

**STATE JOINT STOCK COMPANY  
STARPTAUTISKĀ LIDOSTA RĪGA**

**ANNUAL REPORT 2025**

**PREPARED IN ACCORDANCE WITH IFRS ACCOUNTING STANDARDS AS ADOPTED BY EU**

**\*This version of financial statements is a translation from the original, which was prepared in Latvian. All possible care has been taken to ensure that the translation is an accurate representation of the original. However, in all matters of interpretation of information, the original language version of financial statements takes precedence over this translation.**

## CONTENTS

<b>General information</b>	<b>3</b>
<b>Management report</b>	<b>4-7</b>
<b>Statement of management responsibility</b>	<b>9</b>
<b>FINANCIAL STATEMENTS:</b>	
<b>Statement of comprehensive income</b>	<b>10</b>
<b>Statement of financial position</b>	<b>11-12</b>
<b>Statement of cash flows</b>	<b>13</b>
<b>Statement of changes in equity</b>	<b>14</b>
<b>Notes to the financial statements</b>	<b>15-53</b>
<b>Corporate Governance Statement</b>	<b>54-83</b>
<b>Independent auditor's report</b>	<b>84-86</b>

## General information

Name of the company	Starptautiskā lidosta Rīga (Riga International Airport)
Legal status	State joint stock company
Unified registration number, place and date of registration	40003028055 Riga, 30 September 1991
Place and date of re-registration with the Commercial Registry	Riga, 10 September 2004
Registered office	Mārupe municipality, Lidosta Rīga 10/1 Latvia, LV-1053
Core business	Aircraft, passenger and cargo servicing; airfield maintenance and other services
Shareholder	The Republic of Latvia, represented by the Ministry of Transport (100%) Emīlijas Benjamiņas iela 3, Riga, Latvia, LV-1743
Corporate governance	Shareholders' meeting, Supervisory and Management Board
Supervisory Board	Juris Kanels – Chairman of the Supervisory Board Elīna Salava – Member of the Supervisory Board
Board	Laila Odiņa - Chairperson of the Board Normunds Feierbergs – Board Member Artūrs Saveļjevs - Board Member
Reporting year	1 January – 31 December 2025
Name and address of the auditor and responsible certified auditor	Ernst & Young Baltic SIA Unified reg. No 40003593454 License No 17 Muitas iela 1a, Riga, Latvia, LV-1010 Responsible certified auditor: Dace Negulinere Certificate No 175

## Management report

### Traffic volumes

In 2025, SJSC *Starptautiskā lidosta Rīga* (Riga International Airport) (hereinafter referred to as the Airport or RIX Riga Airport) handled 7.1 million passengers, a level consistent with the previous year, while the number of flights remained broadly in line with 2024, reaching 63 thousand. No growth was recorded during the year, as the largest carriers – Air Baltic and Ryanair – scaled back their expansion at RIX Riga Airport, citing insufficient passenger demand, low purchasing power, weak route profitability and the adverse impact of the geopolitical environment.

In 2025, the Airport handled 1.45 million transfer passengers. Compared to 2024, their number decreased by 6%, and, due to the impact of the geopolitical situation, remained significantly below the 2019 level (–39%). Meanwhile, the number of direct passengers increased by 2%. The decline in transfer passenger numbers was primarily attributable to a reduction in scheduled carriers' summer flight programmes in 2025 and changes in destination networks.

Meanwhile, air cargo volumes increased by 7% compared to the previous year, reaching 20,147 tonnes. Cargo performance in 2025 was positively influenced by higher cargo volumes carried on scheduled passenger flights, as well as the operation of additional cargo flights, including, for example, an e-commerce cargo programme from Hong Kong operated by FlyKhiva.

### Financial performance

In 2025, the Airport's turnover increased by 3.9% compared to 2024, reaching EUR 80.7 million. This was primarily attributable to passenger and other business volumes remaining at the previous year's level, while the scale of the incentive programme for carriers decreased significantly compared to 2024.

Revenue from aviation services amounted to EUR 47.3 million, representing an increase of 5.4% compared to the previous year, while non-aviation services revenue increased by 2% to EUR 33.4 million.

In 2025, grants recognised in revenue amounted to EUR 3.9 million, including a state grant for aviation security of EUR 110 thousand, EUR 3.6 million from the Cohesion Fund, ERDF funding and other grants constituting EUR 124 thousand.

Operating expenses in 2025 amounted to EUR 79.2 million, remaining in line with the cost level of 2024.

The Airport's EBITDA (earnings before interest, tax, depreciation and amortisation) amounted to EUR 13.3 million, representing an increase of 19% compared to the previous year. The Airport closed 2025 with a profit of EUR 4.2 million, which is EUR 0.8 million higher than in the previous year.

### Investment projects

In 2025, the Airport's investment volume amounted to EUR 20 million, including cash investments of EUR 14.7 million and the acquisition of the P5 car park from SIA Eiropas Dzelzceļa līnijas valued at EUR 5 million.

The priority project "Reconstruction of the Technical Services Building" was underway, with total investment amounting to EUR 1.76 million.

The project “TP-011 Reconstruction” was completed, with total investment amounting to EUR 255 thousand; the terminal seating areas furniture acquisition project was implemented at a cost of EUR 227 thousand; and the project “Reconstruction of Boarding Sectors B8/B9 and B1” was completed, with total investment amounting to EUR 245 thousand.

In 2025, most of the construction of the solar panel park in the northern part of the airfield was completed, with total investment amounting to EUR 1.58 million; the construction of car parks P6/P7 continued, with total costs amounting to EUR 1.37 million; and the design of Apron 4 was completed at a cost of EUR 470 thousand, with construction works initiated during the year and investment amounting to EUR 216 thousand.

The Airport’s vehicle fleet was supplemented with several new units of equipment, including two fire engines (EUR 922 thousand and EUR 284 thousand), a snow blower (EUR 863 thousand), two electric pushback tractors (EUR 396 thousand), five electric vehicles (EUR 270 thousand), and other equipment.

The Airport’s security screening equipment was upgraded with two automatic tray return systems integrated into the existing EDS CB C3 equipment, with total investment amounting to EUR 392 thousand; besides, one security scanner was acquired at a cost of EUR 287 thousand.

The procurement process for the project “Implementation of a UAV (unmanned aerial vehicle) detection, identification, tracking and countermeasure solution at the Airport” was completed, and the first phase was implemented, with total investment amounting to EUR 1.06 million.

Within the procurement process for Phase 6 of the terminal expansion, a decision was taken to award the contract to the most economically advantageous tenderer, and negotiations were initiated with the selected bidder on technically and financially optimal infrastructure solutions.

## **Sustainability and environmental aspects**

The Airport has committed to achieving Net Zero by 2035 and to attaining Level 5 under the Airport Carbon Accreditation programme of Airports Council International (hereinafter referred to as ACA). In 2025, the Airport achieved carbon neutrality by offsetting its direct emissions and became the first airport in the Baltic States to be accredited at ACA Level 3+.

