1,012.7
Airport and handling charges		-23%	**414.1**	337.4	-	337.4
Staff costs		-31%	**359.8**	274.5	-	274.5
Depreciation		-21%	**274.9**	226.4	-	226.4
Route charges		-8%	**269.3**	249.0	-	249.0
Marketing, distribution and other		-16%	**201.3**	173.7	-	173.7
Maintenance, materials and repairs		+9%	**80.6**	88.2	-	88.2
Total operating expenses		-23%	**2,938.1**	**2,381.9**	(20.0)	2,361.9
Operating profit		+224%	**711.2**	219.6	20.0	239.6
Other income/(expense)						
Net finance income/(expense)			**18.1**	(20.1)	-	(20.1)
Foreign exchange			**11.4**	(16.5)	-	(16.5)
Total other income/(expense)			**29.5**	(36.6)	-	(36.6)
Profit before tax		+305%	**740.7**	183.0	20.0	203.0
Tax charge on profit	**4**		**(77.8)**	(13.0)	(2.5)	(15.5)
Profit for the Quarter - attributable to equity holders of parent		+290%	**662.9**	170.0	17.5	187.5
Earnings per ordinary share (€)						
Basic			**0.5822**			0.1653
Diluted			**0.5794**			0.1646
Weighted avg. no. of ord. shares (in Ms)						
Basic			**1,138.7**			1,134.6
Diluted			**1,144.1**			1,139.3

*"+" is favourable and "-" is adverse period-on-period.

Ryanair Holdings plc and Subsidiaries

Condensed Consolidated Interim Statement of Comprehensive Income for Quarter Ended June 30, 2023 (unaudited)

	Quarter Ended June 30, 2023 €M	Quarter Ended June 30, 2022 €M
Profit for the Quarter	**662.9**	187.5
Other comprehensive (loss)/income:		
Items that are or may be reclassified subsequently to profit or loss:		
Movements in hedging reserve, net of tax:		
Net movement in cash-flow hedge reserve	**(162.8)**	469.3
Other comprehensive (loss)/income for the Quarter, net of income tax	**(162.8)**	469.3
Total comprehensive income for the Quarter – attributable to equity holders of parent	**500.1**	656.8

Ryanair Holdings plc and Subsidiaries

Condensed Consolidated Interim Statement of Cash Flows for Quarter Ended June 30, 2023 (unaudited)

	Note	Quarter Ended June 30, 2023 €M	Quarter Ended June 30, 2022 €M
Operating activities			
Profit after tax		**662.9**	187.5
Adjustments to reconcile profit after tax to net cash from operating activities			
Depreciation		**274.9**	226.4
Decrease/(increase) in inventories		**0.8**	(0.2)
Tax charge on profit		**77.8**	15.5
Share based payments		**5.4**	2.6
(Increase) in trade receivables		**(28.9)**	(18.6)
Decrease/(increase) in other assets		**91.8**	(66.5)
Increase in trade payables		**17.6**	233.6
Increase in accrued expenses and other liabilities		**136.4**	843.2
(Decrease)/increase in provisions		**(1.1)**	13.6
Decrease in net finance income/expense		**8.6**	3.2
Foreign exchange		**10.4**	(30.9)
Income tax (paid)/refunded		**(5.0)**	1.2
Net cash inflow from operating activities		**1,251.6**	1,410.6
Investing activities			
Capital expenditure - purchase of property, plant and equipment		**(1,063.5)**	(416.2)
Supplier reimbursements		**-**	41.2
(Increase) in financial assets: cash > 3 months		**(809.5)**	(2,133.6)
Net cash (used in) investing activities		**(1,873.0)**	(2,508.6)
Financing activities			
Net proceeds from shares issued	**11**	**2.6**	4.5
Repayment of long-term borrowings		**(14.5)**	(39.8)
Lease liabilities paid		**(11.2)**	(13.1)
Net cash (used in) financing activities		**(23.1)**	(48.4)
Decrease in cash and cash equivalents		**(644.5)**	(1,146.4)
Net foreign exchange gain		**-**	31.2
Cash and cash equivalents at beginning of the quarter		**3,599.3**	2,669.0
Cash and cash equivalents at end of the quarter		**2,954.8**	1,553.8
Included in the cash flows from operating activities for the quarter are the following amounts:			
Interest income received		**29.7**	-
Interest expense paid		**(20.8)**	(17.9)

