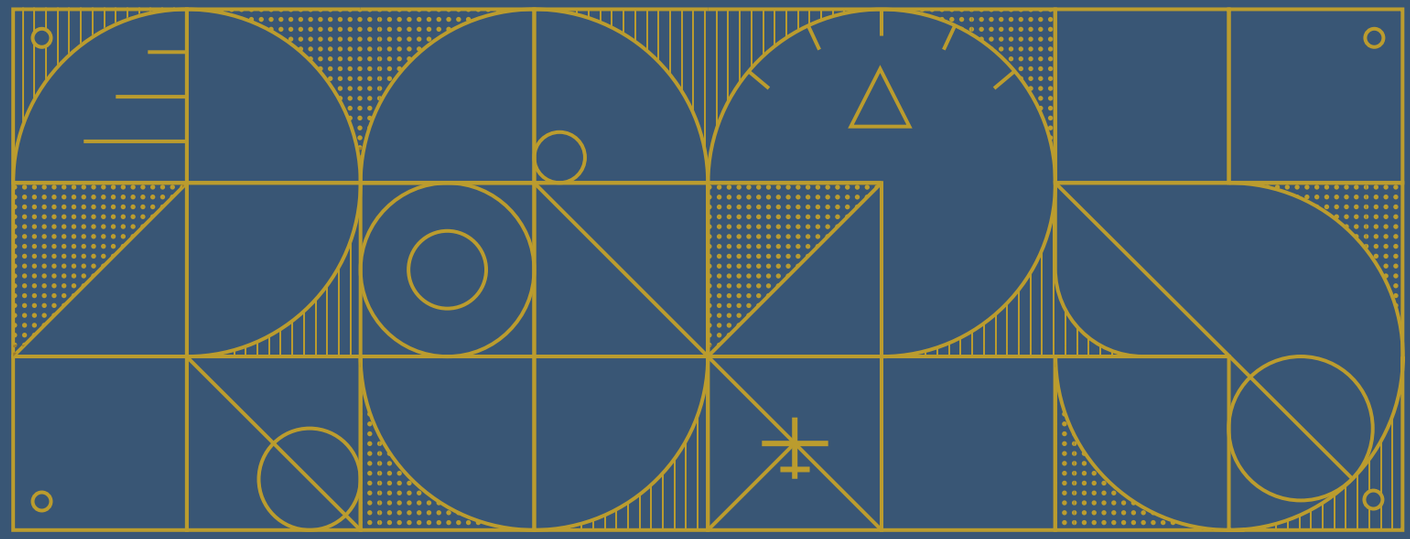


[YEG | ZVL]

[PILOTING PROSPERITY]

Every flight, every facility, every investment
moves more than people or cargo.
They move opportunities.

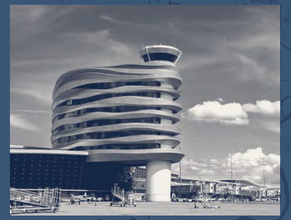
We are looking ahead.
Adapting, building and strengthening our role as a
trusted economic partner for today and for the future.

By leveraging our land,
our energy expertise,
our spirit of innovation,
we’re creating space
for businesses to grow,
industries to connect
and talent to take flight.

**From the classroom to the control tower,
from the terminal to the boardroom,
we are piloting prosperity.**

LAND ACKNOWLEDGMENT





Edmonton Airports respectfully acknowledges that we are on the ancestral and traditional Territory of Treaty Six and the Métis homeland. Treaty Six is the gathering place and travelling route of the Cree, Saulteaux, Blackfoot, Métis, Dene and Nakota Sioux.

We thoughtfully acknowledge the many First Nations, Métis and Inuit whose footsteps have marked these lands since time immemorial, and whose voices continue to guide a path forward together in reconciliation.

To do this in a way that aligns with our values, supports the Truth and Reconciliation Commission's 94 Calls to Action and strengthens our community, Edmonton Airports is committed to being an active partner and contributor in reconciliation.

This means that we commit to listening to and learning from our Indigenous community, creating meaningful partnerships and opportunities based on shared values and objectives and working together toward meaningful economic prosperity that will ensure the success of future generations.

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BOARD CHAIR LETTER

Carman McNary



In 2025, Edmonton Airports continued to advance our mission to ignite prosperity for our region, strengthening connectivity, enabling growth and delivering value well beyond our runways.

Guided by a clear strategic direction and a strong governance foundation, the organization demonstrated steady progress across key priorities. Passenger experience continued to improve, operational resilience remained strong and our focus on sustainability and inclusion was woven into everything we do. These outcomes reflect not only sound strategy, but a culture grounded in accountability, collaboration and care.

Our people remain central to our success. For the 12th year, Edmonton Airports was recognized as one of Alberta's Top Employers. This recognition speaks to the strength of our workplace culture and our commitment to being an Airport for Everyone. Engagement across our airport community also remained strong, with positive results from AirportNEXT partner surveys and continued improvement in Airport Service Quality (ASQ) passenger experience measures.

As a Board, we are proud to support bold, values-driven leadership. We work closely with management to ensure the organization is positioned for long-term success financially, operationally and sustainably, supporting major capital planning and ensuring Edmonton Airports continues to serve as a trusted economic enabler for the Edmonton Region and Canada's North.

I would like to thank President & CEO Myron Keehn, the Executive Leadership Team and all team members for their dedication and leadership throughout the year. Their commitment is evident in the results achieved and in the strong foundation being built for the future.

On behalf of the Board of Directors, I also extend sincere appreciation to our appointer municipalities and regional partners. Your collaboration and trust are essential as we continue to connect people, goods and opportunity – locally, nationally and globally.

Together, we are shaping a resilient, inclusive and prosperous future for our region.

PRESIDENT & CEO LETTER

Myron Keehn

2025 was a year of intentional foundation-building at Edmonton Airports, laying the groundwork for growth, investment and transformation ahead.

This was the first year of our new strategy, Igniting Prosperity, and while our direction is clear, we are purposefully evolving how we deliver it. Our focus remains on prioritizing aviation, monetizing our assets and optimizing our operations. Diversifying across aviation, real estate, cargo and energy continues to strengthen Edmonton Airports as a regional economic enabler – with air service as the foundation of everything we do.

This year, we proudly served more than eight million passengers, offering over 50 non-stop destinations, while our cargo and charter activity reinforced Edmonton's role as a key global hub. We also remained mindful of a changing global landscape, including shifts in U.S. travel sentiment and broader economic uncertainty. Our response has been rooted in resilience, remaining agile, disciplined and focused on the long view.

Beyond moving people and goods, our connections enable global trade, strengthen defence and aerospace partnerships and drive regional economic opportunity. Projects like the International Cargo Hub and the the Department of National Defence (DND) planned Western Main Operating Base are more than infrastructure investments – they are catalysts for long-term prosperity.

As we look toward major capital projects and expanding demand, our focus this year was to ensure we have the right people, the right culture and the right operating discipline to support what's next. Every team member plays a role in this work. How we show up every day – in operations, in customer service, in leadership – directly shapes the experience of our passengers and partners.

I am deeply proud of our team and grateful to our Board of Directors for their leadership and partnership. Together, we are building an airport ecosystem that supports today's needs while preparing confidently for tomorrow.



OUR **VISION** IS TO HAVE MORE FLIGHTS TO MORE PLACES — CONNECTING THE WORLD.

THIS VISION DRIVES US TO CONTINUOUSLY SEEK NEW OPPORTUNITIES AND PARTNERSHIPS THAT WILL BENEFIT OUR COMMUNITY. WE BELIEVE THAT BY WORKING TOGETHER, WE CAN CREATE A FUTURE WHERE EVERYONE HAS THE OPPORTUNITY TO SUCCEED.

OUR **MISSION** AND ASPIRATION IS TO IGNITE PROSPERITY — FOR THE REGION, ITS PEOPLE AND FOR YEG AND ZVL.

CORE VALUES

Our **values** make us who we are. They are the foundation of our culture, guiding our interactions with the region, our partners and our team members. We live these values in everything we do, from the way we make decisions to the way we treat each other.

SAFETY AND SECURITY FIRST

We ensure that the safety and security of our customers, team members, facilities and environment are a primary concern in all aspects of our business.

OWNING THE OUTCOME

We are motivated by customer expectations in providing quality facilities and services in a customer-sensitive and service-driven manner.

DOING THE RIGHT THINGS RIGHT

We are accountable for all our actions, including financial management, and we act honestly and respectfully in our business relations, resource usage, treatment of our customers and each other and general conduct of our business.

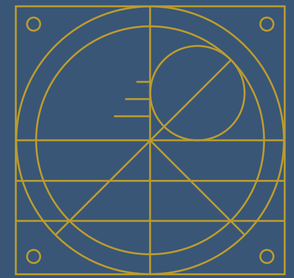
INVESTING IN OUR TALENT

Our team members are our most important resource. We work together to foster an open and cooperative environment that encourages teamwork, communication and mutual respect.

EMPOWERING SUSTAINABILITY

We are committed to responsibly managing all our assets to advance our region's environmental stewardship, social well-being and economic impact.

HIGH-LIGHTS



[FL100]

2025 AT A GLANCE

In 2025, we strengthened the foundations of regional growth — advancing aviation, unlocking new economic opportunities and investing in innovation that reaches far beyond the terminal.

8.14

We welcomed

MILLION PASSENGERS.

Connecting people, businesses and communities around the world, with total passengers **increasing by 2.8%** and two-way seat capacity **increasing by 6.9%** this year.



We generated **$5.4 billion in economic output.**



Fueling growth, investment and opportunity across the Edmonton Region and beyond.



We broke ground on the International Cargo Hub.

Laying the groundwork for YEG’s next chapter in global trade.

We supported

22,690

JOBS ACROSS OUR REGION.

Supporting families and building the workforce that will **power our region's future.**

WE SERVED

2000+

travellers at the Concierge Desk.

Delivering personalized guidance
and exceptional service.

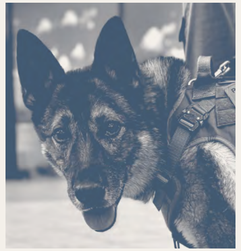
We launched Canada’s first live-flight Automated Docking Assistance (ADA) deployment in partnership with Air Canada.

Ensuring on-time, seamless travel for all passengers.



We brought together 42 RCMP K9 and handler teams from across North America.

Setting the national standard for detection, readiness and response as Canada’s RCMP police dog training centre.



We supported

90+

community organizations.

Driving social impact and shared prosperity across the region.

MAJOR RECOGNITIONS

We are driven by a commitment to excellence — across our operations, partnerships and the experiences we deliver every day.

These awards recognize the dedication, collaboration and impact of our teams and partners.

ALBERTA'S TOP 85 EMPLOYERS

Being recognized as one of Alberta's Top Employers for the 12th time reflects Edmonton Airports' ongoing commitment to employee well-being, supported through team member development, in-house and online training, mentoring and leadership development programs. This year, we were specifically recognized for our employee mental health initiatives, social and wellness events, on-site fitness facility and pet therapy program.

AEAC ORGANIZATIONAL AWARD

This prestigious accolade from the Aerial Evolution Association of Canada honours organizations that have made significant contributions to the growth and prominence of the aerial, remotely piloted and unmanned vehicle systems sector in Canada.

AIRPORTS COUNCIL INTERNATIONAL – ACA CERTIFICATION

YEG achieved Level 3 certification under Airports Council International's Airport Carbon Accreditation (ACA) program in September 2025. We have been a member of the international ACA program for several years and continue our efforts towards a more sustainable industry.

ACI-NA MARCOMM AWARD – PUBLIC RELATIONS PROGRAM – MEDIUM AIRPORT

YEG received this Airports Council International-North America (ACI-NA) recognition for our holiday Uplift campaign, a cross-organizational initiative designed to enhance the traveller experience during the busiest time of year. The program brought teams together across the airport to create moments of warmth, connection and care for travellers. In addition, we were also named a finalist in the Annual Report and Overall Marketing Campaign categories.

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[490 KN]

AVIATION

CONNECTING EDMONTON TO THE WORLD.

BRINGING THE WORLD TO OUR REGION.

At Edmonton Airports, aviation is not just about aircraft movements or passenger volumes; it is about enabling economic growth, supporting trade, attracting investment and strengthening our region’s global competitiveness.

In 2025, we strengthened the role of aviation by expanding air service, partnering with governments, businesses and tourism organizations and growing cargo and logistics capabilities to support Alberta exporters and supply chains.



AIR SERVICE DEVELOPMENT

Connecting Communities, Driving Growth

YEG WELCOMED 8.14 MILLION PASSENGERS IN 2025.

Passenger growth is a clear sign of the vital role our airports play in supporting the region's economy, tourism and business connections. With strong domestic demand and resilient operations across YEG and ZVL, we continue to expand capacity, improve connections and serve our passengers safely and efficiently.

Note: 2024 aircraft movement numbers have been updated to reflect an enhanced calculation method.

We are moving more people, on more flights, to more places:

8.14 MILLION

passengers served

+2.8% over 2024

179,108 aircraft movements

across YEG and ZVL

YEG
110,560 movements
+2.5%

ZVL
68,548 movements
+28%

TRAVEL TRENDS

PASSENGER NUMBERS

2025	8.14 million
2024	7.92 million
2023	7.5 million
2022	5.85 million
2021	2.79 million
2020	2.6 million
2019	8.15 million



DOMESTIC PASSENGERS ARE TRAVELLING MORE.

With a 6.2% increase, domestic passengers account for the largest share of our traffic. Travel within Canada remains popular for business, leisure and family connections, driving consistent growth and supporting regional economic activity.

TRANSBORDER TRAFFIC HAS DECLINED.

Global geopolitical tensions, economic uncertainty and shifting traveller sentiment have temporarily reduced travel to the U.S. by 15%.

INTERNATIONAL TRAVEL REMAINS STEADY.

Up slightly by 1.1%, international demand continues to be supported by strong leisure and business travel. We remain focused on improving connections and services for global travellers.