In 2025, the Airport:

- acquired CO<sub>2</sub>e emission offset credits to compensate for Scope 1 and Scope 2 CO<sub>2</sub>e emissions generated in 2024, as well as CO<sub>2</sub>e emissions arising from business travel;
- in cooperation with the Latvian Aviation Association, organised a stakeholder webinar titled “Aviation on the Path to Net Zero”;
- recertified its integrated management system against ISO standards 9001 (quality management), 14001 (environmental management), 50001 (energy management), 45001 (occupational health and safety), and 27001 (information security). The successful audit results confirm compliance and the continuous improvement of processes;
- completed participation in the project co-financed by the European Climate, Infrastructure and Environment Executive Agency entitled “Establishment of electricity supply and charging infrastructure in the Baltic airports in the North Sea–Baltic CNC/TEN-T Corridor for the transition to environmentally friendly operations”. With the support of European Union (EU) funding, the Airport modernised its airfield power supply systems, optimised part of the 10 kV network and converted it to a 20 kV network, constructed a new substation, installed a solar panel park with a capacity of 348 kW, and developed 27 electric vehicle charging stations, providing fast and efficient charging for various types of vehicles and technical equipment;

- equipped employee car parks with electric vehicle charging stations;
- participated in a study funded under the EU Technical Support Instrument on the development of technological solutions and production opportunities for sustainable aviation fuel in Estonia and Latvia;
- completed the construction of a solar panel park in the northern part of the Airport, with a total capacity of 2 MW.

Achieving the Net Zero target is closely linked to research and innovation; therefore, the Airport is actively involved in international research projects. As part of the “BSR HyAirport” project under the Interreg Baltic Sea Region transnational cooperation programme, in 2025 the Airport:

- organised an international conference on the readiness of Baltic Sea Region airports for the deployment of green hydrogen and its regulatory aspects;
- tested a hydrogen-powered MULAG Comet 4FC baggage tractor and its refuelling using a mobile refuelling station. The results obtained from the testing enable a more precise assessment of the benefits of using such equipment under real airfield operating conditions;
- completed a study on the regulatory framework for the use of hydrogen, its potential applications in the Airport’s specialised equipment, and hydrogen safety requirement;
- organised a workshop on hydrogen infrastructure solutions and recommendations for improving the regulatory framework for hydrogen in Latvia;
- carried out preparatory activities for the testing of hydrogen-powered equipment planned for 2026.

Under the Horizon Europe project “Integration and Digital Demonstration of Low-emission Aircraft Technologies and Airport Operations”, the Airport in 2025 continued to collect real-time data on aircraft movements along taxiways, carried out an assessment of actual aircraft take-off weights, and prepared additional information in accordance with project partners’ requirements.

## **Risk management**

In order to ensure the recovery of the Airport’s traffic volumes to pre-pandemic levels and to support the achievement of the objectives and performance indicators set out in its medium-term operational strategy for 2021–2027, the Airport continued to manage the following key risks:

- geopolitical instability, including Russia’s war against Ukraine and the related closure of airspace and restrictive measures imposed by the European Union, as well as the conflict in the Middle East and the associated reduction in flights to Israel, Dubai and other Middle Eastern destinations, and the resulting direct and indirect adverse impact on tourism;
- the risk of a significant increase in prices (rising costs and inflation exceeding 2.5%);
- air carriers, including cargo carriers, may discontinue or significantly reduce their operations at the Airport;
- the Airport may be unable to develop its infrastructure, including the terminal, (attracting new investors and tenants);

- the risk of cyberattacks targeting the Airport's networks, servers and information systems;
- a decrease in the Airport's competitiveness in the region due to external factors, such as increases in aviation charges, which may result in the inability to secure new destinations and attract additional airlines or cargo carriers.

### **Subsequent events**

As of the last day of the reporting year there have been no material events that could affect the financial statements.

## Key financial and performance indicators

KPI	2025	2024
Number of passengers	7 110 792	7 116 829
Cargo handled, tonnes	20 147	18 794
Departure punctuality, %	98,62 %	98,85 %
Revenue, EUR	80 674 839	77 628 572
EBITDA*, EUR	13 288 957	11 165 131
Profit, EUR	4 209 225	3 441 352
Equity, EUR	91 248 025	89 447 745
Net operating cash flow, EUR	9 340 938	17 402 251
Investments, EUR	19 928 821	16 224 745
Total liquidity ratio **	1,4	1,4
Equity in the balance sheet, %	46,2 %	47,2 %
Liabilities to equity**, %	61,7 %	57,8 %
* EBITDA – earnings before interest, tax, depreciation and amortisation		
** Liabilities adjusted for deferred income		

The Board of SJSC Riga International Airport at the date of the annual report:

Laila Odiņa	Chairperson of the Board
Artūrs Saveljevs	Board Member
Normunds Feierbergs	Board Member

The Supervisory Board of SJSC Riga International Airport at the date of the annual report:

Juris Kanels	Chairman of the Supervisory Board
Eļīna Salava	Member of the Supervisory Board

<hr/> Laila Odiņa	<hr/> Artūrs Saveljevs	<hr/> Normunds Feierbergs
Chairperson of the Board	Board Member	Board Member

This document is signed electronically with a safe electronic signature and contains a time stamp.  
9 April 2026

## Statement of management responsibility

The Board of the Airport is responsible for the preparation of the Airport's financial statements.

The financial statements set out on pages 10 to 53 have been prepared on the basis of the supporting documents and give a true and fair view of the financial position of the Airport as at 31 December 2026 and of the results of its operations, changes in equity and reserves and cash flows for the year ended 31 December 2025. The management report set out on pages 4 to 8 presents a true and fair view of the Airport's financial performance for the reporting period and future prospects.

The above financial statements are prepared in accordance with IFRS Accounting Standards as adopted by the European Union on a going concern basis. Appropriate accounting policies have been consistently applied during the reporting period. During the preparation of the financial statements the management has made prudent and reasonable judgements and estimates.

The management of the Airport is responsible for ensuring an adequate accounting system, the preservation of assets and the detection and prevention of fraud and other irregularities committed at the Airport. Likewise, it is responsible for compliance with the legislative requirements of the Republic of Latvia.