Ryanair Holdings plc and Subsidiaries

Condensed Consolidated Interim Statement of Changes in Shareholders' Equity for Quarter Ended June 30, 2023 (unaudited)

	Ordinary Shares M	Issued Share Capital €M	Share Premium Account €M	Other Undenom. Capital €M	Retained Earnings €M	Other Reserves Hedging €M	Other Reserves €M	Total €M
Balance at April 01, 2022	1,134.6	6.8	1,328.2	3.5	2,880.9	1,295.4	30.5	5,545.3
Profit for the year	-	-	-	-	1,313.8	-	-	1,313.8
Other comprehensive income/(loss)								
Net movements in cash-flow reserve	-	-	-	-	-	(1,264.0)	-	(1,264.0)
Total other comprehensive loss	-	-	-	-	-	(1,264.0)	-	(1,264.0)
Total comprehensive income/(loss)	-	-	-	-	1,313.8	(1,264.0)	-	49.8
Transactions with owners of the Company recognised directly in equity								
Issue of ordinary equity shares	4.1	0.1	51.7	-	(20.1)	-	-	31.7
Share-based payments	-	-	-	-	-	-	16.2	16.2
Transfer of exercised and expired share based awards	-	-	-	-	5.4	-	(5.4)	-
Balance at March 31, 2023	**1,138.7**	**6.9**	**1,379.9**	**3.5**	**4,180.0**	**31.4**	**41.3**	**5,643.0**
Profit for the quarter	**-**	**-**	**-**	**-**	**662.9**	**-**	**-**	**662.9**
Other comprehensive income								
Net movements in cash-flow reserve	**-**	**-**	**-**	**-**	**-**	**(162.8)**	**-**	**(162.8)**
Total other comprehensive loss	**-**	**-**	**-**	**-**	**-**	**(162.8)**	**-**	**(162.8)**
Total comprehensive income/(loss)	**-**	**-**	**-**	**-**	**662.9**	**(162.8)**	**-**	**500.1**
Transactions with owners of the Company recognised directly in equity								
Issue of ordinary equity shares	**0.2**	**-**	**3.5**	**-**	**(0.9)**	**-**	**-**	**2.6**
Share-based payments	**-**	**-**	**-**	**-**	**-**	**-**	**5.4**	**5.4**
Transfer of exercised and expired share based awards	**-**	**-**	**-**	**-**	**0.6**	**-**	**(0.6)**	**-**
Balance at June 30, 2023	**1,138.9**	**6.9**	**1,383.4**	**3.5**	**4,842.6**	**(131.4)**	**46.1**	**6,151.1**

Ryanair Holdings plc and Subsidiaries

MD&A Quarter Ended June 30, 2023 ("FY24")

Introduction
For the purposes of the Management Discussion and Analysis ("MD&A") (with the exception of the balance sheet commentary) all figures and comments are by reference to the quarter ended June 30, 2023 results excluding the exceptional item referred to below.

The Group, as part of its risk management strategy, utilised jet fuel call options to set a maximum price for up to 15% of FY23 expected fuel requirements. These instruments were measured at fair value through the income statement. Following the Russian invasion of Ukraine in Feb. 2022, the price of jet fuel significantly increased. An exceptional unrealised mark-to-market gain of €20M (pre-tax) was recorded on the Group's jet fuel call options at June 30, 2022.

Income Statement

Scheduled revenues:
Scheduled revenues increased **57% to €2.47BN** due to an 11% increase in traffic (from 45.5M to 50.4M) and 42% higher average fares at approx. €49.

Ancillary revenues:
Ancillary revenues increased **15% to €1.18BN** as traffic grew (up 11%) and spend on discretionary services such as priority boarding, reserved seating and in-flight sales increased 4% to approx. €23.30 per passenger.

Total revenues:
As a result of the above, total revenues increased **40% to €3.65BN.**

Operating Expenses:

Fuel and oil:
Fuel and oil increased **30% to €1.34BN** due to an 8% increase in sectors flown and higher jet fuel prices offset by fuel burn savings on the new B737-8200 aircraft.