AIRLINE PARTNERS

A sincere thank you to the 11 airline partners who provided scheduled passenger service in 2025:

AIR CANADA

AIR NORTH

AIR TINDI

ALASKA AIRLINES

CANADIAN NORTH

CENTRAL MOUNTAIN AIR

FLAIR AIRLINES

KLM ROYAL DUTCH AIRLINES

PORTER AIRLINES

UNITED AIRLINES

WESTJET

We wouldn't be where we are without your incredible partnerships that take our passengers all around the globe.



We are proud to recognize **KLM Royal Dutch Airlines** for more than 10 years of service to the Edmonton region. Their long-standing partnership continues to play a key role in connecting Edmonton to the world — and the world to Edmonton.



AIRLINE PARTNER HIGHLIGHTS

WESTJET

Capacity **increased 10.5%**, with more flights to key domestic markets and new service to Kamloops and Salt Lake City.

AIR CANADA

Enhanced connectivity to its Toronto and Montreal hubs with **5.4% additional capacity.**

FLAIR AIRLINES

Capacity **grew 21.0%**, adding more domestic flights in response to strong traveller demand.

UNITED AIRLINES

Despite softer U.S. travel overall, United **increased capacity by 42.2%** by using larger aircraft on Denver service and adding seasonal Chicago and year-round Houston flights. These routes improve access to destinations across the U.S. and beyond.

KLM

Capacity **increased 17.9%** with larger aircraft and a sixth weekly flight in June, strengthening long-standing international service at YEG.

PORTER AIRLINES

Capacity **grew 7.2%** with the launch of new service to Hamilton.

AIR NORTH

Capacity **increased 15.4%** through the use of larger aircraft, including the Boeing 737-800 on the YEG–Whitehorse route.

AIR TINDI

After taking over scheduled service from Northwestern Air Lease Ltd. in early 2025, Air Tindi **increased capacity by 67.1%**, improving passenger and cargo service to Fort Chipewyan and Hay River.

NEW ROUTES & NETWORK EXPANSION

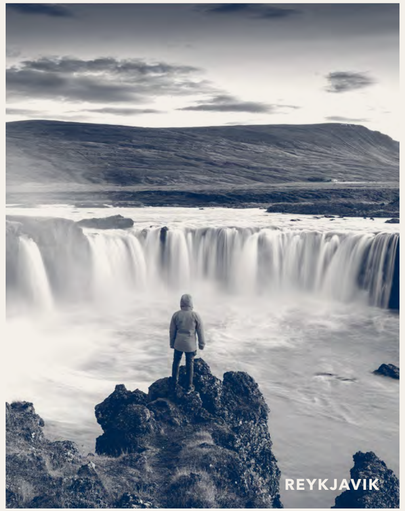
Our airline partners continue to expand capacity and connections, delivering more routes and increased service for passengers.

WestJet: Salt Lake City, Kamloops, Prince George, Montego Bay, Reykjavik (launching June 2026)

United: Houston, Chicago

Porter: Hamilton





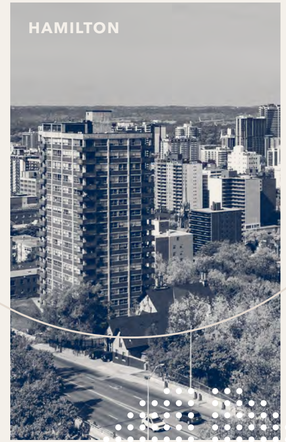


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TOURISM, ECONOMIC DEVELOPMENT & BUSINESS PARTNERSHIPS

Piloting Prosperity Beyond the Runway



YEG IS MORE THAN AN AIRPORT.

WE ARE A CONVENER, A CONNECTOR AND A CATALYST FOR ECONOMIC GROWTH.

Every flight, partnership and initiative at YEG plays a role in strengthening tourism, enabling business growth, advancing innovation and driving economic development across the Edmonton region and beyond.

CONNECTING LEADERS

As part of our role in driving tourism and economic development, YEG is a trusted convener, bringing leaders together to align priorities, share insight and advance opportunities that benefit the region.

YEG AIRPORT ROUNDTABLE

YEG hosted airport leaders and airlines from across North America to collaborate on shared challenges, policy priorities and the future of air travel, all in support of a strong, coordinated aviation network.

HOUSTON MISSION

We strengthened business and trade relations with Houston while participating in discussions on air service, energy collaboration and economic ties between our regions.

GLOBAL ENGAGEMENT

YEG participated in and sponsored key route development events, including Routes, the world's leading aviation development conference, helping position Edmonton internationally to support future route development and long-term tourism growth.

FEDERAL GOVERNMENT ENGAGEMENT

We welcomed members of the Liberal Caucus for a site tour, highlighting YEG's role in economic development, sustainability and trade.

WE ARE YEG

We joined Edmonton Global, post-secondary institutions and regional partners to showcase the Edmonton Metropolitan Region's talent, affordability and growth, strengthening its profile with investors, visitors and future residents.

CITY OF GRANDE PRAIRIE AIRPORT ALLIANCE

We continued to collaborate with Grande Prairie to support regional connectivity, shared advocacy and economic alignment across northern Alberta.



29.92

EXPANDING CONNECTIONS

We work closely with our airline partners to ensure route success through awareness campaigns and destination promotion. Our dedicated team supports both leisure and business travel at every stage, partnering with destinations, hotels, experience providers, travel agents and local businesses to attract visitors and collaborate with inbound and outbound tourism partners to drive demand.

YEG Wants London

When our community rallied behind a shared goal, we turned public support into actionable insight for airline partners, advancing ongoing discussions toward a future non-stop flight from Edmonton to London.



DRIVING BUSINESS

Business travel plays a key role in sustaining air service. In 2025, Edmonton's business community, supported by YEG's Business Advisory Committee (BAC), helped strengthen connectivity by travelling through YEG.

THANK YOU FOR:

Flying Edmonton first, prioritizing non-stop and one-stop itineraries through YEG and reinforcing its role as an international gateway.

Choosing strategic connections through major U.S. and European hubs already served by YEG, helping demonstrate demand for existing and future routes.

Aligning corporate travel policies to support non-stop travel from Edmonton for transborder and international trips.

Participating in airline loyalty and corporate travel programs, providing valuable insight to airline partners evaluating growth in the Edmonton market.

Sharing travel insights and data, helping YEG better understand regional travel needs and advocate for improved connectivity.

20000
*30000



ADVANCING INNOVATION

Edmonton's future is powered by clean energy innovation. In 2025, YEG continued to advance hydrogen and clean fuel initiatives that support sustainable operations while attracting global attention, investment and partnerships to the region.

We introduced **dual-fuel hydrogen/diesel snow sweepers,** which will support lower-emission airside operations.

We explored the feasibility of advancing key hydrogen infrastructure, including a **Hydrogen Production Unit** and **Hydrogen Refuelling Station**, reinforcing YEG's role in clean energy leadership.

We collaborated with the **Edmonton Region Hydrogen Hub** to position the region as a global leader in hydrogen innovation.

We welcomed delegates from Japan for the **Canadian Hydrogen Convention**, who arrived via private charter, and supported the **Dutch Innovation Tour**, showcasing Edmonton's clean energy ecosystem to global partners.





CARGO

Powering Trade Beyond our Borders

Our cargo operations are a critical engine for economic growth, trade and supply chain resilience across Alberta and beyond. By connecting regional businesses to national and global markets, YEG supports exports, attracts investment and strengthens the region's position as a logistics gateway.

In 2025, YEG continued to invest in infrastructure, partnerships and innovation to expand cargo capacity and unlock new opportunities for businesses of all sizes.

BUILDING CAPACITY

Construction began in 2025 on YEG's **International Cargo Hub (ICH)**, a transformational development designed to expand cargo operations and support long-term economic growth.

Once complete, the ICH will unlock 2,000 acres of land, delivering critical transportation capacity, creating job opportunities and enabling YEG to meet growing demand for air cargo and logistics services.



STRENGTHENING NORTHERN SUPPLY CHAINS

In 2025, **Nolinor marked one year of operations at YEG,** providing direct and efficient air service to mining projects across Nunavut and the Northwest Territories.

Purpose-built to serve remote and northern operations, Nolinor's presence at YEG enhances Western Canada's operational reach while reinforcing the airport's role in supporting resource development and essential supply chains in Northern and Arctic communities.



EXPANDING EXPORTS

February 2025 marked the official launch of **ShipAlberta**, an innovative shipping solution designed to help Alberta businesses reach global markets.

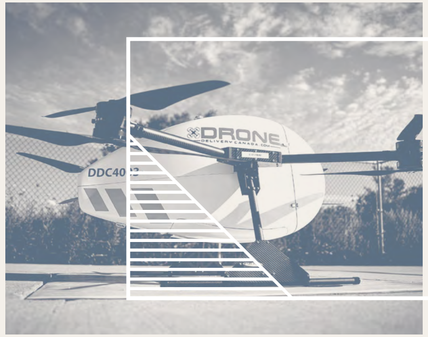
YEG supported the initiative as a strategic partner, helping connect Alberta retailers and exporters with trusted couriers, competitive rates and seamless automation tools that make shipping more accessible for businesses of all sizes.

By reducing logistical complexity, ShipAlberta enables companies to focus on growth while reaching local, national and international markets more efficiently.

ADVANCING INNOVATION

YEG continued to demonstrate leadership in **remotely piloted aerial systems** and **advanced air mobility** in 2025.

The airport hosted the Aerial Evolution Association of Canada's 2025 Aerial Evolution Conference, welcoming more than 300 industry leaders from across the country and reinforcing YEG's role as a national hub for innovation in this space.



Phase two of YEG's **commercial drone delivery program** flew a total of 4,230 kilometres and reached several milestones in 2025, transitioning into scheduled weekday service with set departure and arrival times. The program safely operated in controlled airspace, becoming the first drone program in Canada to safely intersect with an active runway glide path, carrying time-critical and temperature-sensitive cargo, including over-the-counter medical products. In another Canadian first, the program also received approval to transport dangerous goods (dry ice) in controlled airspace, further expanding the potential for drone-enabled cargo delivery.

REAL ESTATE + ENERGY

[41°]

INVESTING IN OUR AIRPORT AND POWERING OPPORTUNITY

From clean energy pilots to seamless ground transportation to regional aviation at Villeneuve Airport, every investment helps the Edmonton region grow, connect and thrive.

Whether it’s creating new business space, reducing emissions or training the next generation of pilots, we are ensuring that our airport ecosystem benefits travellers, businesses and the community today and for decades to come.



AIRPORT LANDS DEVELOPMENT

Building Opportunity Beyond the Terminal



YEG's lands are more than property — they are a long-term platform for economic development, sustainable investment and regional prosperity.

By carefully planning and managing our land assets, we create opportunities for new business, commercial activity and infrastructure that support Edmonton's economy now and for decades to come.

WESTERN MAIN OPERATING BASE

In 2025, we continued negotiations for the development of the Department of National Defence (DND)'s future location for the Western Main Operating Base (MOB-West) at YEG to house the Royal Canadian Air Force's CC-330 Husky Fleet.

The continued advancement of MOB-West reinforces YEG's role as a strategic national asset, supporting defence readiness, strengthening Canada's northern security and positioning the Edmonton region as a critical hub for aerospace and defence operations.



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SHELL FUEL STATION

In February 2025, a new Shell fuel station opened on the Airport City Sustainability Campus in partnership with Avatex. Located adjacent to the highway commercial area, the station provides a range of fuel products, including Bronze, Ultra Low Sulphur Diesel and Shell V-Power NiTRO+93, along with hot and cold food options and convenience items, serving both travellers and the broader airport community.



NORTH TOWER REDEVELOPMENT PROJECT

Work continued on the **North Tower Redevelopment Project**, with interior demolition completed and the tender for exterior demolition and reconstruction awarded to Clark Builders.

Managed in partnership with Avatex, the project is expected to be complete by Q1 2028, bringing modernized, flexible infrastructure to support airport operations and tenant needs.



65TH AVENUE & QEII INTERCHANGE COMPLETION

The completion of the **65th Avenue & QEII Interchange** represents a key step in strengthening Canada's intermodal transportation network.

By improving connections between air, road and logistics infrastructure, the interchange enhances the efficiency and resilience of regional and national supply chains. This strategic investment by the Province of Alberta and the City of Leduc supports trade competitiveness, facilitates the movement of goods and people and reinforces YEG's role as a critical hub in Canada's transportation system.

SUSTAINABILITY

Greener Skies Ahead



SUSTAINABILITY ISN'T JUST AN INITIATIVE — IT'S PART OF WHO WE ARE.

In 2025, we advanced bold climate action, pioneered clean energy solutions and strengthened environmental and social stewardship across our operations.

By embedding sustainability into how we operate and grow, YEG is redefining the role airports play in building resilient economies and a cleaner future.

SUSTAINABILITY LEADERSHIP & COLLABORATION

We participated in the first **ICAO Climate Week** in Montreal, sponsoring the event and engaging industry leaders on decarbonization and sustainable aviation.

We showcased Alberta's hydrogen expertise on an international stage by attending the **Paris Air Show**. By joining the **H2CanFly Hydrogen Consortium**, we strengthened partnerships focused on clean aviation fuels.





We continued to collaborate through **International Air Transport Association (IATA) partnerships** and global sustainability forums, sharing insights and shaping aviation's low-carbon future.

Through our membership in the **Conference Board's Corporate Responsibility and Sustainability Council (CRSC)**, YEG regularly engaged with senior leaders across industries to advance knowledge, insight and best practices in sustainability.

050°

CLIMATE RISKS & DISCLOSURE

In 2025, we released our first Task Force on **Climate-related Financial Disclosures (TCFD)**-aligned Climate Risks & Opportunities Report, strengthening climate-informed decision-making.

We continue to assess physical and transitional climate risks to guide resilience planning and support progress toward the **Net-zero Challenge**.



CLEAN ENERGY & AVIATION INNOVATION

We advanced the **Dual-Fuel Hydrogen/Diesel Snow Sweeper project** with industry partners and regulators, receiving the first retrofitted unit in November.