---

Laila Odiņa

Chairperson of the  
Board

---

Artūrs Saveljevs

Board Member

---

Normunds  
Feierbergs

Board Member

This document is signed electronically with a safe electronic signature and contains a time stamp.  
9 April 2026

## Statement of comprehensive income

EUR

	Notes	2025	2024
Revenue	3	80 674 839	77 628 572
Government and EU grants	4	3 861 393	5 222 833
Staff costs	5	(45 556 305)	(45 988 101)
Depreciation and amortisation	6	(11 820 962)	(12 351 681)
Operating expenses	7	(21 829 577)	(20 475 340)
Operating income	8	1 125 388	534 698
Other expenses	9	(974 809)	(776 240)
<b>Operating profit before financial items</b>		<b>5 479 967</b>	<b>3 794 741</b>
Finance income	10	171 296	159 303
Finance costs	11	(831 841)	(512 692)
<b>Profit before corporate income tax</b>		<b>4 819 422</b>	<b>3 441 352</b>
<b>Corporate income tax</b>		(610 197)	-
<b>Net profit for the reporting year</b>		<b>4 209 225</b>	<b>3 441 352</b>
<b>Total comprehensive income for the reporting year</b>		<b>4 209 225</b>	<b>3 441 352</b>

The accompanying notes on pages 15 through 53 form an integral part of these financial statements.

## Statement of financial position

### Assets, EUR

	Notes	31.12.2025	31.12.2024
<b>Non-current assets</b>			
Intangible assets	12	1 550 009	1 581 517
Property, plant and equipment	13	160 513 409	150 691 300
Right-of-use assets	14	375 323	18 644
Other receivables	18	176 243	1 696 497
Investment properties	15	1 271 780	1 286 823
<b>Total non-current assets</b>		<b>163 886 764</b>	<b>155 274 781</b>
<b>Current assets</b>			
Inventories	16	2 661 815	2 390 946
Trade receivables	17	11 385 301	8 370 811
Other receivables	18	943 381	1 512 344
Prepaid expense	19	944 656	698 046
Cash and cash equivalents	20	17 858 020	21 263 090
<b>Total current assets</b>		<b>33 793 173</b>	<b>34 235 237</b>
<b>Total assets</b>		<b>197 679 937</b>	<b>189 510 018</b>

The accompanying notes on pages 15 through 53 form an integral part of these financial statements.

## Statement of financial position (cont'd)

### Equity and liabilities, EUR

	Notes	31.12.2025	31.12.2024
<b>Equity</b>			
Share capital	21	68 347 231	68 347 231
Reserves:			
other reserves	22	27 828 474	25 183 928
Accumulated loss		(4 927 680)	(4 083 414)
<b>Total equity</b>		<b>91 248 025</b>	<b>89 447 745</b>
<b>Liabilities</b>			
<b>Non-current liabilities</b>			
Loans from credit institutions and other loans	23	31 240 165	26 897 156
Deferred income	24	42 655 186	41 935 856
Accrued liabilities	26	427 813	403 198
<b>Total non-current liabilities</b>		<b>74 323 164</b>	<b>69 236 210</b>
<b>Current liabilities</b>			
Loans from credit institutions and other loans	23	5 286 559	4 589 762
Trade payables		5 368 333	6 381 809
Other liabilities	25	2 863 517	3 188 866
Deferred income	24	7 461 916	6 436 015
Accrued liabilities	26	11 128 423	10 229 611
<b>Total current liabilities</b>		<b>32 108 749</b>	<b>30 826 063</b>
<b>Total liabilities</b>		<b>106 431 913</b>	<b>100 062 273</b>
<b>Total equity and liabilities</b>		<b>197 679 937</b>	<b>189 510 018</b>

The accompanying notes on pages 15 through 53 form an integral part of these financial statements.

## Statement of cash flows

EUR

Cash flow to/from operating activities	Notes	2025	2024
<b>Cash flow to/from operating activities</b>			
Profit or loss before corporate income tax		<b>4 819 422</b>	<b>3 441 352</b>
<i>Adjustments:</i>			
Depreciation and amortisation	12,13,14,15	11 850 994	12 351 883
Government and EU project grants recognised as revenue during the reporting year	4	(3 861 393)	(5 222 833)
Property, plant and equipment acquired free of charge recognised in other income for the year		(117 646)	(75 102)
Increase in accrued liabilities		903 399	3 473 077
Interest income	10	(171 296)	(159 303)
Interest expense	11	831 840	506 152
<b>Changes in working capital</b>		<b>14 255 320</b>	<b>14 315 226</b>
(Increase) in inventories		(270 869)	(1 086 770)
Decrease/ (increase) in trade receivables		(807 306)	59 292
Decrease/ (increase) in other receivables and prepaid expense		(1 842 607)	164 435
(Decrease)/increase in payables		(3 738 832)	4 496 923
Increase/(decrease) in deferred income		1 745 231	(546 855)
<b>Cash generated from operations</b>		<b>9 340 938</b>	<b>17 402 251</b>
Interest paid		(1 127 319)	(654 554)
Interest received		171 297	154 030
Corporate income tax paid		(602 237)	-
<b>Net cash flows to/from operating activities</b>		<b>7 782 679</b>	<b>16 901 727</b>
Government and EU funding projects		-	10 708 276
Purchase of intangible assets	12	(430 687)	(574 364)
Grant received		445 652	-
Purchase of property, plant and equipment		(14 280 944)	(15 600 390)
<b>Net cash flows to/from investing activities</b>		<b>(14 265 979)</b>	<b>(5 466 478)</b>
Proceeds from borrowings	23	9 800 000	25 200 000
Proceeds from leaseback	23	-	4 665 215
Repayment of borrowings	23	(3 199 188)	(28 015 462)
Payment of lease liabilities	23	(1 113 636)	(361 973)
Dividends paid		(2 408 945)	-
<b>Net cash flows to/from financing activities</b>		<b>3 078 230</b>	<b>1 487 780</b>
<b>Net cash flow for the year</b>		<b>(3 405 070)</b>	<b>12 923 029</b>
<b>Cash and cash equivalents at the beginning of the year</b>		<b>21 263 090</b>	<b>8 340 061</b>
<b>Cash and cash equivalents at the end of the year</b>	20	<b>17 858 020</b>	<b>21 263 090</b>

The accompanying notes on pages 15 through 53 form an integral part of these financial statements.

## Statement of changes in equity

EUR

	Share capital	Other reserves	Retained earnings	Total
<b>Balance as at 31 December 2023</b>	<b>68 347 231</b>	<b>25 183 929</b>	<b>(7 524 766)</b>	<b>86 006 394</b>
Total comprehensive income for the reporting year	-	-	3 441 352	3 441 352
<b>Balance as at 31 December 2024</b>	<b>68 347 231</b>	<b>25 183 929</b>	<b>(4 083 414)</b>	<b>89 447 745</b>
Allocated to development	-	2 644 546	(2 644 546)	-
Dividends for 2024	-	-	(2 408 945)	(2 408 945)
Total comprehensive income for the reporting year	-	-	4 209 225	4 209 225
<b>Balance as at 31 December 2024</b>	<b>68 347 231</b>	<b>27 828 475</b>	<b>(4 927 680)</b>	<b>91 248 025</b>

The accompanying notes on pages 15 through 53 form an integral part of these financial statements.