Airport and handling charges:
Airport and handling charges rose **23% to €414M**, due to an 11% increase in traffic growth and higher ATC rates (which are included in this line item).

Staff costs:
Staff costs increased **31% to €360M** due to the larger fleet, an investment in operational resilience with higher crewing ratios (based on the earlier delivery of B737-8200 aircraft), 8% higher sectors and the full restoration of Covid-19 pay reductions.

Depreciation:
Depreciation increased **21% to €275M**, primarily due to higher amortisation resulting from higher aircraft utilisation (sectors up 8%), the delivery of 46 new B737-8200 "Gamechanger" aircraft and increased depreciation on capitalised maintenance on leased A320 aircraft (the leases were extended in Q2 FY23). There is a partial timing offset in maintenance, materials and repairs below, arising from the extension of A320 leases.

Route charges:
Route charges increased **8% to €269M**, in line with the 8% increase in sectors.

Marketing, distribution and other:
Marketing, distribution and other rose **16% to €201M** due to higher activity (including increased credit card transactions and rising onboard catering input costs).

Maintenance, materials and repairs:
Maintenance, materials and repairs decreased **9% to €81M** due to timing of aircraft checks. There is a partial timing offset in depreciation above, arising from the extension of A320 leases in Q2 FY23.

Other expense:
Net finance income was positive at **€18M** due to rising deposit interest rates, higher cash balances and lower debt (at mainly fixed interest rates). Movements in foreign exchange translation reflect changes primarily in the movements of the €/US$ exchange rate on balance sheet revaluations.

Balance sheet:
Gross cash increased **€165M to €4.84BN** at June 30, 2023.
Net cash increased **€422M to €0.98BN** at June 30, 2023.

Shareholders' equity:
Shareholders' equity increased **€508M to €6.15BN** primarily due to €663M net profit offset by 163M IFRS hedge accounting decrease in derivatives.

Ryanair Holdings plc and Subsidiaries
Interim Management Report

Introduction

This financial report for the quarter ended June 30, 2023 meets the reporting requirements pursuant to the Transparency (Directive 2004/109/EC) Regulations 2007 and Transparency Rules of the Central Bank of Ireland.

This interim management report includes the following:

- Principal risks and uncertainties relating to the remaining nine months of the year;
- Related party transactions; and
- Post balance sheet events.

Results of operations for the quarter ended June 30, 2023 compared to the quarter ended June 30, 2022, including important events that occurred during the quarter, are set forth above in the MD&A.

Principal risks and uncertainties for the remainder of the year

Jet fuel is subject to wide price fluctuations as a result of many economic and political factors and events occurring throughout the world that Ryanair can neither control nor accurately predict, including increases in demand, sudden disruptions in supply and other concerns about global supply, as well as market speculation. Oil prices increased significantly following Russia's invasion of Ukraine in February 2022 and remain volatile.

Despite the Group's strong recovery from the Covid-19 pandemic, future developments may again have a material adverse impact on the Company's business, results of operations, financial condition and liquidity.

Among other factors that are subject to change and could significantly impact Ryanair's expected results for the remainder of the year are the airline pricing environment, capacity growth in Europe, competition from new and existing carriers, market prices for the replacement of aircraft, costs associated with environmental, safety and security measures, the availability of appropriate insurance coverage, actions of the Irish, U.K., European Union ("EU") and other governments and their respective regulatory agencies, delays in the delivery of contracted aircraft, supply chain disruptions/delays, weather related disruptions, ATC strikes and staffing related disruptions, uncertainties surrounding Brexit, fluctuations in currency exchange rates and interest rates, airport access and charges, labour relations, the economic environment of the airline industry, the general economic environment in Ireland, the U.K., and Continental Europe, including the risk of a recession or significant economic slowdown, the general willingness of passengers to travel, other economic, social and political factors and unforeseen security events.

Board of Directors

Details of the members of the Company's Board of Directors are set forth on pages 119 and 120 of the Group's 2023 Annual Report.

Related party transactions – Please see note 9.

Post balance sheet events – Please see note 12.

Going concern

The Directors, having made inquiries, believe that the Group has adequate resources to continue in operational existence for at least the next 12 months and that it is appropriate to adopt the going concern basis in preparing these condensed consolidated interim financial statements. The continued preparation of the Group's condensed consolidated interim financial statements on the going concern basis is supported by the financial projections prepared by the Group.