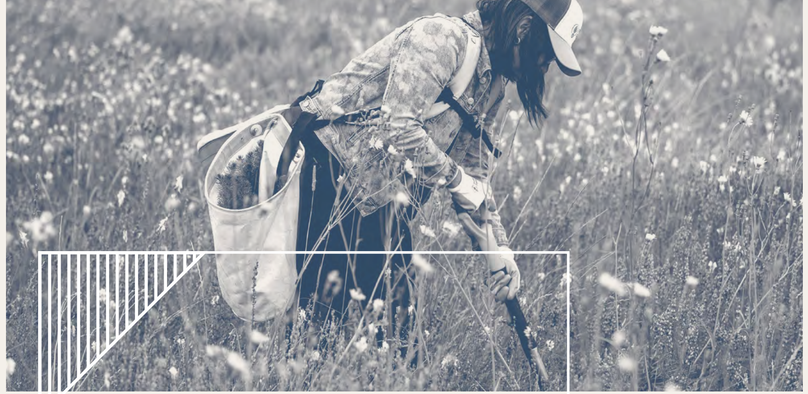
We completed a **pre-FEED (preliminary front-end engineering design) study** exploring the feasibility of a **1.25 MW hydrogen production unit** and **0.5 tonne/day hydrogen refuelling station**, providing valuable insight into potential hydrogen infrastructure at YEG.

As a member of the **Edmonton Region Hydrogen Hub**, we supported regional hydrogen corridors, fleet integration and economic viability modelling, positioning YEG as a real-world testbed for clean aviation operations.

BIODIVERSITY & RESOURCE STEWARDSHIP

In 2025, we expanded our biodiversity efforts by opening the Wings & Blooms Urban Garden in partnership with MicroHabitat, **sequestering 219 kg of CO^2**, reducing heat impacts and donating surplus produce to local food banks.

We supported **The Nature Conservancy of Canada (NCC)** and **World Wildlife Fund Canada (WWF-Canada)**, protecting wildlife, landscapes and carbon-storing ecosystems.



In partnership with Project Forest and Veritree, we've planted **7,000+ trees**, including one for each team member's birthday, restoring habitats and supporting carbon storage.

ENERGY & EMISSIONS MANAGEMENT

We maintained a comprehensive greenhouse gas (GHG) inventory aligned with the **GHG Protocol**, supporting transparency and progress toward **net-zero by 2050**.

We integrated innovative technologies into daily operations to **reduce emissions** (Scope 1 & 2) while improving efficiency and long-term cost performance.



RESPONSIBLE PROCUREMENT & ECONOMIC IMPACT

We launched an internal **Indigenous, Diverse and Social Enterprise Procurement Directory**, enabling ESG-aligned purchasing decisions.

We strengthened responsible procurement standards to support Partnership Accreditation in Indigenous Relations **(PAIR) Level 3 commitments** as we work toward our certification, as well as environmentally conscious infrastructure projects, including the **International Cargo Hub**.

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3000CV

We achieved **Airport Carbon Accreditation (ACA) Level 3**, expanding emissions management beyond our own operations to include airport partners.





PARKING & GROUND TRANSPORTATION

Smooth Journeys Start on the Ground

OUR PARKING AND GROUND TRANSPORTATION SYSTEMS ARE MORE THAN JUST A WAY TO GET FROM A TO B; THEY'RE A KEY PART OF OUR AIRPORT ECOSYSTEM.

By keeping travellers and team members moving efficiently, we create a seamless passenger experience, support the businesses across Airport City and reinvest parking revenue back into air service and other airport initiatives.

AIRPORT PARKING



Parking revenue helps fuel our air service growth, supporting more destinations and connections for passengers.

SHUTTLES & CAMPUS CONNECTIONS

Our complimentary on-airport transit covered 580,000 km, transporting travellers and team members around Airport City Sustainability Campus.

The **City of Edmonton** has increased **747 Transit service** to every **thirty minutes from 6 a.m. to 10 p.m.,** making it easier than ever to get to and from the airport.



VILLENEUVE AIRPORT (ZVL)

Our Airport Ecosystem

Villeneuve Airport (ZVL) is a hub for growth, innovation and the next generation of aviation talent.

Operated by Edmonton Airports, ZVL supports general aviation, flight training, medevac operations and regional economic activity, making it a vital part of our aviation ecosystem.

STRATEGIC FOCUS

In 2025, ZVL strengthened our strategic focus on **safety**, **infrastructure** and **customer experience**. These priorities are designed to ensure we continues to meet the evolving needs of pilots, partners and the broader region while supporting long-term growth and operational excellence.

ECONOMIC IMPACT

In 2025, ZVL's regional economic impact more than doubled, **increasing from $74 million to over $164 million**, highlighting its vital role in driving economic growth and opportunity in the region.

ZVL supported **575 jobs** across the region, directly contributing to local employment and economic stability.





EDUCATION & TRAINING

Edmonton Airports launched the **Aviation Pathway Program** with Sturgeon Public Schools and Elevate Aviation. Starting in February 2026, students in Grades 10-12 will gain hands-on and classroom aviation experience, earning credits and creating pathways to post-secondary aviation careers.

OPERATIONS

ZVL recorded **68,548 aircraft movements**, its strongest post-pandemic rebound and highest since 2019.

Medevac operations more than doubled, from 38 in 2024 to **83 in 2025**, highlighting ZVL's critical role in regional emergency response.

ASSETS & EFFICIENCY

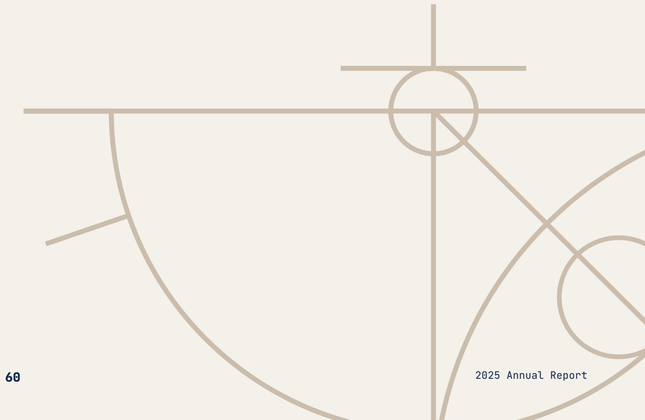
ZVL reduced its fleet by 23%, auctioning surplus equipment including sweepers, trucks and a blower. This resulted in reduced operating and maintenance costs, improving operational efficiency.

INNO-VATION + CULTURE

[3°SEC]

INNOVATION AND CULTURE DRIVE EVERYTHING WE DO — INSIDE THE AIRPORT AND BEYOND.

By embedding innovation, culture, reconciliation and community connection into how we operate and grow, YEG is redefining what an airport ecosystem can be.





OPERATIONS

Clearing the Runway

SAFE, EFFICIENT AND INNOVATIVE OPERATIONS ARE THE ENGINE THAT KEEPS OUR AIRPORTS — AND OUR REGION — **MOVING FORWARD.**

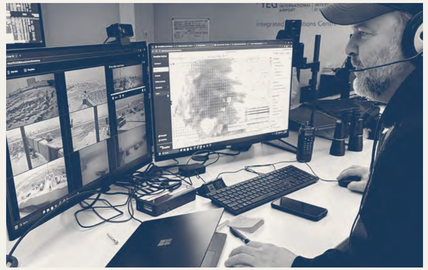
Every day, our teams ensure safe, resilient and efficient airport operations, supporting passengers, airlines, partners and the broader community. From winter weather management to security, infrastructure and innovation, our operations create a foundation for seamless travel.

AERODROME OPERATIONS & AIRSIDE EXCELLENCE

Winter defines airport operations in northern climates, and 2025 marked the first full year of the **YEG Snow Desk** in action.

As a core support function within Edmonton Airports' Winter Operations Program, the Snow Desk serves as a single point of real-time coordination during snow removal and severe weather events.

Activated during periods of heavy or prolonged snowfall, ice, fog and other disruptive conditions, the Snow Desk works alongside the Integrated Operations Centre (IOC) to align airside teams, contractors, airlines and partners. When conditions intensify, additional communication measures are activated — ensuring decisions are timely, coordinated and safety-driven. The result: more predictable operations and greater resilience during Alberta's most challenging weather.



045°

AIRSIDE SAFETY & CULTURE

Safety at YEG is reinforced through shared ownership and visible action. In September, teams came together for a large-scale **Foreign Object Debris (FOD)** Walk that began at the U.S. Terminal hammerhead and concluded at the firehall — followed by a BBQ lunch, prizes and connection across teams.

Participants also experienced a live demonstration of the **RoBird**, a falcon-shaped drone used for wildlife management. By simulating natural predator behaviour, RoBird helps safely deter birds from airside areas, reducing wildlife strikes and enhancing runway safety.

AIRSIDE EFFICIENCY & INFRASTRUCTURE

Small changes can deliver meaningful operational gains. In 2025, a detailed review of **Bridge 58A and Bridge 60 operations** revealed inefficiencies that were adding time and complexity to aircraft docking. Bridge 58A was removed from use, allowing Bridge 60 to be reconfigured into a new stow position.

THE RESULT

Reduced aircraft tracking time by approximately 3.5 minutes per docking, additional ramp space and less overall congestion, improving safety and efficiency with no operational impact to airlines.

On the ground, smarter land management also delivered results. Through the **2025 Groundside Turf Management Plan**, approximately 80 acres of airport land were leased to contracted farmers for crop use. This reduced mowing requirements, generated lease revenue and supported local agriculture, demonstrating how operational efficiency and land stewardship can go hand in hand.



PASSENGER & AIRLINE EXPERIENCE

Innovation took a major step forward with the live testing of **Automated Docking Assistance (ADA)** in partnership with Air Canada, making YEG the first airport in Canada to deploy the technology on a live flight.

Installed on Gates 50-60, ADA uses sensor technology to precisely align boarding bridges with aircraft, improving safety, reducing delays and increasing gate efficiency. Following successful trials in May, Air Canada fully trained its teams and deployed ADA across all narrowbody aircraft operating at YEG by November 2025.

Engagement with WestJet is planned for 2026, expanding the benefits to additional carriers.

PROTECTING PEOPLE



Safety extends beyond infrastructure to human well-being. In 2025, YEG launched a **Human Trafficking Safe Room**, providing immediate support to vulnerable individuals. This milestone was supported by expanded team member training, a public awareness campaign aligned with World Day Against Trafficking in Persons and strengthened partnerships with NotInMyCity (NIMC), Alberta Law Enforcement Response Teams (ALERT), Centre to Empower All Survivors of Exploitation and Trafficking (CEASE), Action Coalition on Human Trafficking Alberta (ACT AB) and the RCMP.

These efforts reflect our deep commitment to social responsibility and protecting people across the transportation ecosystem.

Integrated Operations & Security



We continued to evolve our security capabilities through enhancements to the **Integrated Operations Centre (IOC)**. Investments in next-generation CCTV cameras and video analytics improved detection and situational awareness across key airport locations.

Partnerships with the RCMP deepened, including collaboration with the **Real Time Operations Centre** to strengthen intelligence sharing and coordinated response. YEG also hosted four national **RCMP K9 training events**, bringing together 42 dog-and-handler teams from across North America, reinforcing our role as a national training centre.

Preparedness was further strengthened through tabletop and full-scale exercises, including a **Transport Canada-led drone incident response exercise**, Canadian Airports Safety Week and RCMP-led simulations, ensuring readiness for evolving threats.

PLANNING, PROJECTS & PARTNERSHIPS

Our operations teams supported major capital initiatives throughout the year, including the **International Cargo Hub** and **Hydrant Fueling Program**. These projects expand capacity, improve efficiency and future-proof airport infrastructure.

Beyond the airport, YEG played a key role in regional and national partnerships, contributing to the **Government of Alberta's Passenger Rail Master Plan**, forming a strategic **alliance with the City of Grande Prairie** to strengthen regional air connectivity and hosting the **Federal Liberal Caucus Retreat** for the first time in 25 years. These engagements reinforced YEG's position as a convener, connector and nationally significant transportation hub.



PASSENGER EXPERIENCE

People-First, Every Step of the Way

EVERY DETAIL AT YEG IS DESIGNED WITH OUR PASSENGERS IN MIND.

We're redefining what it means to feel welcome, safe and valued at your airport.

CREATING PASSENGER TOUCHPOINTS

Launched in June 2025, YEG's **Concierge Desk** has quickly become a hub of connection for passengers.

Beyond wayfinding support, it offers personalized recommendations on dining, shopping and experiences, and even provides small touches like colouring books for children.



Over its first half-year, the desk welcomed **20,000 visitors**, gathering valuable insights that help YEG continually improve services. With the addition of a Lost and Found box and plans to further integrate with the YEGplus loyalty program, the desk is evolving into a true passenger touchpoint.

20,000

4.25

ELEVATING THE PASSENGER JOURNEY

Our commitment to passenger satisfaction shows in measurable ways. **YEG's Airport Service Quality (ASQ) score increased to 4.25**, reflecting improvements in cleanliness, comfort and responsiveness.









The terminal came alive with immersive experiences, from the **LEGO Baryonyx "Barry" at Gate 72**, in partnership with TELUS World of Science, to seasonal surprises and interactive activations. In total, we delivered **42 Surprise & Delight events** to passengers in 2025.

PET THERAPY & ADOPTION EVENTS





Our Pet Therapy Program, which celebrated its 10th anniversary in 2025, continues to calm nerves and lift spirits.

In partnership with **Greater Edmonton Animal Rescue Society (GEARS)**, passengers encounter adoptable dogs and learn about therapy animals' roles in stress relief. Highlights include the Dog Days of Summer and International Dog Day events, where **11 pets found forever homes in 2025 alone.**

ACCESSIBILITY AND INCLUSION INITIATIVES

We're committed to making YEG an Airport for Everyone. In 2025, we hosted 17 activations, including the **Accessibility Fair**, the **Hidden Disability Sunflower Program** and **Halloween Treat Accessibly** events.

Partnerships with organizations like **Autism Edmonton**, the **Canadian Institute for the Blind** and the **Alzheimer Society of Alberta and Northwest Territories** have allowed us to expand programs and resources, helping us move closer to recognition as a dementia-friendly community.