## Notes to the financial statement

### 1. Corporate information

The state-owned joint stock company Starptautiskā lidosta Rīga (Riga International Airport) (hereinafter - the Company) was established in 1997 by transforming the State Airports Company Riga, registered with the Enterprise Register of the Republic of Latvia in 1991. The Company is registered in the Commercial Register of the Republic of Latvia as a state-owned joint stock company. The registered office of the Company is "Lidosta Rīga 10/1", Riga Airport, Mārupe pagasts, Mārupe municipality, LV-1053, Latvia. Its sole shareholder is the Republic of Latvia.

The key lines of business are:

- Aviation operations, including:
  - handling aircraft, passengers and cargo;
  - airport terminal services;
  - aircraft technical maintenance, airfield technical operation;
- Non-aviation operations, including:
  - lease of real estate;
  - providing of public utility services;
  - car park services;
  - concession services;
  - handling business passengers;
  - advertising services.
- Ensuring civil aviation safety, rescue and medical assistance at Riga International Airport.

These financial statements were authorised for issue by the Board and the Supervisory Board on 9 April 2026. At the date of signing the financial statements the Members of the Company Board included Laila Odiņa (Chairperson of the Board since 16 April 2021), Artūrs Saveljevs (since 13 September 2022) and Normunds Feierbergs (since 10 November 2021). At the date of signing the financial statements the Members of the Supervisory Board were Juris Kanels (Chairman of the Supervisory Board since 17 May 2021) and Elīna Salava (Member of the Supervisory Board since 7 July 2021).

The Company auditor is the commercial firm of certified auditors SIA Ernst & Young Baltic and the responsible certified auditor is Dace Negulinere.

### 2. Summary of material accounting policies

These financial statements are prepared using the accounting policies and measurement principles set out below.

#### **(a) Statement of compliance and accounting and measurement principles**

The financial statements of Riga International Airport are prepared in accordance with IFRS Accounting Standards as adopted by the European Union (EU) and effective at the reporting date.

#### *Going concern*

The financial statements are prepared on a going concern basis.

In 2025, the Company reported a profit of EUR 4 209 225. As at 31 December 2025, the Company's current liabilities, excluding the short-term portion of deferred income that will not require an outflow of financial resources, amounted to EUR 24 646 833, while current assets amounted to EUR 33 793 173.

The financial statements are prepared on the basis that the Company will continue to be a going concern.

### *Accounting and measurement principles*

The financial statements are prepared on a historical cost basis. The Company's financial assets and liabilities are stated at amortised cost using the effective interest method. The effective interest rate is the rate that directly discounts estimated future payments and receivables through the expected life of the financial asset or liability. In calculating the effective interest rate, the Company estimates future cash flows taking into account all contractual terms of the financial instruments.

The amounts included in the financial statements are presented in the official currency of the Republic of Latvia - euro, which is the functional currency of the Company

In preparing the financial statements in accordance with IFRS, the management is required to make estimates and assumptions that affect the reported amounts of assets, liabilities, income and expense and disclosure of contingencies. Future events occur which cause the assumptions used in arriving at the estimates to change. The effect of any changes in estimates will be recorded in the financial statements, when determinable. Although these estimates are based on the management's best knowledge of the amount, event or actions, actual results ultimately may differ from those estimates.

In preparing the 2025 financial statements, the accounting policies applied are consistent with those used in the preparation of the 2024 financial statements.

### *Application of new and/or revised IFRS, International Accounting Standards (IAS) and International Financial Reporting Interpretations Committee (IFRIC) Interpretations*

a) In the reporting year, the following amendments to standards that did not have a material impact on the Company's financial statements became effective and were adopted for use in the EU as of 1 January 2025:

- **IAS 21 The Effects of Changes in Foreign Exchange Rates: Lack of Exchangeability (Amendments):** The amendments are effective for annual reporting periods beginning on or after January 1, 2025. The amendments specify how an entity should assess whether a currency is exchangeable and how it should determine a spot exchange rate when exchangeability is lacking. A currency is considered to be exchangeable into another currency when an entity is able to obtain the other currency within a time frame that allows for a normal administrative delay and through a market or exchange mechanism in which an exchange transaction would create enforceable rights and obligations. If a currency is not exchangeable into another currency, an entity is required to estimate the spot exchange rate at the measurement date. An entity's objective in estimating the spot exchange rate is to reflect the rate at which an orderly exchange transaction would take place at the measurement date between market participants under prevailing economic conditions. The amendments note that an entity can use an observable exchange rate without adjustment or another estimation technique. Management has assessed the impact of these amendments and concluded that they do not have an effect on the Company's financial position.

b) Standards issued but not yet effective and not early adopted:

- **IFRS 9 Financial Instruments and IFRS 7 Financial Instruments: Disclosures - Classification and Measurement of Financial Instruments (Amendments):** The amendments are effective for annual reporting periods beginning on or after January 1, 2026. Early adoption of amendments related to the classification of financial assets and the related disclosures is permitted, with the option to apply the other amendments at a later date. The amendments clarify that a financial liability is derecognised on the 'settlement date', when the obligation is discharged, cancelled, expired, or otherwise qualifies for derecognition. They introduce an accounting policy option to derecognise liabilities settled via electronic payment systems before the settlement date, subject to specific conditions. They also provide guidance on assessing the contractual cash flow characteristics of financial assets with environmental, social, and governance (ESG)-linked features or other similar contingent features. Additionally, they clarify the treatment of non-recourse assets and contractually linked instruments and require additional disclosures under IFRS 7 for financial assets and liabilities with contingent

event references (including ESG-linked) and equity instruments classified at fair value through other comprehensive income.

- **IFRS 9 Financial Instruments and IFRS 7 Financial Instruments: Disclosures - Contracts Referencing Nature-dependent Electricity (Amendments):** The amendments are effective for annual reporting periods beginning on or after January 1, 2026, with earlier application permitted. The amendments include clarifying the application of the 'own-use' requirements, permitting hedge accounting if contracts in scope of the amendments are used as hedging instruments, and introduce new disclosure requirements to enable investors to understand the impact of these contracts on a company's financial performance and cash flows. The clarifications regarding the 'own-use' requirements must be applied retrospectively, but the guidance permitting hedge accounting have to be applied prospectively to new hedging relationships designated on or after the date of initial application.
- **Annual Improvements to IFRS Accounting Standards – Volume 11:** The IASB's annual improvements process deals with non-urgent, but necessary, clarifications and amendments to IFRS. In July 2024, the IASB issued Annual Improvements to IFRS Accounting Standards — Volume 11. An entity shall apply those amendments for annual reporting periods beginning on or after January 1, 2026. The Annual Improvements to IFRS Accounting Standards - Volume 11, includes amendments to IFRS 1, IFRS 7, IFRS 9, IFRS 10, and IAS 7. These amendments aim to clarify wording, correct minor unintended consequences, oversights, or conflicts between requirements in the standards.