In arriving at this decision to adopt the going concern basis of accounting, the Board has considered, among other things:

- The Group's net profit of €663M in the quarter ended June 30, 2023;
- The Group's liquidity, with €4.84BN cash at June 30, 2023, and the Group's continued focus on cash management;
- The Group's solid BBB+ (stable) credit rating from both S&P and Fitch Ratings;
- The Group's strong balance sheet position with almost all of its B737 fleet unencumbered;
- The Group's access to the debt capital markets, unsecured/secured bank debt and sale and leaseback transactions;
- Strong cost control across the Group;
- The Group's fuel hedging position (FY24 fuel requirements are approximately 83% hedged (75% with swaps and 8% with options) and approximately 25% (all swaps) of FY25 jet fuel requirements are hedged at June 30, 2023); and
- The Group's ability, as evidenced throughout the Covid-19 crisis, to preserve cash and reduce operational and capital expenditure in a downturn.

Ryanair Holdings plc and Subsidiaries
Notes forming Part of the Condensed Consolidated Interim Financial Statements

1. Basis of preparation and significant accounting policies

Ryanair Holdings plc (the "Company") is a company domiciled in Ireland. The unaudited condensed consolidated interim financial statements for the quarter ended June 30, 2023 comprise the results of the Company and its subsidiaries (together referred to as the "Group").

These unaudited condensed consolidated interim financial statements ("the interim financial statements"), which should be read in conjunction with our 2023 Annual Report for the year ended March 31, 2023, have been prepared in accordance with IAS 34 Interim Financial Reporting as adopted by the EU ("IAS 34"). They do not include all of the information required for full annual financial statements and should be read in conjunction with the most recent published consolidated financial statements of the Group. The consolidated financial statements of the Group as at and for the year ended March 31, 2023, are available at http://investor.ryanair.com/.

In adopting the going concern basis in preparing the interim financial statements, the Directors have considered Ryanair's available sources of finance including access to the capital markets, sale and leaseback transactions, secured and unsecured debt structures, the Group's cash on-hand and cash generation and preservation projections, together with factors likely to affect its future performance, as well as the Group's principal risks and uncertainties.

The June 30, 2023 figures and the June 30, 2022 comparative figures do not include all of the information required for full annual financial statements and therefore do not constitute statutory financial statements of the Group within the meaning of the Companies Act, 2014. The consolidated financial statements of the Group for the year ended March 31, 2023, together with the independent auditor's report thereon, are available on the Company's Website and will be filed with the Irish Registrar of Companies following the Company's Annual General Meeting. The accounting policies, presentation and methods of computation followed in the unaudited Condensed Consolidated Interim Financial Statements are consistent with those applied in the Company's latest Annual Report.

The Audit Committee, upon delegation of authority by the Board of Directors, approved the unaudited condensed consolidated interim financial statements for the quarter ended June 30, 2023 on July 21, 2023.

Except as stated otherwise below, the condensed consolidated interim financial statements for the quarter ended June 30, 2023 have been prepared in accordance with the accounting policies set out in the Group's most recent published consolidated financial statements, which were prepared in accordance with IFRS as adopted by the EU and also in compliance with IFRS as issued by the International Accounting Standards Board (IASB).

New IFRS standards and amendments adopted during the year
The following new and amended IFRS standards, amendments and IFRIC interpretations, have been issued by the IASB, and have also been endorsed by the EU unless stated otherwise. These standards are effective for the first time for the Group's financial year beginning on April 1, 2023 and therefore have been applied by the Group in these condensed consolidated interim financial statements:

- Amendments to IAS 12 Income Taxes: Deferred Tax related to Assets and Liabilities arising from a Single Transaction (effective on or after January 1, 2023).
- Amendments to IAS 8 Accounting Policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates (effective on or after January 1, 2023).
- Amendments to IAS 1 Presentation of Financial Statements and IFRS Practice Statement 2: Disclosure of Accounting policies (effective on or after January 1, 2023).
- IFRS 17 Insurance Contracts (effective on or after January 1, 2023).