LIVE MUSIC

Passengers are greeted by the sounds of Edmonton's local talent through the **YEG Stage Live Music Program**, the first permanent live music program at a Canadian airport. Each season showcases up to 21 musicians, creating a welcoming and lively atmosphere.

AIRPORT AMBASSADOR PROGRAM

For more than three decades, the Airport Volunteer Ambassador Program has been a cornerstone of our airport.

Marking 33 years in 2025, the program includes 62 active volunteers who have contributed more than 233,000 hours of service since 1992. Representing a wide range of ages and backgrounds, our Ambassadors provide wayfinding support, share local knowledge and serve as an extra set of eyes across the terminal to ensure every passenger feels welcomed, informed and cared for.



COMMERCIAL DEVELOPMENT

Value in Every Corner of the Airport

IN 2025, NEARLY **30%** OF OUR COMMERCIAL PROGRAM WAS REFRESHED, REBRANDED OR NEWLY DEVELOPED.

We are evolving our commercial spaces with new boutiques, refreshed cafés, innovative kiosks and engaging advertising – making every stop in the terminal convenient, memorable and rewarding.



TWO REBRANDS

iStore Express and
Wild Rose Marketplace





THREE NEW DEVELOPMENTS

Bon Voyage Boutique, Rogers/Fido Kiosk and Florans (multi-unit)

TWO FULL RENOTATIONS

Starbucks (Central Hall) and
Starbucks (Transborder)



FIVE MINOR REFRESHES

Tim Hortons (Departures), A Flight of Wines, Relay (Transborder), Outdoor Edmonton and ICE Kiosk (moved & updated)

Investing in our People



OUR AIRPORT COMMUNITY IS OUR GREATEST STRENGTH.

By fostering growth, engagement and recognition, we create an airport community where every team member thrives — and every passenger benefits.



42000

STAYING CONNECTED

Internal communication and connection received a boost with the launch of Skyline, our weekly team newsletter. From project updates to team member achievements, Skyline has become a go-to resource for keeping everyone informed and connected.

We continued to invest in our future workforce with **24 summer students** gaining experience across business and operations, while **Take Your Kid to Work Day** welcomed five young visitors, giving them a behind-the-scenes look at airport careers.

A FAIR AND CONNECTED WORKPLACE

Negotiations with the bargaining committees for our unionized team members concluded successfully, setting multi-year agreements that provide stability and security for our teams.

To strengthen leadership and unionized team management, 25 team members participated in a **two-day workshop** through Queen's University, while **Team Performance Canvases** and the **Performance Experience pilot** fostered meaningful conversations about growth, development and recognition.

Since 2024, Edmonton International Airport has been a member of **Pride at Work Canada**, reflecting our ongoing commitment to fostering a positive and inclusive workplace culture. We also proudly received the **Alberta Top Employer Award** in 2025, and our internal recognition programs highlighted individuals who go above and beyond. Events like **Airport Workers Day** and the **Haul for Hope** charity challenge – where over 100 team members pulled a 67,000-pound plane to raise $60,000 for Hope Air – showcased the power of teamwork within our airport community.











COMMUNITY CONNECTIONS

Through partnerships with **Elevate Aviation** and investments in **The Edmonton Pride Festival**, **Black History Month Lunch & Learn sessions** and events like **Game Changers** with the Edmonton Elks, YEG team members connected with the broader community, supporting education, equity and inclusion. This reflects our commitment to building an **Airport for Everyone** by championing initiatives that celebrate diversity, inclusion and cultural awareness.

Our Commitment to Meaningful, Ongoing Reconciliation



RECONCILIATION IS A JOURNEY WOVEN INTO EVERYTHING WE DO.

In 2025, we strengthened this journey across every layer of our airport community through leadership, partnerships, community engagement and cultural understanding.



YEG is a member of the **Conference Board of Canada's Corporate-Indigenous Relations Council**, connecting with senior leaders across industries to enhance Indigenous engagement. In the upcoming two years, we plan to develop a **Reconciliation Action Plan** with concrete initiatives to guide purposeful progress.

INDIGENOUS EMPLOYMENT & SKILLS DEVELOPMENT

Through the **Neyaskweyahk Employment Skills Training (NEST) program**, 10 Indigenous youth from Maskwacis completed a 12-week paid training and co-op experience at YEG.

Participants gained hands-on exposure across airport operations and partner organizations, including CBSA, the RCMP and our Passenger Experience team. Several students have already moved into employment opportunities, including some positions with airport partners.

We also participated in the **Tribal Chiefs Employment & Training Services Association career fair**, strengthening connections and pathways to future careers.

CELEBRATING INDIGENOUS CULTURE & COMMUNITIES

YEG hosted an **Indigenous Artists Market**, featuring 17 regional artisans, and celebrated **Indigenous History Month** with workshops for passengers, including traditional crafts and Cree star stories presented by George Desjarlais. Performances by the Red Elk Drum Group added depth and cultural meaning to both public and staff events, including **Airport Workers Day**.







Sponsorships further supported Indigenous culture, including the **River Cree Night Market**, **Alberta Indigenous Games** and the **AKSIS Indian Summer Golf Tournament.**

EDUCATION, ALLYSHIP & SAFE SPACES

We continue to prioritize learning and allyship. In September, a **Lunch & Learn** offered employees and partners the chance to hear from residential school survivors and educators, deepening understanding and reflection.

Our **Safe Room** received a traditional pipe naming ceremony led by Elder Jerry Saddleback, becoming **Kisê Watotâtôwin** – "the kindness and compassion that we give to each other." This name reflects our commitment to cultural respect, safety and healing.

In support of **Orange Shirt Day**, we also matched employee donations to the **Bent Arrow Traditional Healing Society**.



LOOKING FORWARD

Our journey toward Truth & Reconciliation is ongoing. Every program, partnership and moment of learning is a step forward, but we know there is more work to do.

We remain committed to listening, learning and acting with respect and humility, building a future where Indigenous culture, voices and contributions are honoured in every corner of our airport community.

We Connect Communities

PARTNERING WITH MORE THAN 90 ORGANIZATIONS IN 2025, WE BROUGHT PEOPLE TOGETHER, AMPLIFIED LOCAL VOICES AND MADE A TANGIBLE IMPACT WHERE IT MATTERS MOST.



CELEBRATING CULTURE & INCLUSION

As we continue building an Airport for Everyone, we proudly support and organize events that celebrate diversity, inclusion and cultural awareness.

BLACK HISTORY MONTH

Brought together more than 50 team members for a Lunch & Learn featuring Dr. Marvin Washington, fostering meaningful conversation around history, culture and allyship.

INTERNATIONAL WOMEN'S DAY

Highlighted female leaders and innovators in aviation through our Women in Aviation collage.

PRIDE MONTH

Sponsored local events supporting 2SLGBTQ+ communities, including a Two-Spirit Pow Wow and the Edmonton Pride Festival.

DIWALI CELEBRATIONS

Engaged employees in cultural learning and celebration through activities and storytelling.

SUPPORTING HEALTH & WELLNESS

We brought hope and support to community members and organizations.



Haul for Hope: $60,000 raised for Hope Air

Canadian Astronaut Joshua Kutryk visit: Inspiring talk on ambition, teamwork and resilience



TEAM TALKS CHARITY INITIATIVE

450 hygiene kits packed for the Newcomers Centre Edmonton.

MOUNTIE FOR A DAY

Young cancer survivors experienced being a Mountie for the day, starting at the RCMP Hangar.

GAME CHANGERS EVENT (EDMONTON ELKS)

Supported the Ovarian Cancer Research Endowment Fund.

CIVIC ENGAGEMENT & PARTNERSHIPS

We strengthen connections to our city and region through partnerships.

VETERANS' HOUSE CANADA (VHC)

Committed $50,000 toward the creation of a Community Planting Garden at VHC's new permanent housing facility in Edmonton, using horticulture and connection to help veterans who have experienced homelessness heal and rebuild.

NOT IN MY CITY

Long-term partnership supporting anti-trafficking initiatives in Edmonton, celebrating milestones and lending our expertise to growing a network of allies in multiple sectors across the country.

ELEVATE AVIATION

Supported student tours and aviation education programs, connecting youth with careers in aviation.

OTHER INITIATIVES

No Stone Left Alone, Leduc Chamber of Commerce Nisku Energy Show, Alberta Aviation & Aerospace Defence Summit, Grande Prairie & District Chamber of Commerce Growing the North Conference, Canadian Business Leaders Awards and the Canadian Hydrogen Convention.

CHARITY & PHILANTHROPY

We create long-term impact through giving and volunteering.

SOWELL ANNUAL FOOD BANK CHALLENGE

1,681 lbs of food donated, a 73% increase from 2024.

APPOINTER REGION PRIORITIES

Financial support to Food Banks and Women's Shelters in all six appointer regions.

OTHER INITIATIVES

Dreams Take Flight, Junior Achievement Business Hall of Fame Awards, YWCA Rose Campaign and the Mental Health Foundation.



YEG CHARITY GOLF TOURNAMENT

This year, our annual YEG Charity Golf Tournament brought together partners, sponsors and the broader airport community to raise **$167,000** for NotInMyCity and the Leduc & District Food Bank. With a lifetime total of **$1.5M** raised, this tournament reflects our shared commitment to supporting organizations that provide critical services across our region.

FINANCE & SUPPLY CHAIN

Efficiency that Powers Prosperity



Streamlined operations mean faster payments, smarter procurement and better support for our teams.

We are enhancing accuracy, transparency and efficiency, so our people can focus on what matters most.

ACCOUNTS PAYABLE AUTOMATION

In 2025, we **modernized our invoice processing through automation**. By reducing manual entry and speeding up approvals, our finance team can focus on higher-value tasks. This shift has improved accuracy, accelerated payment turnaround and strengthened support for the airport's growing operational needs.

PROCUREMENT OPTIMIZATION

To further improve efficiency, we **implemented a new procurement platform** that automates routine tasks, shortens the procurement cycle and enhances transparency and compliance. The platform also opens doors for small and diverse vendors, making procurement opportunities more accessible and inclusive.

MATERIALS MANAGEMENT

We **revamped the workwear and safety gear ordering process** with a user-friendly online portal. Team members can now browse standardized selections, place orders like a traditional retail experience and have costs automatically charged to purchase orders. Weekly summaries provide visibility on orders and budgets, reducing administrative work and creating a more transparent, seamless process for all teams.

BOARD GOVERNANCE + FINANCIAL RESULTS

[29.92]

FINANCIAL AND ORGANIZATIONAL STEWARDSHIP

Board Governance

Public Competitive Tendering

Financials

Leadership

BOARD GOVERNANCE

BOARD COMPOSITION

The Board of Directors of Edmonton Airports (the "Board") consists of a maximum of fifteen (15) Directors, of which fourteen (14) positions were filled as of December 31, 2025. Six (6) Directors are appointed by the City of Edmonton, two (2) Directors are appointed by the Government of Canada, and one (1) Director each is appointed by Leduc County, City of Leduc, Parkland County, Strathcona County and Sturgeon County. The Board has two (2) at-large appointments that are used to either retain or fill any gaps in skills, experience or background, to retain required skill sets on the Board, one (1) position which continues to be filled in 2025. Currently, the desired skills, experience and background are represented on the Board.

BOARD GOVERNANCE

The Board is responsible for the stewardship, strategic direction and oversight of the business and affairs of Edmonton Airports. In carrying out these responsibilities, the Board strives to maintain and seek continuous improvement in high standards of Board governance. Some of the key governance functions of the Board include adopting and monitoring compliance with an ethics code, reviewing and approving Edmonton Airports' Strategy, annual business plan (inclusive of the fiscal and annual capital plan), establishing organizational principles around and monitoring activities related to the organization's initiatives, Chief Executive Officer ("CEO") succession planning, and satisfying itself that management has identified the principal risks of the business and implemented appropriate systems to manage, control and mitigate those risks.

With respect to the two (2) Federal Government Board positions, both positions are subject to the selection and confirmation of a replacement Board member through the Government of Canada's process for all Federal board appointment and re-appointment opportunities. Bernie Kollman, whose term as a Federal appointee expired at the end of 2024, was appointed to an at-large position with the Board effective January 1, 2025, subject to her re-appointment as a Federal Representative to the Board, which became effective March 5, 2025. She rejoined Dave Mowat, the second Federal appointee, who will fulfill his role as a Federal appointee with a term ending December 31, 2026.



CARMAN MCNARY



ANGELINA BAKSHI



ROB BENNETT



CHRISTOPHER BURROWS



DR. KATHERINE CHUBBS



HOWARD ENG



ANGELA FONG



MONA HALE



ROGER KEGLOWITSCH



BERNIE KOLLMAN



GREG KRISCHKE



ELAN MACDONALD



SANDRA MAROCCO



DAVE MOWAT

BOARD CHANGES IN 2025

Angelina Bakshi (Edmonton)
was re-appointed to the Board effective January 1, 2025

Sandra Marocco (Sturgeon County)
was re-appointed to the Board effective January 1, 2025

Roger Keglowitsch (Leduc County)
was appointed to the Board effective January 1, 2025

Bernie Kollman's term (Director-at-Large) ended March 4, 2025 and she was re-appointed to the Board (Federal Government) effective March 5, 2025

Chris Burrows (City of Edmonton)
retired from the Board effective December 31, 2025

Daniel Hugo (City of Edmonton)
was appointed to the Board effective January 1, 2026

Rob Benneft (Parkland County)
was re-appointed to the Board effective January 1, 2026

BOARD MANDATE

1.1 GOVERNANCE PRINCIPLES AND GUIDELINES

The Board will perform its overall stewardship responsibilities as a governance board rather than a management board and will have regard to:

(a) All Edmonton Airports' applicable statutory obligations, including:

  i. to manage and operate the airports for which it is responsible in a safe, secure, and efficient manner; and

  ii. to advance economic and community development by means of promoting and encouraging improved airline and transportation service and an expanded aviation industry;

  for the general benefit of the public in the general region in which the airports are located.

(b) Edmonton Airports' guiding principles of noble cause, vision, mission and core values;

(c) accountability to stakeholders and the community through appropriate transparent processes, disclosure practices and effective communication, including feedback mechanisms;

(d) national and international airport best practices; and

(e) Corporate Governance Guidelines as recommended by the Canadian Securities Administrators, Canadian Coalition for Good Governance and Institute of Corporate Directors.