Management will analyse the requirements of these new standards and assess their impact.

c) The standards/amendments that are not yet effective and have not yet been endorsed by the European Union:

- **IFRS 18 Presentation and Disclosure in Financial Statements:** IFRS 18 introduces new requirements on presentation within the statement of profit or loss. It requires an entity to classify all income and expenses within its statement of profit or loss into one of the five categories: operating; investing; financing; income taxes; and discontinued operations. These categories are complemented by the requirements to present subtotals and totals for 'operating profit or loss', 'profit or loss before financing and income taxes' and 'profit or loss'. It also requires disclosure of management-defined performance measures and includes new requirements for aggregation and disaggregation of financial information based on the identified 'roles' of the primary financial statements and the notes. In addition, there are consequential amendments to other accounting standards. IFRS 18 is effective for reporting periods beginning on or after January 1, 2027, with earlier application permitted. Retrospective application is required in both annual and interim financial statements. The standard has not yet been endorsed by the EU.
- **IFRS 19 Subsidiaries without Public Accountability: Disclosures (including amendments):** IFRS 19 permits subsidiaries without public accountability to use reduced disclosure requirements if their parent company (either ultimate or intermediate) prepares publicly available consolidated financial statements in compliance with IFRS accounting standards. These subsidiaries must still apply the recognition, measurement and presentation requirements in other IFRS accounting standards. Unless otherwise specified, eligible entities that elect to apply IFRS 19 will not need to apply the disclosure requirements in other IFRS accounting standards. The amendments issued in August 2025 reduce the disclosure requirements of new IFRS accounting standards, which had been included in full when IFRS 19 was first issued. IFRS 19 (including the amendments) is effective for reporting periods beginning on or after January 1, 2027, with early application permitted. The standard (including the amendments) has not yet been endorsed by the EU.
- **IAS 21 The Effects of Changes in Foreign Exchange Rates: Translation to a Hyperinflationary Presentation Currency (Amendments):** The amendments are effective for annual reporting periods beginning on or after January 1, 2027, with earlier application permitted. The amendments require translation from a non-hyperinflationary functional currency into a hyperinflationary presentation currency at the closing rate. If an entity's

functional currency is the currency of a non-hyperinflationary economy, but its presentation currency is the currency of a hyperinflationary economy, its results and financial position are translated into the presentation currency by translating all amounts (i.e., assets, liabilities, equity items, income and expenses) and all comparatives at the closing rate at the date of the most recent statement of financial position. An entity whose functional currency and presentation currency are the currency of a hyperinflationary economy, restates the comparative amounts of a foreign operation, whose functional currency is that of a non-hyperinflationary economy, by applying the general price index, to the foreign operation's comparative figures. The amendments also introduce certain additional disclosure requirements. The standard (including the amendments) has not yet been endorsed by the EU.

- **Amendment in IFRS 10 Consolidated Financial Statements and IAS 28 Investments in Associates and Joint Ventures: Sale or Contribution of Assets between an Investor and its Associate or Joint Venture:** The amendments address an acknowledged inconsistency between the requirements in IFRS 10 and those in IAS 28, in dealing with the sale or contribution of assets between an investor and its associate or joint venture. The main consequence of the amendments is that a full gain or loss is recognised when a transaction involves a business (whether it is housed in a subsidiary or not). A partial gain or loss is recognised when a transaction involves assets that do not constitute a business, even if these assets are housed in a subsidiary. In December 2015 the IASB postponed the effective date of this amendment indefinitely pending the outcome of its research project on the equity method of accounting. The amendments have not yet been endorsed by the EU.

In future reporting periods, management will analyse the requirements of these new standards and assess their impact.

## **(b) Financial instruments**

### *Classification of financial instruments*

The Company's financial instruments consist of financial assets (financial assets at amortised cost) and financial liabilities (financial liabilities at amortised cost). The classification of debt instruments depends both on the Company's business model for managing financial assets and whether the cash flows are 'solely payments of principal and interest (SPPI)' on the principal amount outstanding. A debt instrument is measured at amortised cost if it is held within a business model whose objective is to hold assets in order to collect contractual cash flows and the contractual terms of the asset give rise to cash flows that are solely payments of principal and interest on the principal amount. Debt instruments with cash flows that are SPPI are classified and measured at fair value through other comprehensive income (FVOCI) if they are held within a business model with the objective of both holding to collect contractual cash flows and selling. Financial assets with cash flows that are not SPPI are classified and measured at fair value through profit or loss (FVPL), irrespective of the business model (e.g., derivative financial instruments).

### *Recognition and derecognition*

Financial assets are recognised when the Company becomes a party to the contract and has fulfilled the conditions of the transaction, i.e., on the trade date.

A financial asset is derecognised when the Company's contractual rights to the asset's cash flows expire or when the Company has transferred the asset or substantially all the risks and rewards of ownership. All regular way purchases and sales of financial assets are recognised on the trade date, i.e., the date that the Company commits to purchasing or selling the asset.

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires.

### *Measurement*

When financial instruments are recognised initially, they are measured at fair value plus, in the case of financial assets and liabilities at amortised cost, transaction costs that are directly attributable to the acquisition of the financial instrument.

### *Financial assets at amortised cost*

Financial assets at amortised cost are debt instruments and whose future cash flows consist solely of payments of principal and interest. Financial assets at amortised cost include trade and other receivables, receivables from related companies as well as cash and cash equivalents. The above assets are classified as current if their maturity is one year or less; in case this period exceeds one year, they are reported as non-current assets. Current receivables are not discounted.

Financial assets at amortised cost are initially recognised at transaction price and subsequently measured at amortised cost using the effective interest method, less any impairment allowance.

### *Cash and cash equivalents*

Cash and cash equivalents comprise cash at bank and on hand, short-term deposits with an original maturity of three months or less, and other short-term highly liquid investments that are readily convertible to known amounts of cash and are subject to an insignificant risk of changes in value. Cash and cash equivalents are held for the purpose of meeting short-term cash commitments.

#### *Impairment of financial assets at amortised cost*

Impairment is measured and recognised using the expected credit loss (ECL) model, i.e., a three-step approach based on changes in credit quality since initial recognition. Upon initial recognition of a financial asset, ECLs are provided for credit losses that result from potential events of default within the next 12-months (a 12-month ECL) also in the event there are no indicators of impairment (for trade receivables, a lifetime ECL is recognised). If there has been a significant increase in credit risk, a loss allowance is required for credit losses expected over the remaining life of the exposure (a lifetime ECL rather than a 12-month ECL). For trade receivables, the model allows for a simplified approach.

The Company has applied the practical expedient permitted by IFRS 9 for the measurement of trade receivables, namely, they are grouped by credit quality and days past due, with an ECL rate applied to each group. The ECL rates are estimated taking into account the payment history of the last three years, adjusted to consider current and forward-looking information.