- Amendments to IFRS 17 Insurance contracts: Initial Application of IFRS 17 and IFRS 9 – Comparative Information (effective on or after January 1, 2023).
- Amendments to IAS 12 Income taxes: International Tax Reform – Pillar Two Model Rules (effective on or after January 1, 2023).*

* These standards or amendments to standards are not as of yet EU endorsed.

The adoption of these new or amended standards did not have a material impact on the Group's financial position or results in the quarter ended June 30, 2023.

New IFRS standards and amendments issued but not yet effective

The following new or amended standards and interpretations will be adopted for the purposes of the preparation of future financial statements, where applicable. While under review, we do not anticipate that the adoption of these new or revised standards and interpretations will have a material impact on our financial position or performance:

- Amendments to IAS 1 Presentation of Financial Statements: Classification of Liabilities as Current or Non-current, Classification of Liabilities as Current or Non-current – Deferral of Effective Date, and Non-current Liabilities with Covenants (effective on or after January 1, 2024).*
- Amendments to IFRS 16 Leases: Lease Liability in a Sale and Leaseback (effective on or after January 1, 2024).*
- Amendments to IAS 7 Statement of Cash Flows and IFRS 7 Financial Instruments: Disclosures: Supplier Finance Arrangements (effective on or after January 1, 2024).*

* These standards or amendments to standards are not as of yet EU endorsed.

2. Judgements and estimates

The preparation of financial statements in conformity with IFRS requires management to make estimates, judgements and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses. These estimates and associated assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances, and the results of such estimates form the basis of carrying values of assets and liabilities that are not readily apparent from other sources. Actual results could differ materially from these estimates. These underlying assumptions are reviewed on an ongoing basis. A revision to an accounting estimate is recognised in the period in which the estimate is revised if the revision affects only that period or in the period of the revision and future periods if these are also affected. Principal sources of estimation uncertainty have been set forth below. Actual results may differ from estimates.

In preparing these condensed consolidated interim financial statements, the significant judgements and key sources of estimation uncertainty were the same as those that were applied in the most recent published consolidated financial statements.

Critical estimates

Long-lived assets

At June 30, 2023, the Group had €10.15BN of property, plant and equipment long-lived assets, of which €9.96BN were aircraft related. In accounting for long-lived assets, the Group must make estimates about the expected useful lives of the assets and the expected residual values of the assets. In estimating the useful lives and expected residual values of the aircraft component, the Group considered a number of factors, including its own historic experience and past practices of aircraft disposals, renewal programmes, forecasted growth plans, external valuations from independent appraisers, recommendations from the aircraft supplier and manufacturer and other industry-available information.

The Group's estimate of each aircraft's residual value is 15% of current market value of new aircraft, determined periodically, based on independent valuations and actual aircraft disposals during prior periods, and each aircraft's useful life is determined to be 23 years. Revisions to these estimates could be caused by changes to maintenance programmes, changes in utilisation of the aircraft, governmental regulations on ageing aircraft, changes in new aircraft technology, changes in governmental and environmental taxes, changes in new aircraft fuel efficiency and changing market prices for new and used aircraft of the same or similar types. The Group therefore evaluates its estimates and assumptions in each reporting period, and, when warranted, adjusts these assumptions. Any adjustments are accounted for on a prospective basis through depreciation expense.

Critical judgements
In the opinion of the Directors, the following significant judgements were exercised in the preparation of the financial statements:

Long-lived assets
On acquisition a judgement is made to allocate an element of the cost of an acquired aircraft to the cost of major airframe and engine overhauls, reflecting its service potential and the maintenance condition of its engines and airframe. This cost, which can equate to a substantial element of the total aircraft cost, is amortised over the shorter of the period to the next maintenance check (usually between 8 and 12 years) or the remaining useful life of the aircraft.

3. Seasonality of operations

The Group's results of operations have varied significantly from quarter to quarter, and management expects these variations to continue. Among the factors causing these variations are the airline industry's sensitivity to general economic conditions and the seasonal nature of air travel. Accordingly, the first half-year typically results in higher revenues and results.