1.2 BOARD STEWARDSHIP

The Board is responsible for the stewardship, strategic direction and oversight of the business and affairs of Edmonton Airports, including:

(a) satisfying itself that executive management of Edmonton Airports practice and create a culture throughout the organization that includes the core values approved by the Board and articulated in the strategies;

(b) adopting an ethics code and monitoring compliance with the Board approved Ethics Code, and satisfying itself that executive management of Edmonton Airports practice and create an ethical corporate culture;

(c) following a strategic planning process which takes into account among other things, the opportunities and risks, responsible stewardship activities, financial overview and sustainability of the business, through the adoption and monitoring of the strategies and annual business plan;

(d) satisfying itself that executive management has identified the principal risks of the business and implemented appropriate systems to manage these risks;

(e) satisfying itself that executive management has contingency/emergency replacement plans in place for executive management and essential operational positions and succession plans in place for management;

(f) satisfying itself that executive management has adopted a communication policy for the stakeholders and community, which policy shall ensure effective measures for receiving feedback from the stakeholders and the community; and

(g) satisfying itself that executive management is monitoring internal controls and management information systems.

1.3 BOARD RESPONSIBILITIES

Only the Board will:

(a) appoint or remove at-large directors;

(b) appoint or remove officers;

(c) appoint or remove the auditor;

(d) approve the responsibilities and compensation of the Board, Board Chair and Board Committees;

(e) review environmental, safety and security programs established by management, including standards, insurance coverage and regulatory compliance;

(f) authorize the issuing of securities;

(g) authorize the raising of money by Edmonton Airports;

(h) approve the giving of financial assistance, directly or indirectly, by means of a loan, guarantee or otherwise;

(i) approve annual audited financial statements;

(j) approve corporate goals and objectives and assess corporate performance;

(k) select, evaluate and establish compensation for the President and CEO;

(l) plan President and CEO succession;

(m) approve Special Resolution matters, including;

  i. amendment of Articles,

  ii. sale, lease or exchange of all or substantially all of the assets of Edmonton Airports

  iii. the appointment of a Director as a director or officer of an Affiliate,

  iv. the appointment of a Subsidiary director as a director of officer of an Affiliate,

  v. requests of the Board to the reviewer appointed under section 29 of the Regional Airports Authorities Act,

  vi. amendment, replacement or repeal of Bylaws,

  vii. entering into an agreement to manage and operate an airport not previously managed and operated by Edmonton Airports,

  viii. participation with Affiliates, and

  ix. any material change to any Airport Master Plan.

1.4 BOARD AUTHORIZATIONS

The Board authorizes:

(a) the Audit Committee to approve quarterly unaudited financial statements and the annual internal and external audit plans;

(b) the President and CEO to manage all aspects of Edmonton Airports, consistent with all Board-approved plans, which authority includes the right of the President and CEO to delegate authority to other employees;

(c) the Board Chair to appoint ad hoc Committees to act on matters between Board meetings; and

(d) the Governance and Human Resources Committee to make determinations respecting disclosures made pursuant to the Conflict of Interest Rules that the disclosed interest would not materially or detrimentally conflict with the interests of Edmonton Airports or give rise to an appearance of a conflict of interest or give direction respecting actions or processes to manage the disclosed interest.

1.5 BOARD EFFECTIVENESS

The Board, with support from Board Committees as required, will:

(a) meet at least four times per year;

(b) review appropriate and timely management reports;

(c) appoint an Audit Committee and Governance and Human Resources Committee with Board-approved mandates;

(d) appoint a Special Committee with a Board-approved mandate for a capital project or series of capital projects that could materially affect the credit or reputation of Edmonton Airports, as determined by the Board;

(e) conduct regular assessments of the Board, Board Committees, Board Chair, Board Committee Chairs and individual directors;

(f) annually review the Board Mandate and Workplan, Board Committee Mandates and Workplans, Terms of Reference for a Director, Director's Confirmation, Acknowledgement and Declaration, and position descriptions for the Board Chair, Board Committee Chairs, President and CEO, Corporate Secretary and Board Secretary to ensure clear delineation of responsibilities and expectations;

(g) establish a comprehensive director development program for directors consisting of director selection, orientation and continuing education;

(h) review size and makeup of the Board and participate in filling Board vacancies;

(i) directly engage advisors as required;

(j) meet "in camera" with the President and CEO at each meeting and as the Board at the beginning and end of each meeting to ensure independence from management; and

(k) require directors to annually sign a Directors' Confirmation, Acknowledgement and Declaration.



DISCLOSURE OF CORPORATE GOVERNANCE PRACTICES

The following is Edmonton Airports' disclosure of its Corporate Governance Practices.

Composition of the Board

Independence of Directors	All Edmonton Airports Directors are independent.
Independence of Board Chair	The Board Chair is an independent director. The Board Chair's role and responsibilities are described in the Board Chair's Position Description.

Attendance - Board & Committee Meetings 2025

Attendance Record of each Director for 2025

	Board	Audit Committee	Governance & Human Resources Committee	Ad-Hoc Advisory Committee: Board Chair Selection
Angelina Bakshi	3/4	4/4	--	
Robert Bennett	4/4	4/4	--	
Christopher Burrows	3/4	4/4	--	1/1
Katherine Chubbs	4/4	1/1*	3/3	
Howard Eng	4/4	1/1*	3/3	
Angela Fong	4/4	1/1*	3/3	
Mona Hale	4/4	4/4	--	
Roger Keglowitsch	4/4	4/4	1/1**	
Bernie Kollman	4/4	1/1*	3/3	
Greg Krischke	4/4	4/4	--	
Elan MacDonald	4/4	1/1 *	3/3	
Sandra Marocco	4/4	1/1*	3/3	
Carman McNary	4/4	4/4***	3/3	
David Mowat	4/4	4/4	--	1/1

**Non-member - attended at request of Board Chair*

***New Director - attended one meeting of non-appointed Committee*

****Ex-officio - attended as Board Chair*

DISCLOSURE OF CORPORATE GOVERNANCE PRACTICES

The following is Edmonton Airports' disclosure of its Corporate Governance Practices.

Director Independence

In Camera Meetings	In camera sessions are held at the beginning and end of every Board and Board Committee meeting in accordance with the Board and Board Committee Mandates.

Board Mandate

Board Mandate	The Board has a written mandate that sets out its role and responsibilities. The text of the Board Mandate is set out herein.

Position Descriptions

Position Descriptions	The Board has written position descriptions for the Board Chair, the Governance & Human Resources Committee Chair ("Governance Committee"), the Audit Committee Chair, the President and CEO, the Corporate Secretary (Governance Officer) and the Board Secretary.

Orientation and Continuing Education

New Director Orientation	The Director Development Program sets out an orientation program for new directors, which is designed to provide a comprehensive introduction to Edmonton Airports and the Board's governance policies and practices. The program includes, inter alia, orientation sessions with the Board Chair and the Committee Chairs (as requested), Corporate Secretary (Governance Officer), President and CEO and Executive Management, as well as attendance at one meeting of the non-appointed Committee in their first year as a Director, and tours of the facilities operated by Edmonton Airports.
Director Continuing Education	The Policy for Director Development provides for funding for director development. The Director Development Program sets out a program for Continuing Education to expand a director's knowledge of the aviation industry, government policy, business risk, competition, and governance.

Code of Business Conduct and Ethics

Written Code of Business Conduct and Ethics	The Board has adopted a written Ethics Code applicable to Edmonton Airports' Directors, Officers, Executive Management and Employees. The Board monitors compliance of Directors by requiring Directors to annually review and sign the Director's Confirmation, Acknowledgement and Declaration Form.
Conflict of Interest Rules	The Conflict of Interest Rules that form part of the Ethics Code requires the collection of Personal Information and disclosure of all interests, activities, investments, memberships and appointments that Directors, Officers, Executive Management and Employees have become involved with that may materially or detrimentally conflict with the interests of Edmonton Airports or any interests that may reasonably be perceived as giving rise to an appearance of a conflict of interest. The Board implements appropriate processes to manage disclosed interests, such as requiring Directors who have a material interest in a transaction to recuse themselves from discussions and/or voting on issues concerning those transactions.
Diversity and Inclusion Policy	The annually reviewed Diversity and Inclusion policy forms the foundation of the Board's recognition that good to great governance includes the benefits that diversity and inclusion can bring through effective representation of women, members of First Nations, Inuit and Métis Peoples, persons with disabilities and members of visible minority groups. The Board is committed to: 1. promoting Board Diversity and Inclusion in the pursuit of recruiting qualified Board candidates; 2. establishing measurable objectives for achieving Board Diversity and Inclusion; and 3. keeping its stakeholders informed of its progress towards implementing and achieving Board Diversity and Inclusion. In particular, the Board has determined that, working with the Appointers, the Board will strive to achieve: • 50% gender parity in membership; and • significant representation (30%) in membership of other under-represented groups, including racialized minorities and groups, people living with disabilities (including invisible and episodic disabilities), and members of First Nations, Inuit and Métis Peoples.
Political Involvement Policy	Reflecting the Board's commitment to high standards of conduct and ethical behaviour of all Directors, the Board has established a written policy outlining the expectations and conditions for Directors wishing to interact with government with the objective of ensuring conduct of the highest ethical calibre.

Nomination of Directors

Nomination and Appointment of Directors	The Director Selection Process, which is a component of the Director Development Program, provides for a strategic, disciplined, and transparent process to bring the skill sets, competencies and diversity required on the Board. The process consists of: 1. skills/competencies and diversity gap analysis conducted by the Governance Committee to identify anticipated gaps in the diversity, skill sets and competencies of the Board, including an assessment of whether a Director At Large position is needed to ensure no gap occurs; 2. communication of selection criteria to the Appointer for the Appointer's consideration and in the case of Government of Canada appointment opportunities the appropriate criteria for insertion on the position posting advertisement. Where appropriate, the Board encourages the Appointer to utilize a search firm to assist in identifying candidates; 3. meeting of the Governance Committee Chair and Board Chair, and where possible other Governance Committee members and with the candidate to communicate the skill set and competencies required, expectations of time commitment and application of Conflicts of Interest rules. Meetings with the Board Chair and other Directors are arranged to get to know the candidate; 4. for Government of Canada appointee or re-appointee opportunities, in addition to point 3 above, where possible a meeting of the Board Chair and representatives from Transport Canada as part of a screening committee to review the applications where possible; and 5. communication with the Appointer as to the suitability of candidates interviewed.
Nominating Committee	The Governance Committee's Mandate includes responsibility for reviewing the size and makeup of the Board and filling Board vacancies.
Nominating Committee Responsibilities, Powers, and Operation	The Governance Committee's annual Workplan includes reviewing director skill sets and identifying gaps, reviewing size and makeup of the Board, diversity and inclusion of Board members and any potential gaps, and making recommendations to Appointers for Board vacancies.

Compensation

Compensation Responsibilities, Powers, and Operation	The Governance Committee's Mandate includes responsibility for reviewing and recommending for Board approval the CEO evaluation process and compensation, Edmonton Airports' Compensation Philosophy, the Directors' Compensation Philosophy and Director Compensation Policy.

Other Board Committees

Standing and Special Committees	The Board's standing committees are the Audit Committee and Governance Committee. The Board has the ability to appoint special committees with Board approved mandates as required.

Board Assessments

Assessments of the Board, Board Committees, and Individual Directors	Assessments of the Board, Board Committees, the Board Chair, Board Committee Chairs, and individual Directors (both self and peer) are conducted regularly. Assessment information may be collected and compiled through questionnaires or interviews or a combination of the two techniques and may be conducted with the assistance of external consultants. All assessment results are reviewed by the Governance Committee and the Board Chair. The Governance Committee is responsible for recommending and monitoring improvement based on assessment results.

PUBLIC COMPETITIVE TENDERING

2025 REPORTABLE SOLE SOURCES

Reportable amount for 2025: $164,634 CDN ($75,000 in 1992 dollars)

SUPPLIER	PROJECT	VALUE (in thousands of dollars)	CODE
Oshkosh Aero	Supply of Jetway bridge parts and safety upgrades	**1,352**	The goods or services to be purchased are proprietary to the supplier or the supplier has exclusive distribution rights in the area.
IBM Canada Limited	Consulting services for asset management project implementation	**174**	There is only one qualified supplier who can provide the required goods or services when all factors are considered.
Rydal Construction	Windstorm repairs with roof and cinderblock replacement	**506**	There is only one qualified supplier who can provide the required goods or services when all factors are considered.
M2 Engineering	Engineering services for reservoir pumping upgrade	**225**	There is only one qualified supplier who can provide the required goods or services when all factors are considered. A strategic alliance or partnership can be formed with one supplier.

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of Edmonton Regional Airports Authority

Our opinion

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of Edmonton Regional Airports Authority and its subsidiaries (together, the Edmonton Airports) as at December 31, 2025 and the results of its operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

WHAT WE HAVE AUDITED

The Edmonton Airports' consolidated financial statements comprise:

- the consolidated statement of financial position as at December 31, 2025;
- the consolidated statement of operations for the year then ended;
- the consolidated statement of changes in net liabilities for the year then ended;
- the consolidated statement of cash flows for the year then ended; and
- the notes to the consolidated financial statements, which include significant accounting policies and other explanatory information.

BASIS FOR OPINION

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the consolidated financial statements section of our report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

INDEPENDENCE

We are independent of the Edmonton Airports in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada. We have fulfilled our other ethical responsibilities in accordance with these requirements.

Responsibilities of management and those charged with governance for the consolidated financial statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Edmonton Airports' ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Edmonton Airports or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Edmonton Airports' financial reporting process.