The ECL allowance is taken to separate allowance account and the loss is recognised in the statement of profit or loss. If, in a period subsequent to the impairment recognition, the amount of the loss decreases which can be related objectively to an event occurring after impairment was recognised (e.g., the debtor's credit rating improves), a reversal of the previously recognised impairment loss is presented in the statement of profit or loss.

#### *Financial liabilities at amortised cost*

Financial liabilities at amortised cost comprise loans from credit institutions, other loans, trade payables and other liabilities and payables to related companies.

Financial liabilities at amortised cost are initially recognised at fair value and subsequently carried at amortised cost using the effective interest method. Financial liabilities at amortised cost are classified as current if their maturity is one year or less. If the maturity is longer than one year, they are reported as non-current liabilities.

#### *Borrowings*

All borrowings are initially recognised at cost, net of issue costs associated with the borrowing. After initial recognition, borrowings are subsequently measured at amortised cost using the effective interest method. The difference between the amount of cash received, net of borrowing costs, and the amortisations is gradually charged to the statement of profit or loss using the effective interest rate of the borrowing. This difference is recognised under finance charges.

Borrowings are classified as current liabilities unless the Company has a right to defer settlement for at least 12 months after the reporting date.

#### *Offsetting of financial assets and liabilities*

Financial assets and financial liabilities are offset and the net amount reported on the balance sheet if, and only if, there is a currently enforceable legal right to offset the recognised amounts and there is an intention to settle on a net basis, or to realise the assets and settle the liabilities simultaneously.

#### **(c) Intangible assets**

Intangible assets (software licences) acquired by the Company that have a finite useful life are stated at cost less accumulated amortisation and impairment losses.

Subsequent expenditure on intangible assets is capitalised only if it increases the future economic benefits embodied in the asset to which it relates. All other expenditure is written off to profit or loss as incurred.

Amortisation of intangible assets is recognised in profit or loss on a straight-line basis over their estimated useful lives of 5 years since the date they are brought into use.

***(d) Property, plant and equipment***

Property, plant and equipment (hereinafter referred to as PPE) are stated at cost or deemed cost less accumulated depreciation (see below) and any impairment in value. Cost includes expenditure that is directly attributable to the acquisition of an asset. Purchased computer software that is closely related to the functionality of the equipment is capitalised as part of that equipment.

Expenses related to leasehold improvements are capitalized as property, plant and equipment and depreciated over the lease period on a straight-line basis.

Where the useful lives of certain items of property, plant and equipment differ, they are accounted for as separate components of property, plant and equipment.

The cost of replacing an item of property, plant and equipment is recognised at its present value if it is probable that the future economic benefits embodied in the item will flow to the Company and the cost can be measured reliably. The day-to-day maintenance costs of property, plant and equipment are recognised in profit or loss as incurred

Any gain or loss on the disposal or retirement of an asset is measured as the difference between the sales proceeds and the carrying amount of the asset and is recognised in the statement of comprehensive income.

***Construction in progress***

Construction in progress includes costs directly attributable to the construction of property, plant and equipment, including an appropriate share of directly attributable variable overheads incurred during the construction, borrowing costs. Borrowing costs, including interest and other borrowing costs, are capitalised in proportion to the carrying amount of assets under construction during the construction or development phase. Borrowing costs incurred after the asset is brought into use are not capitalised but are recognised as an expense in the statement of profit or loss for the respective reporting period. Depreciation of these assets, as for other items of property, plant and equipment, is calculated when they are ready for their intended use. Construction in progress is evaluated on a regular basis to determine whether the carrying amount reported is correct and adequate impairment allowances have been made. If in the reporting year the Company decides not to implement a technical project in progress, its cost is expensed in that reporting year.

***Impairment of non-financial assets***

The Company assesses at each balance sheet date whether there is any indication that property, plant and equipment and intangible assets might be impaired. If it is determined that such indications exist, the asset's recoverable amount is estimated.

An impairment loss is recognised when the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. A cash-generating unit is the smallest identifiable group of assets that generate cash inflows that are independent of the cash inflows from other assets or groups of assets. Impairment losses are recognised in profit or loss. Impairment losses recognised in respect of cash-generating units are allocated to reduce the carrying amount of the assets included in that unit (group of units) on a pro rata basis.

The recoverable amount of an asset or cash-generating unit is the higher of its fair value less costs to sell and its value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset or the cash-generating unit, for which the estimates of future cash flows are not adjusted.

Impairment losses recognised in prior periods are reviewed at each reporting date to assess whether there is an indication that an impairment loss may no longer exist or may have decreased. An impairment loss is reversed if there is a change in the estimates used to determine the recoverable amount. The reversal of impairment loss is limited so that the carrying amount of the asset does not exceed its recoverable amount that would have been determined, net of depreciation, had no impairment loss been recognised for the asset in prior years.

#### **(e) Investment properties**

Investment properties consist of investments in land and buildings that are held to earn rentals or for capital appreciation, rather than for use in the production or supply of goods or services or for administrative purposes or sale in the ordinary course of business.

Investment properties are measured initially at cost, including transaction costs, less accumulated depreciation and any accumulated impairment in value.

In cases where a property is used both for the Company's operations and is leased to third parties on market terms, the portion classified as investment property is determined based on the proportion of the relevant area in use and its economic substance. The entire property is classified according to its predominant use (i.e. if more than 50% of the property is used for the Company's own purposes, it is not classified as investment property).

Depreciation of investment property is charged to profit or loss and is calculated on a straight-line basis over the estimated useful life of the investment property, with buildings depreciated at a rate of between 5% and 20% per annum. Land is not depreciated.

Investment properties are derecognised when either they have been disposed of or when an investment property is permanently withdrawn from use and no future economic benefit is expected from its disposal. Any gains or losses on the retirement or disposal of an investment property are recognised in the statement of profit or loss in the year of retirement or disposal.

Transfers are made to investment property when, and only when, there is a change in use, evidenced by ending of owner-occupation, commencement of an operating lease to another party or ending of construction or development.

Classification is reviewed at the end of each reporting period, taking into account the actual use of the property and Management's intentions.

#### **(f) Inventories**

Inventories are stated at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business, less the estimated costs of completion and the estimated costs necessary to make the sale. Cost is determined on a FIFO (first in, first out) basis.

Impairment allowances are made for obsolete, slow-moving or damaged inventories, where necessary. The amount of the allowance is included in the statement of profit or loss.

**(g) Share capital and declared dividends / payments for the use of state capital**

In accordance with Cabinet Regulation No. 72 of 25 January 2022 “Procedure for forecasting, determining and making payments for the use of state capital” and the Law On the State Budget for 2026 and the Budget Framework for 2026, 2027 and 2028, the Company is required to calculate and determine the portion of profit to be distributed as dividends for the reporting year at 90% of the Company’s profit for the year, unless a different distribution amount is specified in the respective legislation. Corporate income tax is calculated and paid in accordance with the applicable tax legislation. The decision on the appropriation of profit and the amount of dividends is taken by the shareholders’ meeting of SJSC Riga International Airport.