4. Income tax charge

The Group's consolidated tax charge for the quarter ended June 30, 2023 of €78M (June 30, 2022: tax charge of €16M) comprises a current tax charge of €14M (June 30, 2022: current tax charge of €4M) and a deferred tax charge of €64M (June 30, 2022: deferred tax charge of €12M) primarily relating to the temporary differences for property, plant and equipment and net operating losses. This consolidated tax charge is the aggregation of separate tax charges and tax credits on the profits earned and losses suffered by each of the Group's operating companies calculated in accordance with differing tax rules and rates applicable in each jurisdiction where the Group operates. The effective tax rate was approximately 10.5% for the quarter ended June 30, 2023 (June 30, 2022: 8% credit) and is the result of the mix of profits and losses incurred by Ryanair's operating subsidiaries primarily in Ireland, Malta, Poland and the U.K.

5. Contingencies

The Group is engaged in litigation arising in the ordinary course of its business. The Group does not believe that any such litigation will individually, or in aggregate, have a material adverse effect on the financial condition of the Group. Should the Group be unsuccessful in these litigation actions, management believes the possible liabilities then arising cannot be determined but are not expected to materially adversely affect the Group's results of operations or financial position.

6. Capital commitments

At June 30, 2023 the Group had an operating fleet of 530 (2022: 483) Boeing 737s and 28 (2022: 29) Airbus A320 aircraft. In September 2014, the Group agreed to purchase up to 200 (100 firm and 100 options) Boeing 737-8200 aircraft which was subsequently increased to 210 (135 firm and 75 options). In December 2020, the Group increased its firm orders from 135 to 210 Boeing 737-8200 aircraft. At June 30, 2023, the Group had taken delivery of 119 of these aircraft. The remaining aircraft are due to be delivered before the end of FY25. In May 2023, the Group ordered 300 (150 firm and 150 options) new Boeing 737-MAX-10 aircraft for delivery between 2027 to 2033, which is subject to AGM approval on September 14, 2023.

7. Analysis of operating segment

The Group determines and presents operating segments based on the information that internally is provided to the Group CEO, who is the Company's Chief Operating Decision Maker (CODM).

The Group currently comprises five separate airlines, Buzz, Lauda Europe (Lauda), Malta Air, Ryanair DAC and Ryanair UK Limited (which is currently consolidated within Ryanair DAC). Ryanair DAC is reported as a separate segment as it exceeds the applicable quantitative thresholds for reporting purposes. Buzz, Malta and Lauda do not individually exceed the quantitative thresholds and accordingly are presented on an aggregate basis as they exhibit similar economic characteristics and their services, activities and operations are sufficiently similar in nature. The results of these operations are included as 'Other Airlines.'

The CODM assesses the performance of the business based on the profit after tax of each airline for the reporting period. Resource allocation decisions for all airlines are based on airline performance for the relevant period, with the objective in making these resource allocation decisions being to optimize consolidated financial results. Reportable segment information is presented as follows:

Quarter Ended	**Ryanair DAC June 30, 2023 €M**	**Other Airlines June 30, 2023 €M**	**Elimination June 30, 2023 €M**	**Total June 30, 2023 €M**
Scheduled revenue	**2,443.9**	**29.8**	**-**	**2,473.7**
Ancillary revenue	**1,175.6**	**-**	**-**	**1,175.6**
Inter-segment revenue	**184.0**	**342.8**	**(526.8)**	**-**
Segment revenue	**3,803.5**	**372.6**	**(526.8)**	**3,649.3**
Reportable segment profit after income tax	**633.3**	**29.6**	**-**	**662.9**
Other segment information:				
Net finance income/(expense)	**20.3**	**(2.2)**	**-**	**18.1**
Depreciation	**(264.5)**	**(10.4)**	**-**	**(274.9)**
Capital expenditure	**(519.3)**	**(12.6)**	**-**	**(531.9)**
Segment assets	**16,128.8**	**564.2**	**-**	**16,693.0**
Segment liabilities	**9,646.1**	**895.8**	**-**	**10,541.9**

Quarter Ended	Ryanair DAC	Other Airlines	Elimination	Total
	June 30, 2022 €M	June 30, 2022 €M	June 30, 2022 €M	June 30, 2022 €M
Scheduled revenue	1,556.1	20.3	-	1,576.4
Ancillary revenue	1,025.1	-	-	1,025.1
Inter-segment revenue	191.8	320.1	(511.9)	-
Segment revenue	2,773.0	340.4	(511.9)	2,601.5
Reportable segment profit after income tax (i)	154.6	15.4	-	170.0
Other segment information:				
Net Finance Expense	(19.6)	(0.5)	-	(20.1)
Depreciation	(212.4)	(14.0)	-	(226.4)
Capital Expenditure	(417.8)	(4.0)	-	(421.8)
Segment assets	16,629.4	340.8	-	16,970.2
Segment liabilities	10,021.4	739.6	-	10,761.0

(i) Reportable segment profit after income tax in the quarter ended June 30, 2022, excludes a net exceptional gain after tax of €18M, attributable to the fair value measurement of jet fuel call options.