Auditor's responsibilities for the audit of the consolidated financial statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Edmonton Airports' internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Edmonton Airports' ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Edmonton Airports to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the Edmonton Airports as a basis for forming an opinion on the consolidated financial statements. We are responsible for the direction, supervision and review of the audit work performed for purposes of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

PricewaterhouseCoopers LLP

Chartered Professional Accountants
Edmonton, Alberta
March 19, 2026

FINANCIALS

EDMONTON REGIONAL AIRPORTS AUTHORITY

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at December 31, 2025 and 2024
(in thousands of dollars)

	2025	2024
ASSETS		
Current Assets		
Cash and cash equivalents	$ 18,313	$ 28,525
Accounts receivable	18,901	22,966
Short-term investments (note 3)	13,750	16,000
Prepaid expenses and other	6,744	7,116
	57,708	74,607
Restricted deposits (note 4)	47,597	45,800
Long-term investments (note 3)	-	13,000
Lease receivable and other	7,053	6,795
Investment in associates (note 5)	9,668	4,779
Post-employment benefits (note 6)	25,225	22,704
Property, plant and equipment (note 7)	862,016	841,546
Intangible assets (note 8)	8,381	6,882
	$ 1,017,648	$ 1,016,113
LIABILITIES AND NET LIABILITIES		
Current Liabilities		
Bank indebtedness (note 4)	$ 20,000	$ -
Accounts payable and accrued liabilities (note 9)	49,927	32,732
Current portion of deferred revenue and contributions (note 10)	3,935	4,189
Current portion of long-term debt (note 4)	57,373	54,318
	131,235	91,239
Tenants' security deposits and other long-term payables	2,413	2,421
Deferred revenue and contributions (note 10)	70,557	70,907
Post-employment benefits (note 6)	3,134	3,515
Long-term debt (note 4)	916,571	973,568
	1,123,910	1,141,650
Commitments and contingencies (note 12)		
Net Liabilities	(106,262)	(125,537)
	$ 1,017,648	$ 1,016,113

The accompanying notes are an integral part of the financials statements.

Approved by the Board of Directors

Chair

Chair - Audit Committee

EDMONTON REGIONAL AIRPORTS AUTHORITY

CONSOLIDATED STATEMENT OF OPERATIONS

For the years ended December 31, 2025 and 2024
(in thousands of dollars)

	2025	2024
Revenue		
Airport improvement fee (note 11)	$ 118,504	$ 113,626
Concessions and parking	61,837	58,686
Airside and general terminal	60,398	45,412
Real estate leases	15,773	15,435
Contributions (note 10(b)(i))	7,194	7,700
Other revenue	730	662
	264,436	241,521
Expenses		
Service, maintenance, supplies and administration	65,691	63,094
Salaries and employee benefits (note 14)	44,487	40,136
Ground lease (note 12(a))	22,537	21,202
Utilities, insurance and property taxes	11,601	12,121
Airport improvement fee collection costs (note 11)	5,095	5,706
	149,411	142,259
Earnings before other income and expenses	115,025	99,262
Other expenses		
Depreciation and amortization	61,016	58,741
Interest and other (note 4)	38,094	37,683
Impairment on investment in associates (note 5)	-	1,195
Share of income in associates	(33)	(29)
Loss (gain) on disposal of property, plant and equipment	15	(219)
Net income	$ 15,933	$ 1,891

The accompanying notes are an integral part of the financials statements.

EDMONTON REGIONAL AIRPORTS AUTHORITY

CONSOLIDATED STATEMENT OF CHANGES IN NET LIABILITIES
As at December 31, 2025 and 2024
(in thousands of dollars)

	2025	2024
Net liabilities - beginning of year	$ (125,537)	$ (132,135)
Post-employment benefits remeasurement and other items (note 6)	3,342	4,707
Net income	15,933	1,891
Net liabilities - end of year	**$ (106,262)**	**$ (125,537)**

The accompanying notes are an integral part of the financials statements.

EDMONTON REGIONAL AIRPORTS AUTHORITY

CONSOLIDATED STATEMENT OF CASH FLOWS
For the years ended December 31, 2025 and 2024
(in thousands of dollars)

	2025	2024
Cash flows from operating activities:		
Net income	$ 15,933	$ 1,891
Adjustments for:		
Depreciation and amortization	61,016	58,741
Amortization of borrowing costs	376	377
Recognition of capital contributions	(3,633)	(2,614)
Loss (gain) on disposal of property, plant and equipment	15	(219)
Changes in non-cash working capital (note 15)	15,890	(4,342)
Post-employment benefits	439	750
Impairment on investment in associates	-	1,195
Share of income in associates	(33)	(29)
Net cash flows from operating activities	$ 90,003	$ 55,750
Cash flows from investing activities:		
Increase in restricted deposits	$ (1,797)	$ (1,544)
Purchase of investments	(750)	-
Proceeds from investments	16,000	20,000
Increase in investment in associates	(4,856)	(53)
Purchase of property, plant and equipment	(75,983)	(79,022)
Purchase of intangible assets	(2,744)	(4,464)
Proceeds on disposal of property, plant and equipment	115	439
Net cash flows used in investing activities	$ (70,015)	$ (64,644)
Cash flows from investing activities:		
Repayments of long-term debt	$ (54,318)	$ (51,430)
Capital contributions received	4,118	5,736
Proceeds from bank operating line	30,000	-
Repayment of bank operating line	(10,000)	-
Net cash flows used in financing activities	$ (30,200)	$ (45,694)
Net decrease in cash	$ (10,212)	$ (54,588)
Cash and cash equivalents - beginning of year	28,525	83,113
Cash and cash equivalents - end of year	$ 18,313	$ 28,525

The accompanying notes are an integral part of the financials statements.

EDMONTON REGIONAL AIRPORTS AUTHORITY

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the years ended December 31, 2025 and 2024
(in thousands of dollars)

1. NATURE OF OPERATIONS

Edmonton Regional Airports Authority ("Edmonton Airports") was incorporated on July 26, 1990 under the provisions of the Regional Airports Authorities Act (Alberta) (the "Act") as a non-share capital corporation. The mandate of Edmonton Airports, as defined in the act, is to manage and operate the airports for which it is responsible in a safe, secure and efficient manner and to advance economic and community development by promoting improved airline and transportation service and an expanded aviation industry. In accordance with the provisions of the Act, all of Edmonton Airports' surpluses are applied towards promoting its purposes and no dividends are paid out of the surpluses. Surpluses in these consolidated financial statements are described as net assets. Deficits are referred to as net liabilities.

Edmonton Airports' earnings are generated from airport-related operations and are exempt from federal and provincial income tax.

Edmonton Airports has wholly owned for-profit subsidiaries that hold investments in businesses outside of Edmonton Airports' core operations.

EDMONTON INTERNATIONAL AIRPORT

On April 2, 1992, Edmonton Airports signed an agreement with the Government of Canada (the "Landlord") to transfer control of the Edmonton International Airport (the "Airport") to Edmonton Airports. Effective July 31, 1992, Edmonton Airports signed the Ground Lease Agreement ("Ground Lease") with the Landlord to lease the Airport facilities for an initial period of 60 years ending in 2052. On August 1, 1992 Edmonton Airports assumed control of the Airport. Under the option granted to Edmonton Airports in the Ground Lease, Edmonton Airports provided notice to the Landlord to exercise the option to extend the term for an additional 20 years, expiring July 31, 2072.

The Airport operates on approximately 2,800 hectares of land in the County of Leduc adjacent to the City of Leduc in the province of Alberta. The assets of the Airport include the air terminal, airside assets including two runways, multiple taxiways and aprons, loading bridges, groundside assets including parking lots, maintenance facilities and other ancillary structures necessary to execute its mandate.

Edmonton Airports is committed to the continuing development of the Airport. This includes continued redevelopment of the terminal, increasing airside capacity, and increasing cargo and aircraft facilities.

Villeneuve Airport

On March 30, 2000, Edmonton Airports acquired from the Government of Canada all lands, assets, chattels and equipment comprising the Villeneuve Airport for a nominal amount. Villeneuve Airport operates on approximately 579 hectares of land in Sturgeon County and is a certified general aviation airport. Villeneuve Airport's role is to serve the needs of small commercial, recreational flying and general aviation and is also a flight training facility with a flight control system owned and operated by NAV CANADA.

2. SIGNIFICANT ACCOUNTING POLICIES

The principal accounting policies applied in the preparation of these consolidated financial statements are set out below. These policies have been consistently applied, unless otherwise stated.

A) BASIS OF PREPARATION

Edmonton Airports' consolidated financial statements have been prepared by management in accordance with the CPA Canada Handbook – Accounting Part III – Accounting Standards for Not-for-Profit Organizations ("ASNPO") and include the results of Edmonton Airports' wholly owned subsidiaries. All intercompany transactions and balances have been eliminated on consolidation.

The consolidated financial statements have been prepared in Canadian dollars under the historical cost convention.

B) USE OF ESTIMATES

The preparation of financial statements in accordance with ASNPO requires management to make judgements and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates and may have impact on future periods. Significant estimates include the estimated useful lives of property, plant and equipment and intangible assets, the collectability of accounts receivable, measurement of accrued liabilities, and measurement of post-employment benefits.

C) CASH AND CASH EQUIVALENTS AND SHORT-TERM INVESTMENTS

Cash and cash equivalents include cash and short term investments with an original term of 90 days or less. Other redeemable short-term investments that have maturities beyond the 90 days and less than one year are classified as short-term investments.

D) GROUND LEASE EXPENSE

The Ground Lease expense is based on a progressive scale of percentages of Edmonton Airports' revenue as defined in the Ground Lease and is charged to operations.

E) PROPERTY, PLANT AND EQUIPMENT

Property, plant and equipment are measured at cost, less accumulated depreciation and accumulated impairment losses. Property, plant and equipment do not include the cost of the facilities that are leased from the Landlord. These assets will revert to Transport Canada upon the expiration or termination of the Ground Lease. No amounts are amortized longer than the lease term.

Assets under construction are not depreciated and are transferred to property, plant and equipment when the asset is available for use, as intended by management.

When parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

Depreciation is provided at cost less estimated residual value on a straight-line basis over the estimated useful lives as follows:

Buildings	2 - 47 years
Roadway systems, parking facilities and lots	3 - 47 years
Runway facilities and lots	3 - 20 years
Vehicles and maintenance equipment	5 - 35 years
Computer equipment	2 - 10 years
Land and land development	10 - 47 years

Edmonton Airports has previously purchased land for operational purposes and future development. The Ground Lease requires that at commencement of development the applicable land be transferred to the Government of Canada at which time Edmonton Airports will reclassify the land to leased land.

F) INTANGIBLE ASSETS

Intangible assets are measured at cost less accumulated amortization and accumulated impairment losses. Intangible assets do not include the cost of the facilities that are leased from the Landlord.

Intangible assets include purchased computer software and software licenses with finite useful lives. These assets are capitalized and amortized on a straight-line basis in the statement of operations at the following annual rates:

Purchased software and software licenses	2 - 5 years

G) BORROWING COSTS

Borrowing costs attributable to the acquisition or construction of an asset that is constructed over time are added to the cost of the asset, until the asset is available for use. All other borrowing costs are recognized as interest expense in the year in which they are incurred.

H) IMPAIRMENT

Property, plant and equipment and intangible assets are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's fair value or replacement cost is estimated. For the purpose of measuring fair value or replacement cost, an asset can be integrated with other assets such that it may be necessary to consider the value of the asset's future economic benefits or service potential for the group of integrated assets as a whole. A write-down is recognized for the amount by which the asset's carrying amount exceeds its fair value or replacement cost.

I) REVENUE RECOGNITION

Edmonton Aiports recognizes revenue when received or receivable if the amount to be received can be reasonably estimated and if collecion is reasonably assured as follows:

- Airport improvement fee ("AIF") revenue, which is collected from passengers by air carriers, is recognized based on monthly passenger numbers submitted by individual carriers.
- Concession revenue is recognized based upon the greater of agreed percentages of reported concession sales and specified minimum rentals over the terms of the respective leases. In some instances, concession revenue is recognized exclusively based on agreed percentages of reported concessions sales.
- Airside and general terminal and parking revenues net of incentives are recognized as the airport facilities are utilized.
- Real estate revenue net of incentives is recognized on a straight-line basis over the terms of the respective leases. For land, this amount is recognized once the developed land has been granted to the tenant.
- Interest income is recognized in the period in which it is earned.
- Contributions are accounted for using the deferral method as follows:
  - Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.
  - Contributions received or receivable to offset specific operating costs are deferred and recorded as revenue when the related costs are incurred.
  - Contributions received or receivable and designated by third parties for specific capital purposes are deferred and recorded as revenue on a basis consistent with the amortization of the related capital assets.

J) POST - EMPLOYMENT BENEFITS

Edmonton Airports manages a federally regulated pension plan encompassing non-contributory defined benefit ("DB") provisions and defined contribution ("DC") provisions. In addition, Edmonton Airports also maintains two unfunded supplemental retirement plans.

Defined benefit and unfunded supplemental plans

The liability or asset recognized in the statement of financial position in respect to the defined benefit pension plan is the present value of the defined benefit obligation at the end of the reporting period less the fair value of plan assets. The defined benefit obligation is calculated annually by independent actuaries using an actuarial valuation prepared for accounting purposes. The present value of the post-employment benefit obligation is determined using the projected benefit method and by discounting the estimated future cash outflow using interest rates of high-quality corporate bonds that have duration to maturity approximating the duration of the related pension liability.

Remeasurements and other items comprise the difference between the actual return on plan assets and the return calculated using the discount rate used to determine the defined benefit obligation, actuarial gains and losses, the effect of any valuation allowance, past service costs and gains and losses arising from settlements and curtailments. Remeasurements and other items are recognized directly in net assets (liabilities) in the statement of financial position and are presented as a separate line item on the statement of changes in net assets (liabilities).

Defined contribution pension plan

Edmonton Airports records contributions to the defined contribution pension plan as an expense, which is included in salaries and employee benefits expense, as services are rendered.

K) FINANCIAL INSTRUMENTS

Financial assets and financial liabilities are initially recognized at fair value when Edmonton Airports becomes a party to the contractual provisions of the financial instrument. Subsequently, all financial instruments are measured at amortized cost.

With respect to financial assets measured at amortized cost, Edmonton Airports recognizes in the statement of operations an impairment loss, if any, where there are indicators of impairment and it determines that a significant adverse change has occurred during the period in the expected timing or amount of future cash flows. When the extent of impairment of a previously written-down asset decreases and the decrease can be related to an event occurring after the impairment was recognized, the previously recognized impairment loss is reversed to net income (loss) in the period the reversal occurs.