**(h) Other reserves**

After the approval of each annual report, the shareholders’ meeting decides on the distribution of the profit for the year. The shareholders’ meeting may resolve to transfer a part of the Company profit after tax to the reserve capital. For this purpose, an item ‘Other reserves’ has been created under equity.

**(i) Leases**

*The Company as a lessee*

The Company assesses at contract inception whether a contract is, or contains, a lease. The Company recognises a right-of-use asset and a corresponding lease liability for all leases in which it is the lessee, except for short-term leases (where the lease term is 12 months or less) and leases of low-value assets (with a value threshold of EUR 5 000 or less). At the commencement date, the Company measures the lease liability at the present value of lease payments that are not paid at that date. Lease payments are discounted using the interest rate implicit in the lease. If that rate cannot be readily determined, the Company uses its incremental borrowing rate. Lease payments included in the measurement of the lease liability comprise the following:

- fixed payments (including in-substance fixed payments), less any lease incentives receivable;
- variable lease payments that depend on an index or a rate, initially measured using the index or rate at the commencement date;
- amounts expected to be payable by the lessee under residual value guarantees;
- the exercise price of a purchase option if the lessee is reasonably certain to exercise that option;
- payments of penalties for terminating the lease, if the lease term reflects the lessee exercising an option to terminate the lease.

The right-of-use asset comprises the initial measurement of the lease liability, any lease payments made at or before the commencement date, less any lease incentives received and any initial direct costs incurred. It is subsequently measured at cost, less accumulated depreciation and impairment losses. The right-of-use asset is depreciated over the lease term. It is periodically reduced by impairment losses, if any, and adjusted for the remeasurement of the lease liability.

*The Company as a lessor*

The Company, as a lessor, has only operating leases. Lease income is recognised on a straight-line basis over the lease term, based on the lease payments specified in the respective lease agreements

**(j) Revenue from contracts with customers**

Revenue from contracts with customers is recognised at the fair value of consideration received or receivable. Revenue from contracts with customers is recognised to the extent that it is probable that the economic benefits will flow to the Company and the revenue can be reliably measured and when specific criteria are met for each of the Company's activities, as set out below.

The Company does not have any contracts with a customer that have a settlement period exceeding one year and, accordingly, the Company does not make adjustments to reflect the changes in time value of money. The following specific revenue recognition criteria must also be met. Revenue is recognised in the period when the services are rendered, less any discounts granted.

*Aviation services*

Ground handling services are provided in accordance with international standards, including IATA and the IATA Airport Handling Manual (AHM), as well as the terms set out in contracts with customers (air carriers). Aircraft handling includes passenger, baggage, cargo and mail handling, ramp handling and other services requested by the aircraft crew. Revenue from aviation services also includes security and rescue charges, aircraft take-off and landing charges, and passenger service charges.

Revenue from centralised infrastructure services comprises charges for the use of the Company's infrastructure.

The Company applies various airline incentive schemes aimed at developing the route network, increasing passenger numbers and strengthening Latvia's international connectivity. The main instruments applied include discounts for the launch of new destinations and for the growth in passenger numbers. Incentives for the development of new destinations are granted to airlines that commence operations on routes not previously served from Riga Airport. Such incentives are granted for a limited period to support the initial phase of route development, when demand is still building and the commercial risk is higher. Growth incentives are applied where an airline increases the number of passengers carried compared to a defined base period. This approach encourages airlines to develop existing routes and increase capacity, thereby supporting sustained growth in passenger traffic. At the same time, such incentives are applied in accordance with the applicable regulatory framework and the principles governing airport charges, ensuring a fair and transparent approach to all carriers.

*Non-aviation revenue*

Revenue from the lease of land and premises arises from lease agreements for specific areas within the Company's land or buildings.

The Company provides utility services to businesses operating within its territory under contracts, which may include the provision of electricity supply and distribution, heat supply, water supply and wastewater disposal, municipal waste collection, and the collection of hazardous and environmentally harmful waste.

Revenue from advertising services arises from contracts for the sale of advertising space in the Company's publications or for the placement of advertisements within the Company's premises.

Revenue from VIP centre services includes VIP passenger handling for departures and arrivals, as well as VIP lounge rental. VIP passenger handling is provided in a dedicated VIP terminal, which features separate security, border control and customs control facilities. The services include the processing of passenger travel documents (check-in and baggage handling), the provision of comfortable waiting areas with personalised passenger service, and individual transfers to the aircraft.

Revenue from parking services is generated through the use of short-term, long-term and employee parking facilities.

The Company has entered into a number of long-term contracts for the supply of aircraft fuel and aircraft de-icing services. Fee income is accounted for throughout the life of the contracts on a straight-line basis.

Revenue is recognised at the point in time when the service is provided.

***(k) Government and EU grants***

Government co-financing and EU funds are recognised at their fair value when there is reasonable assurance that they will be received and that the Company will comply with all conditions attached to them.

Government and EU grants are recognised as income under the following conditions:

Grants received from the State budget and used to cover maintenance costs in the reporting year are included in the reporting year's income. The unused part of the grant is presented as deferred revenue.

Government and EU grants attributable to assets (property, plant and equipment) are presented in the statement of financial position under deferred income and recognised in profit or loss periodically in proportion to the depreciation of the assets (property, plant and equipment) over their useful lives.

***(l) Finance income and expense***

Finance income and expense comprise interest payments on borrowings calculated using the effective interest method, interest received on invested funds and gains or losses on foreign exchange rate fluctuations. Interest income is recognised in profit or loss as it accrues, using the effective interest method. Interest expense on finance lease payments is recognised in profit or loss to achieve a constant rate of interest on the remaining balance of the liability.

***(m) Related parties***

Parties are considered to be related if one party has the ability to control the other or exercises significant influence over the other in making financial and operating decisions, in accordance with paragraphs 18 and 19 of IAS 24. In accordance with paragraph 25 of IAS 24, ordinary trading transactions with the Latvian government, including ministries and state agencies, as well as transactions with state-controlled entities and public service providers, are not considered related party transactions and are therefore not disclosed as such.

The following persons are deemed to be related parties of the Company:

- a) a party that directly or indirectly controls, is controlled by, or is under common control with the Company;
- b) a party is an associate of the Company;
- c) the Company is a member of a joint venture;
- d) members of the Company's governing bodies – the Board and the Supervisory Board;
- e) entities that are directly controlled by, or if the persons referred to in (a) or (d) exercise significant influence there;
- f) a party is an entity that is controlled, jointly controlled or substantially influenced by any of the private individuals referred to in (d) and (e) or who holds, directly or indirectly through any of the individuals referred to in (d) and (e), a substantial voting interest in such entity.