The following table disaggregates revenue by primary geographical market. In accordance with IFRS 8, revenue by country of origin has been provided where revenue for that country is in excess of 10% of total revenue. Ireland is presented as it represents the country of domicile. "Other" includes all other countries in which the Group has operations.

	Quarter Ended June 30, 2023 €M	Quarter Ended June 30, 2022 €M
Italy	**796.4**	582.2
Spain	**656.3**	466.6
United Kingdom	**544.2**	379.1
Ireland	**210.8**	152.2
Other	**1,441.6**	1,021.4
Total revenue	**3,649.3**	2,601.5

Ancillary revenues comprise revenues from non-flight scheduled operations, in-flight sales and internet-related services. Non-flight scheduled revenue arises from the sale of priority boarding, allocated seats, car hire, travel insurance, airport transfers, room reservations and other sources, including excess baggage charges and other fees, all directly attributable to the low-fares business.

The vast majority of ancillary revenue is recognised at a point in time, which is typically the flight date. The economic factors that would impact the nature, amount, timing and uncertainty of revenue and cashflows associated with the provision of passenger travel-related ancillary services are homogeneous across the various component categories within ancillary revenue. Accordingly, there is no further disaggregation of ancillary revenue required in accordance with IFRS 15.

8. Property, plant and equipment

Acquisitions and disposals

During the period ended June 30, 2023, net capital additions amounted to €497M principally reflecting aircraft deliveries in the period, aircraft pre-delivery deposits and capitalised maintenance, offset by supplier reimbursements and favourable hedging.

9. Related party transactions

The Company's related parties comprise its subsidiaries, Directors and key management personnel. All transactions with subsidiaries eliminate on consolidation and are not disclosed.

There were no related party transactions in the quarter ended June 30, 2023 that materially affected the financial position or the performance of the Group during that period and there were no changes in the related party transactions described in the 2023 Annual Report that could have a material effect on the financial position or performance of the Group in the same period.

10. Financial instruments and financial risk management

The Group is exposed to various financial risks arising in the normal course of business. The Group's financial risk exposures are predominantly related to commodity price, foreign exchange and interest rate risks. The Group uses financial instruments to manage exposures arising from these risks.

These condensed consolidated interim financial statements do not include all financial risk management information and disclosures required in the annual financial statements and should be read in conjunction with the 2023 Annual Report. There have been no changes in our risk management policies in the period.

Fair value hierarchy

Financial instruments measured at fair value in the balance sheet are categorised by the type of valuation method used. The different valuation levels are defined as follows:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities that the Group can access at the measurement date.
- Level 2: inputs other than quoted prices included within Level 1 that are observable for that asset or liability, either directly or indirectly.
- Level 3: significant unobservable inputs for the asset or liability.

Fair value estimation

Fair value is the price that would be received to sell an asset, or paid to transfer a liability, in an orderly transaction between market participants at the measurement date. The following methods and assumptions were used to estimate the fair value of each material class of the Group's financial instruments:

Financial instruments measured at fair value

- **Derivatives – interest rate swaps:** Discounted cash-flow analyses have been used to determine their fair value, taking into account current market inputs and rates. The Group's credit risk and counterparty's credit risk is taken into account when establishing fair value (Level 2).
- **Derivatives – currency forwards, jet fuel forward contracts and carbon contracts:** A comparison of the contracted rate to the market rate for contracts providing a similar risk profile at June 30, 2023 has been used to establish fair value. The Group's credit risk and counterparty's credit risk is taken into account when establishing fair value (Level 2).

- **Derivatives – jet fuel call options:** The fair value of jet fuel call options is determined based on standard option pricing valuation models (Level 2).