L) DEFERRED REVENUE AND CONTRIBUTIONS

Deferred revenue and contributions consists primarily of land leasing, space rental and aeronautical fee revenue received in advance of land or facilities being utilized. Deferred revenue and contributions are recognized over the terms of the related agreements.

M) INVESTMENT IN ASSOCIATES

Edmonton Airports records investments over which it has significant influence using the equity method of accounting. The original investment is initially recorded at cost and is subsequently increased or decreased to account for the Airport's share of income or loss from the investment.

Edmonton Airports records investments in equity instruments over which it does not have significant influence using the cost method. These investments are held at cost less any reduction for impairment. Interest, dividends, losses and gains relating to these financial instruments are reported in net income (loss) as expense or revenue.

At the end of each reporting period, Edmonton Airports assesses whether there are any indications that an investment may be impaired. If an investment is determined to be impaired, the carrying amount is reduced to the higher of the discounted future cash flows from holding the investment and the amount that could be realized by selling the asset at the date of the consolidated statement of financial position.

Edmonton Airports assesses joint arrangements at the inception of the agreement based on the structure and legal terms of the contract. Where the arrangement meets the definition of a jointly controlled enterprise, the equity method of accounting is used. Where the arrangement meets the definition of a jointly controlled operation, or jointly controlled assets, the Airport recognizes its share of the assets, liabilities, revenue and expenses of the joint arrangement.

3. INVESTMENTS

Edmonton Airports holds interest bearing investments in the amount of $13.75 million (December 31, 2024 – $29 million) with annual interest rates of 3.26% to 3.40% (2024 - 3.26% to 3.40%). $13.75 million will mature in 2026 and is classified as short-term investments. Investments are measured at amortized cost. Interest income is recognized in the period in which it is earned. Total interest income earned in 2025 was $768 (2024 – $1,391).

EDMONTON REGIONAL AIRPORTS AUTHORITY
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
For the years ended December 31, 2025 and 2024
(in thousands of dollars)

4. LONG-TERM DEBT

Pursuant to a Master Trust Indenture ("MTI") dated October 31, 2000, Edmonton Airports established a Capital Markets Platform ("CMP") which enables Edmonton Airports to create, issue and secure bonds, without restriction as to the amount or series. All bonds issued pursuant to the MTI are secured by a mortgage or charge against Edmonton Airports' leasehold interest in the Edmonton International Airport lands and a security interest in all of Edmonton Airports' present and after-acquired personal property. The aforementioned security ranks pari passu with all other indebtedness issued.

Pursuant to the terms of the MTI, Edmonton Airports is required to maintain a debt service reserve fund equal to one-half of its annual debt service costs and an operating and maintenance contingency fund equal to one quarter of its annual operating and maintenance expenses. At December 31, 2025, restricted deposits of $47,597 (December 31, 2024 – $45,800) exist as a requirement of the debt service reserve fund. These deposits earned annual interest of 3.87% (December 31, 2024 – 4.77%). The operating and maintenance contingency fund can be satisfied by cash, letter of credit or undrawn availability of a revolving credit facility.

Throughout the term of the MTI when any bonds are outstanding, Edmonton Airports is required to maintain a debt service coverage ratio on a rolling 12 month projection basis of 1.00:1 and a gross debt service coverage ratio of not less than 1.25:1 on a rolling 12 month trailing basis. As at December 31, 2025, Edmonton Airports is in compliance with these two ratios.

Edmonton Airports has issued the following series of bonds through the CMP:

Series A Bonds

Pursuant to the first supplemental indenture dated October 31, 2000, Edmonton Airports created and issued series A bonds in the aggregate principal amount of $250 million (the "Series A Bonds"). The Series A Bonds are issued as direct evidence of indebtedness of Edmonton Airports to the holder thereof. The Series A Bonds bear interest at a fixed rate of 7.214% per annum and are due on November 30, 2030. Principal and interest payments are made semi-annually on May 1 and November 1 of each year.

Series C Bonds

Pursuant to the third supplemental indenture dated December 6, 2006, Edmonton Airports created and has issued series C bonds in the aggregate principal amount of $1.365 billion (the "Series C Bonds"). The Series C Bonds are security for HMKRA Amended and Restated Credit Agreement dated January 24, 2012 and are payable on demand in accordance with the terms thereof. The Series C Bonds are pledge bonds, which constitute an obligation of Edmonton Airports to the holder thereof only to the extent of the lesser of i) the principal amount of the Series C Bonds plus interest accrued thereon; and ii) the amounts owing pursuant to the HMKRA Amended and Restated Credit Agreement (including accrued interest).

The HMKRA Amended and Restated Credit Agreement establishes three credit facilities (collectively, the "HMKRA Credit Facilities", and each a "HMKRA Credit Facility").

HMKRA Credit Facility 1 has a maximum principal amount of $1 billion, available by way of fixed rate loans, to be used solely for the purposes of airport infrastructure expenditures at the Edmonton International Airport.

HMKRA Credit Facility 2 has a maximum principal amount of $300 million, available by way of fixed rate loans, to be used for the purposes of redeeming or purchasing for cancellation of the Series A Bonds. Once the Series A Bonds are fully redeemed, any residual balance in HMKRA Credit Facility 2 can be used for the HMKRA Credit Facility 1 purposes.

HMKRA Credit Facility 3 has a maximum principal amount of $100 million, available by way of fixed rate loans, to be used solely for the purposes of funding capital expenditure projects, the general purpose of which are to construct or improve infrastructure in respect to buildings, airfield, land, roads, navigational aids and other assets required for the operation of the Edmonton International Airport. The use of HMKRA Credit Facility 3 reduces, dollar for dollar, the amount available to Edmonton Airports under HMKRA Credit Facility 1.

Pursuant to the HMKRA Amended and Restated Credit Agreement, throughout the period when any amounts are outstanding thereunder, Edmonton Airports is required to maintain an interest coverage ratio of not less than 1.25:1 and net cash flows greater than zero as of the end of any fiscal quarter on a rolling four fiscal quarter basis. All covenants have been met.

Series D Bonds

Pursuant to the sixth supplemental indenture dated May 20, 2021, Edmonton Airports created and issued series D bonds in the aggregate principal amount of $200 million (the "Series D Bonds"). The Series D Bonds are issued as direct evidence of indebtedness of Edmonton Airports to the holder thereof. The Series D Bonds bear interest at a fixed rate of 3.715% per annum and are due on May 20, 2051. Principal and interest payments are made semi-annually on May 20 and November 20 of each year.

Series E Bonds

Pursuant to the seventh supplemental indenture dated February 22, 2024, Edmonton Airports created and has issued Series E bonds in the aggregate principal amount of $220 million (the "Series E Bonds"). The Series E Bonds are security for the operating credit facility noted below and are payable on demand in accordance with the terms thereof. The Series E Bonds are pledge bonds, which constitute an obligation of Edmonton Airports to the holder thereof only to the extent of the lesser of i) the principal amount of the Series E Bonds plus interest accrued thereon; and ii) the amounts owing pursuant to the credit facility (including accrued interest). Pursuant to the second supplemental indenture, the Series E Bonds are exempt from the debt service reserve fund and operating and maintenance contingency fund requirements set forth in the MTI.

Operating Credit Facility

Edmonton Airports maintains an operating credit facility with a major Canadian bank, expiring February 21, 2027. The agreement establishes a $150 million revolving credit facility for general corporate purposes and to assist in interim financing of construction projects. The credit facility can be extended up to $200 million. As at December 31, 2025, $20 million (2024 - $nil) was drawn under the facility. In addition, there is an amount of $28,910 (2024 - $28,287) offset against the operating line for the operating and maintenance reserve required under the Master Trust Indenture. Edmonton Airports has the option to draw on the credit facility at a variable interest rate based on the bank prime rate plus a premium or at a fixed interest rate based on the CORRA loan rate plus a premium. The bank prime rate at December 31, 2025 was 4.45% (2024 – 5.45%)

Total long-term debt outstanding:

	2025	2024
Series A Bonds	$ 103,741	$ 119,630
Series D Bonds	182,136	186,366
HMKRA Loans	689,510	723,709
	975,387	1,029,705
Less: Unamortized transaction costs	(1,443)	(1,819)
	973,944	1,027,886
Less: Current portion	(57,373)	(54,318)
Long Term Debt	$ 916,571	$ 973,568

HMKRA loans, payable in semi-annual instalments of principal and interest:

Interest Rate	Semi-annual instalment	Maturity date	2025	2024
4.37%	$ 755	December 15, 2026	$ 1,461	$ 2,861
4.50%	1,145	March 15, 2027	3,287	5,360
5.00%	398	June 15, 2027	1,138	1,851
4.89%	395	September 17, 2027	1,487	2,178
4.68%	1,552	June 16, 2028	7,242	9,912
4.55%	3,068	September 17, 2028	17,024	22,207
4.67%	1,245	December 15, 2039	25,392	26,654
4.54%	920	March 15, 2040	19,395	20,324
4.56%	1,845	June 15, 2040	38,833	40,688
4.00%	1,439	October 1, 2040	32,219	33,760
4.40%	2,112	December 15, 2040	46,031	48,159
4.41%	1,511	March 15, 2041	33,669	35,156
4.16%	1,657	June 15, 2041	37,579	39,276
3.70%	1,582	September 15, 2041	37,926	39,636
3.35%	2,135	December 15, 2041	52,532	54,977
3.41%	921	March 15, 2042	23,082	24,109
3.25%	905	June 15, 2042	22,974	24,012
3.26%	1,207	September 17, 2042	31,335	32,696
3.24%	603	December 17, 2042	15,661	16,343
3.42%	615	March 15, 2043	16,077	16,739
3.73%	557	March 17, 2044	14,783	15,330
3.36%	266	September 15, 2044	7,422	7,697
3.18%	260	December 15, 2044	7,369	7,648
2.72%	490	September 15, 2046	15,592	16,136
			$ 509,510	$ 543,709

HMKRA loans payable in semi-annual instalments of interest only:

Interest Rate	Semi-annual instalment	Maturity date	2025	2024
3.51%	$ 439	December 17, 2048	$ 150,000	$ 150,000
3.51%	263	December 17, 2048	30,000	30,000
			180,000	180,000
			$ 689,510	$ 723,709

The future annual principal and interest payments required to retire the long-term debt are as follows:

	Principal	Interest	Total
2026	$ 57,373	$ 39,745	$ 97,118
2027	57,537	36,823	94,360
2028	56,889	33,882	90,771
2029	52,386	30,999	83,385
2030	55,514	28,177	83,691
Thereafter	695,688	266,264	961,952
	$ 975,387	435,890	1,411,277

Interest and other expense:

	2025	2024
HMKRA loan interest	$ 27,030	$ 28,435
Series A Bond interest	8,506	9,604
Series D Bond interest	6,893	7,051
Other interest and financing costs	142	282
Interest portion of current service cost for post-employment benefits	(878)	(678)
Interest income and other	(3,599)	(7,011)
	38,094	37,683

5. INVESTMENT IN ASSOCIATES

Edmonton Airports has the following wholly owned for-profit subsidiaries:

- Edmonton Airports Inc. is a holding company which holds a non-significant influence investment in a Canadian graphene technology company. Edmonton Airports Inc. also holds a 100% interest in EIA Distribution Inc. and EIA Properties Inc.
- EIA Development Inc. is a holding company which holds a 49% significant influence investment in a corporation that owns and operates multi-tenant buildings on airport lands and a 35% joint control investment in a corporation that will build and operate a cargo facility on airport lands.
- EIA Parking Inc. is a holding company which holds non-significant influence investments in a parking technology company and a software company focused on ecommerce and shipping.
- EIA Pharma Inc. is a holding company which holds non-significant influence investments in an armored transport company that specializes in both physical and digital security as well as a logistics company focused on the biopharmaceutical and agrifood industries.
- EIA Properties Inc., which is 100% owned by Edmonton Airports Inc., holds Edmonton Airports Inc.'s 100% shareholder interest (2024 - 100% shareholder interest) in ColdChase Inc. which, at December 31, 2025, is a wholly controlled corporation established to help with the future development and commercialization of technology innovations. On January 1, 2026, the wholly-owned subsidiaries of EIA Properties Inc. and ColdChase Inc. were amalgamated.

In the prior year, EIA Properties Inc. identified indicators of impairment in one wholly controlled investment and reduced carrying value from $45 to nil. The Edmonton Airports also reduced the carrying value of an advance made to this controlled investment from $1,150 to nil.

	2025	2024
Joint control investments	$ 4,500	$ -
Significant influence investments	1,251	1,329
Non-significant influence investments	3,917	3,450
Total investment in associates	$ 9,668	$ 4,779

6. POST - EMPLOYMENT BENEFITS

The tables below outline where Edmonton Airports' post-employment amounts and activity are included in the consolidated financial statements:

	2025	2024
Net asset included in statement of financial position:		-
Fair value of plan assets	$ 77,702	$ 75,703
Present value of funded obligations	(52,477)	(52,999)
Net asset in the statement of financial position	$ 25,225	$ 22,704

	2025	2024
Expenses included in net income for the year:		-
Defined benefit pension plan	$ 791	$ 942
Supplementary executive retirement plan	110	111
	$ 901	$ 1,053

Funded pension plans

A) DEFINED BENEFIT PENSION PLAN

Effective October 1, 2013, Edmonton Airports closed the existing DB pension plan to all but one group of employees subject to collective bargaining. New employees become members of the DC pension plan. The number of employees in the DB pension plan will diminish as time passes.

The most recent funding valuation for the DB portion of the pension plan was completed as at December 31, 2024. The consolidated financial statements were prepared using an independent actuarial valuation completed as at December 31, 2024 with an extrapolation to December 31, 2025 for the DB SERP. The DC SERP is recorded at cost.

Total cash payments made by Edmonton Airports' to the defined benefit pension plan for the year ended December 31, 2025 were nil (2024 - nil).

Unfunded pension plans

B) SUPPLEMENTARY EXECUTIVE RETIREMENT PLANS

Edmonton Airports has a DB Supplementary Executive Retirement Plan ("SERP") with one member. The consolidated financial statements were prepared using an independent actuarial valuation completed as at December 31, 2024, with an extrapolation to December 31, 2025. There is also a non-DB SERP with one member. The benefits provided under the SERPs constitute a non-funded liability of Edmonton Airports.

C) DEFINED CONTRIBUTION PENSION PLAN

The defined contribution provisions of Edmonton Airports' pension plan provide benefits to employees who joined the plan after November 1, 2010, and whose employment conditions are not subject to collective bargaining. Employees whose employment conditions are subject to collective bargaining began joining the plan after October 1, 2013. Edmonton Airports' contribution to the defined contribution portion of the plan is a maximum of 5.5% of the employee's regular salary and wages.

7. PROPERTY, PLANT AND EQUIPMENT

	Cost	Accumulated Depreciation	2025 Net Book Value	2024 Net Book Value
Buildings	$ 1,014,824	$ 641,628	$ 373,196	$ 387,800
Roadway systems	158,861	69,388	89,473	92,255
Parking facilities and lots	93,839	57,309	36,530	37,416
Runway facilities and lots	375,508	207,635	167,873	161,942
Land development	126,686	40,040	86,646	86,391
Vehicles and maintenance equipment	42,054	25,007	17,047	19,147
Furniture and equipment	14,648	11,737	2,911	1,840
Computer hardware	56,458	32,804	23,654	15,080
Land	4,080	780	3,300	3,370
Construction in progress	61,386	-	61,386	36,305
	1,948,344	1,086,328	862,016	841,546

8. INTANGIBLE ASSETS

	Cost	Accumulated Amortization	2025 Net Book Value	2024 Net Book Value
Computer software	$ 11,399	$ 8,581	2,818	3,274
Software under development	5,563	-	5,563	3,608
	16,962	8,581	8,381	6,882

9. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

Included in accounts payable and accrued liabilities are government remittances payable, which include amounts payable of $267 (December 31, 2024 - $313). This balance is comprised of amounts payable for sales and payroll related taxes.

10. DEFERRED REVENUE AND CONTRIBUTIONS

A) DEFERRED REVENUE

	2025	2024
Balance - beginning of year	$ 25,192	$ 26,007
Add: Tenant Advances	-	20
Less: Amortized in the current year	(835)	(835)
Balance - end of year	24,357	25,192
Less: Current portion	(835)	(835)
	$ 23,522	$ 24,357

B) DEFERRED OPERATING CONTRIBUTIONS

	2025	2024
Balance - beginning of year	$ 1,196	$ 1,177
Operating contributions received during the year	3,160	4,430
	4,356	5,607
Less: Recognition of operating contributions	(3,413)	(4,411)
Balance - end of year	943	1,196
Less: Current portion	(943)	(1,196)
	$ -	$ -

C) DEFERRED CAPITAL CONTRIBUTIONS

	2025	2024
Balance - beginning of year	$ 48,708	$ 44,497
Capital contributions received during the year	4,118	6,825
	52,826	51,322
Less: Recognition of capital contributions	(3,633)	(2,614)
Balance - end of year	49,193	48,708
Less: Current portion	(2,158)	(2,158)
	$ 47,035	$ 46,550

During the year, Edmonton Airports received funding from the federal government in relation to the National Trade Corridor Funding ("NTCF") and Airport Critical Infrastructure Program ("ACIP") of $3,814 (December 31, 2024 - $6,825) of which $0 (December 31, 2024 - $1,088), is included in accounts receivable at December 31, 2025.

11. AIRPORT IMPROVEMENT FEE

Edmonton Airports derives revenue from an AIF, which is collected by air carriers pursuant to the Airport Improvement Fee Agreement among various airports in Canada and air carriers serving airports that are signatories to the agreement. Pursuant to the agreement, signatory air carriers received a 5% collection fee from January to February 2025 after which the fee decreased to 4% (2024 – 5%). AIF revenue is used to fund the costs of airport infrastructure expenditures related to AIF funded projects, as well as related financing costs, and the service fee retained by the signatory air carriers.

Cumulative from program inception	2025	2024
AIF revenue	$ 1,636,710	$ 1,518,206
AIF service fee, retained by air carriers	(90,875)	(85,891)
	1,545,835	1,432,315
Less: cumulative expenditures	(2,356,786)	(2,262,660)
	$ (810,951)	$ (830,345)

12. COMMITMENTS AND CONTINGENCIES

A) GROUND LEASE

The ground lease expense is calculated as a percentage of Airport Revenue, as defined by the Ground Lease and related documents, using escalating percentages with the following ranges: 0% for Airport Revenue below $5 million, 1% for Airport Revenue between $5 million and $10 million, 5% for Airport Revenue between $10 million and $25 million, 8% for Airport Revenue between $25 million and $100 million, 10% for Airport Revenue between $100 million and $250 million, and 12% for Airport Revenue in excess of $250 million. Projected lease payments under the Ground Lease for the next five years are estimated as follows: 2026 - $25,765; 2027 - $28,392; 2028 - $30,934; 2029 - $31,921; and 2030 - $33,102.

B) COMMITMENTS

i) Capital commitments

At December 31, 2025, Edmonton Airports has outstanding capital commitments in connection with the construction of certain capital projects in the amount of $52,782 (December 31, 2024 - $13,337).

ii) Operating commitments

Edmonton Airports has operating contracts for the provision of parking and information technology management, building maintenance and security, air service, marketing and janitorial services. These contracts have annual commitments as follows: 2026 - $26,180; 2027 - $22,605; 2028 - $16,110; 2029 - $7,177; and 2030 - $7,252. Certain operating contracts where the amounts cannot be reasonably estimated have been excluded from the above annual commitments.

C) LEGAL CLAIMS

In the normal course of operations, Edmonton Airports becomes involved in various claims and legal proceedings. While the final outcome with respect to these claims and legal proceedings cannot be predicted with certainty, management believes that the resolution of the proceedings will not have a material adverse effect on Edmonton Airports financial position or the results of its operations.

As at December 31, 2025, there were no material claims pending against Edmonton Airports.

13. FINANCIAL INSTRUMENTS

Edmonton Airports is exposed to credit, liquidity and interest rate risk on its financial instruments:

A) CREDIT RISK

The exposure to credit risk is the carrying value of trade receivables of $12,861 (December 31, 2024 - $19,816) on the statement of financial position. At the end of the year Edmonton Airports had approximately 62% (December 31, 2024 – 53%) of its trade accounts receivable balance from three airlines. Additionally, Edmonton Airports is exposed to credit risk from the carrying value of other receivables of $6,040 (December 31, 2024 – $3,150).

Edmonton Airports mitigates credit risk by endeavoring to obtain security deposits, letters of credit, customer credit evaluations and other credit enhancement methods.

Accounts receivable are non-interest bearing and are generally due in 30 to 90 days. At December 31, 2025, provision for impairment of accounts receivable was $1,629 (December 31, 2024 – $2,380). At December 31, 2025, the aging analysis of trade receivables that are past due, but not impaired, is as follows:

	2025	2024
30 to 90 days	$ 1,355	$ 4,069
Greater than 90 days	522	4,614
	$ 1,877	$ 8,683

No other impairments have been identified within trade or other receivables.

B) LIQUIDITY RISK

Edmonton Airports' liquidity risk management includes management of short, medium and long-term funding and liquidity requirements. Liquidity risk is managed by maintaining adequate cash reserves including funds from investments (note 3) and undrawn funding from banking facilities and reserve borrowing facilities (note 4). In addition, cash flow projections are continually updated and reviewed by management to ensure a sufficient continuity of funding.

C) INTEREST RATE RISK

Edmonton Airports is exposed to interest rate risk on its cash, restricted deposits, investments and long-term debt. Edmonton Airports enters into fixed rate loans under the HMKRA Amended and Restated Credit Agreement and other debt securities with the intention of holding them to maturity. The operating credit facility has a variable interest rate on any amounts drawn.

14. DIRECTORS' AND OFFICERS' REMUNERATION AND EXPENSES

Directors Compensation
(All figures in this note are expressed in whole dollars)

Board Chair retainer	$ 70,000 Per annum
Audit Committee Chair retainer	18,500 Per annum
Governance & Human Resource Committee Chair retainer	18,500 Per annum
Directors retainers (total fees excluding Board chair and Committee chairs)	12,500 Per annum
Board and Board Committee meeting fees	1,200 Per-meeting

Total compensation paid and reimbursed to each Director in 2025:

	Total Compensation
Bakshi, Angelina	$ 22,104
Bennett, Rob	23,300
Burrows, Christopher	22,100
Chubbs, Katherine	23,300
Eng, Howard	28,110
Fong, Angela	23,300
Hale, Mona (Chair, Audit Committee)	30,500
Hofstra, Tim*	6,725
Keglowitsch, Roger	21,375
Kollman, Bernie	22,100
Krischke, Greg	23,300
Macdonald, Elan	24,500
Marocco, Sandra (Chair, Governance & Human Resources Committee)	30,504
McNary, Carman (Chair)	89,200
Mowat, Dave	27,500
Total	**417,918**

*Term was completed in December 2024. Remuneration paid in 2025 is for meetings attended in the last quarter of 2024.

SENIOR OFFICERS' COMPENSATION

The base compensation range for the senior officers at Edmonton Airport is $240,000 to $475,000 (2024 - $200,000 to $430,000).

15. SUPPLEMENTARY CASH FLOW INFORMATION

	2025	2024
Accounts receivable	$ 4,065	$ 5,242
Prepaid expenses and other	372	693
Lease receivable and other	(258)	(201)
Accounts payable and accrued liabilities	17,195	(17,855)
Accounts payable and accrued liabilities for property, plant and equipment	(4,388)	4,389
Deferred revenue	(834)	(815)
Operating contributions	(254)	4,229
Tenants' security deposit	(8)	(24)
Changes in non-cash working capital	$ 15,890	$ (4,342)

16. COMPARATIVE INFORMATION

Comparative figures for certain airside and general terminal revenue and services, maintenance, supplies and administration expenses have been reclassified to conform to the current year's presentation.

LEADERSHIP

2025 Executive Management Team

Myron Keehn
PRESIDENT & CEO

Leslie Kwasny
CFO & VICE PRESIDENT, REAL ESTATE

Peter Agnew
VICE PRESIDENT, INFRASTRUCTURE, FACILITIES & AIRSIDE OPERATIONS

Carmen Donnelly
VICE PRESIDENT, PASSENGER EXPERIENCE & TERMINAL OPERATIONS

James Jackson
VICE PRESIDENT, AIR SERVICE & BUSINESS DEVELOPMENT

Tara Mulrooney
CHIEF TECHNOLOGY OFFICER & VICE PRESIDENT, INNOVATION

Bill Wright
GENERAL COUNSEL, COMPLIANCE & GOVERNANCE OFFICER

Board Secretary
ANN HODGSON

Auditors
PRICEWATERHOUSECOOPERS, LLP

2025 Appointer Representatives

City of Edmonton
ANDREW KNACK, MAYOR
EDDIE ROBAR, CITY MANAGER

City of Leduc
LARS HANSEN, MAYOR
DEREK PROHAR, CITY MANAGER

Leduc County
TANNI DOBLANKO, MAYOR
DUANE COLEMAN, COUNTY MANAGER

Parkland County
ROD SHAIGEC, MAYOR
LAURA SWAIN, CHIEF ADMINISTRATIVE OFFICER

Strathcona County
ROD FRANK, MAYOR
STACY FEDECHKO, CHIEF ADMINISTRATIVE OFFICER

Sturgeon County
ALANNA HNATIW, MAYOR
TRAVIS PETER, CHIEF ADMINISTRATIVE OFFICER

Transport Canada
ROSS EZZEDDIN, DIRECTOR GENERAL, AIR MARINE AND ENVIRONMENTAL PROGRAMS

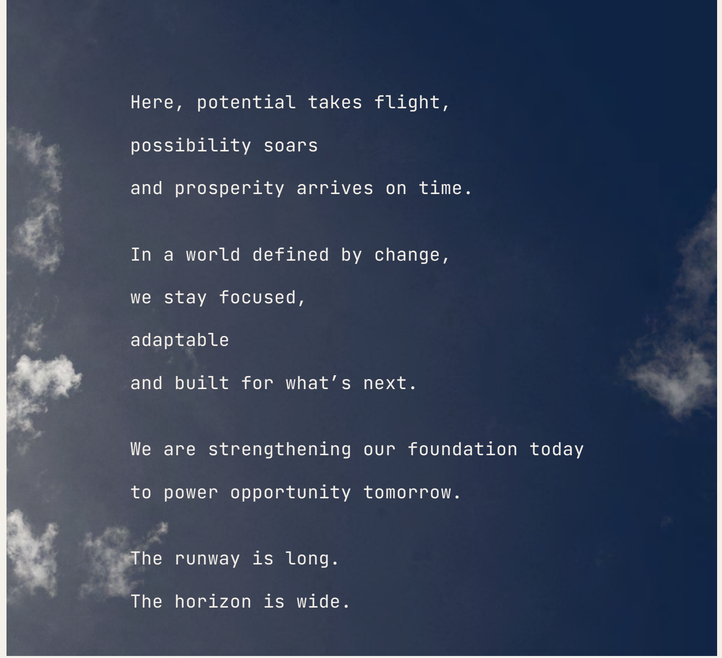
JASON TOM, EXECUTIVE DIRECTOR, OPERATIONS AND AUTHORITIES STEWARDSHIP, AIR, MARINE AND ENVIRONMENTAL PROGRAMS

EDMONTON AIRPORTS

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Edmonton International Airport
Alberta T9E 0V3

info@flyeia.com

flyYEG.com



Here, potential takes flight,

possibility soars

and prosperity arrives on time.

In a world defined by change,

we stay focused,

adaptable

and built for what’s next.

We are strengthening our foundation today

to power opportunity tomorrow.

The runway is long.

The horizon is wide.

AND THE JOURNEY HAS JUST BEGUN ...

YEG | ZVL

[PILOTING PROSPERITY]