The Group policy is to recognise any transfers between levels of the fair value hierarchy as of the end of the reporting period during which the transfer occurred. During the period ended June 30, 2023, there were no reclassifications of financial instruments and no transfers between levels of the fair value hierarchy used in measuring the fair value of financial instruments.

Financial instruments not measured at fair value

- **Long-term debt:** The repayments which the Group is committed to make have been discounted at the relevant market rates of interest applicable (including credit spreads) at June 30, 2023 to arrive at a fair value representing the amount payable to a third party to assume the obligations.

The fair value of financial assets and financial liabilities, together with the carrying amounts in the condensed consolidated interim balance sheet, are as follows:

	At June 30, 2023 Carrying Amount	At June 30, 2023 Fair Value	At Mar 31, 2023 Carrying Amount	At Mar 31, 2023 Fair Value
Non-current financial assets	€M	€M	€M	€M
Derivative financial instruments:				
- U.S. dollar currency forward contracts	**29.0**	**29.0**	53.2	53.2
- Jet fuel & carbon derivative forward contracts	**3.3**	**3.3**	-	-
- Interest rate swaps	**0.9**	**0.9**	1.4	1.4
	33.2	**33.2**	54.6	54.6
Current financial assets				
Derivative financial instruments:				
- U.S. dollar currency forward contracts	**182.6**	**182.6**	226.2	226.2
- Jet fuel options	**6.3**	**6.3**	14.1	14.1
- Jet fuel & carbon derivative forward contracts	**35.1**	**35.1**	49.6	49.6
- Interest rate swaps	**2.1**	**2.1**	2.2	2.2
	226.1	**226.1**	292.1	292.1
Trade receivables*	**88.6**		59.7	
Cash and cash equivalents*	**2,954.8**		3,599.3	
Financial asset: cash > 3 months*	**1,865.7**		1,056.2	
Restricted cash*	**19.5**		19.5	
	5,154.7	**226.1**	5,026.8	292.1
Total financial assets	**5,187.9**	**259.3**	5,081.4	346.7

	At June 30, 2023 Carrying Amount	At June 30, 2023 Fair Value	At Mar 31, 2023 Carrying Amount	At Mar 31, 2023 Fair Value
Non-current financial liabilities	€M	€M	€M	€M
Derivative financial instruments:				
- Jet fuel & carbon derivative contracts	**11.2**	**11.2**	8.1	8.1
- U.S. dollar currency forward contracts	**8.0**	**8.0**	3.1	3.1
	19.2	**19.2**	11.2	11.2
Non-current maturities of debt				
- Long-term debt	**801.7**	**801.7**	812.3	812.3
- Bonds	**2,042.3**	**1,920.5**	2,040.9	1,928.4
	2,844.0	**2,722.2**	2,853.2	2,740.7
	2,863.2	**2,741.4**	2,864.4	2,751.9
Current financial liabilities				
Derivative financial instruments:				
- Jet fuel & carbon derivative contracts	**394.4**	**394.4**	341.7	341.7
- U.S. dollar currency forward contracts	**42.9**	**42.9**	44.9	44.9
	437.3	**437.3**	386.6	386.6
Current maturities of debt:				
- Short-term debt	**71.3**	**71.3**	76.8	76.8
- Promissory notes**	**-**	**-**	230.6	230.6
- Bonds	**749.3**	**747.3**	749.3	744.3
	820.6	**818.6**	1,056.7	1,051.7
Trade payables*	**838.1**		1,065.5	
Accrued expenses*	**1,277.0**		1,276.6	
	3,373.0	**1,255.9**	3,785.4	1,438.3
Total financial liabilities	**6,236.2**	**3,997.3**	6,649.8	4,190.2

**The fair value of these financial instruments approximate their carrying values due to the short-term nature of the instruments.*

***During the quarter ended June 30, 2023, €0.2BN promissory notes were settled.*

11. Shareholders’ equity and shareholders’ returns

During the quarter ended June 30, 2023, 0.2M ordinary shares were issued at a strike price of €12 per share following the exercise of vested options for total proceeds of almost €3M. There were no shareholder returns during the quarter ended June 30, 2023.

12. Post balance sheet events

There were no significant post balance sheet events.