**(n) Subsequent events**

Events after the reporting date that provide additional information about the Company's position at the end of the reporting period (adjusting events) are reflected in the financial statements. Post-year-end events that are not adjusting events are disclosed in the notes when material.

**(o) Employee benefits**

*Remuneration and bonuses*

The Company recognises salary liabilities, vacation pay reserve, bonuses and other costs related to the collective agreement, measured at the amounts expected to be paid when the liabilities are settled. Provisions are recognised when the Company has a present obligation (legal or constructive) arising from past events.

In addition to the above, the Company recognises certain post-employment benefits for employees whose employment conditions meet the criteria set out in the collective agreement. The related benefit liabilities are calculated annually, taking into account current salary levels and the number of employees entitled to receive the payments. The present value of the benefit obligations is determined by discounting the estimated future cash flows.

*Social insurance and pension scheme contributions*

The Company makes social insurance contributions to the state funded pension scheme in accordance with the legislation of the Republic of Latvia. The state funded pension scheme is a defined contribution pension plan under which the Company is required to make contributions of a legally determined amount. The Company does not incur additional obligations (legal or constructive) to make additional payments if the State funded pension scheme is unable to settle its obligations to employees. Social insurance contributions are recognised as an expense on an accrual basis and included in staff costs.

**(r) Corporate income tax**

Corporate income tax is calculated in accordance with the Latvian tax legislation.

Corporate income tax is calculated on the distributed profits (20/80 of the net amount to be paid to shareholders). Corporate income tax is recognised on the distributed profits at the time the Company shareholder passes a resolution on profit distribution. Corporate income tax charged on distribution of profit in dividends is taken to the statement of profit or loss, otherwise to other operating expense.

**(s) Significant accounting estimates and assumptions**

The management makes estimates and assumptions about the future. Accounting estimates, by their nature, rarely agree with actual results. Estimates and assumptions that have a significant risk of causing a material adjustment to the reported amounts of assets and liabilities in future financial statements are discussed below.

*Recoverable amount and impairment*

The carrying values of property, plant and equipment are tested for impairment when events or changes in circumstances indicate the carrying value may not be recoverable. If any such indication exists and where the carrying values exceed the estimated recoverable amount, the assets or cash-generating units are written down to their recoverable amount. When performing impairment tests, the management considers various estimates of the cash flows that would arise from the use, sale, maintenance and repair of assets as well as forecasts of inflation and economic conditions. In the event of a change in future circumstances, additional impairment may be recognised or previously recognised impairment may be reversed in whole or in part. The impairment losses recognised by the Company are disclosed in Note 13.

*Expected credit losses for receivables*

The Company recognises an allowance for expected credit losses (ECL) on receivables. The measurement of expected credit losses involves management estimates based on historical experience, adjusted to reflect forward-looking macroeconomic forecasts (Note 18).

*Useful lives of property, plant and equipment*

The management estimates the useful lives of property, plant and equipment in proportion to the expected duration of use of the asset based on historical experience with similar assets and future plans. Depreciation of property, plant and equipment is recognised in profit or loss on a straight-line basis based on the estimated useful lives of the items of property, plant and equipment. Depreciation of leased property, plant and equipment is calculated over the shorter of the lease term or the useful life. Land is not depreciated.

Depreciation is calculated over the useful life applying the following depreciation rates:

Buildings and constructions	2% – 10% p.a.
Equipment and machinery	5% – 33.3% p.a.
Other PPE items	5% – 20% p.a.

*Provisions*

Provisions are recognised when the Company has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation, and a reliable estimate can be made of the amount of the obligation. Where the Company expects some or all of provisions to be reimbursed, for example, under an insurance contract, the reimbursement is recognised as a separate asset but only when the reimbursement is virtually certain. The expense relating to any provision is presented in the statement of profit or loss net of any reimbursement.

### 3. Revenue

EUR

	2025	2024
<b>Revenue from contracts with customers, recognised over time (in accordance with IFRS 15)</b>	<b>60 211 884</b>	<b>57 302 171</b>
Aviation revenue	47 271 451	44 868 328
Non-aviation revenue	12 940 433	12 433 843
<b>Other revenue (IFRS 16)</b>	<b>20 462 955</b>	<b>20 326 401</b>
Lease of premises in the terminal	16 773 286	16 385 075
Lease in the rest of the airport territory***	3 390 778	3 506 794
Revenue from the right to provide aircraft refuelling services	278 209	288 946
Lease of assets	20 682	145 586
<b>Total</b>	<b>80 674 839</b>	<b>77 628 572</b>

	2025	2024
<b>Aviation revenue, total</b>	<b>47 271 451</b>	<b>44 868 328</b>
Security and rescue charges*	17 151 606	16 468 137
Ground handling	9 837 571	9 922 880
Passenger service charges	9 624 046	8 130 380
Take-off/landing charges	7 119 155	6 368 620
Centralised infrastructure services	1 754 599	2 264 664
Other aviation services	1 784 474	1 713 647
<i>Including charges for providing services for disabled passengers **</i>	<i>1 345 303</i>	<i>1 344 854</i>
<b>Non-aviation revenue, total</b>	<b>33 403 388</b>	<b>32 760 244</b>
Lease of premises in the terminal	16 773 286	16 385 075
Car parking services	6 014 815	6 037 778
Other lease in the airport territory ***	3 390 778	3 506 794
Public utilities	3 257 103	3 441 291
Services for business class passengers	1 377 381	1 344 063
Advertising services	585 669	662 866
Fee for the right to refuel aircraft	278 209	288 946
Other non-aviation services	1 726 147	1 093 431
<b>Total</b>	<b>80 674 839</b>	<b>77 628 572</b>

EUR

	2025	2024
<b>EU Statistical Classification of Economic Activities (NACE codes):</b>		
Aviation revenue (52.23)	47 271 451	44 868 328
Non-aviation revenue (68.20)	30 813 363	30 715 001
Non-aviation revenue (73.12)	585 669	662 866
Non-aviation revenue (79.90)	2 004 356	1 382 377
<b>Total</b>	<b>80 674 839</b>	<b>77 628 572</b>

\* Introduced as of 1 January 2012 by Cabinet Regulation No 823 "Regulation on Charges for Safety and Rescue Measures Provided at Aerodromes", dated 19 October 2011.

\*\* In accordance with Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air, the Company charges air carriers for the provision of the service. See Note 31.

\*\*\*Including rental income from investment property of EUR 2 847 679 (2024: EUR 2 652 286).

The revenue generated by the Company does not vary by geographical segment. All of the Company's revenue is generated in Latvia.

#### 4. Government and EU grants

Pursuant to Article 27 of the Law on Aviation, the Company provides facilities, systems and specially trained personnel to prevent acts of unlawful interference with the safety of civil aviation, and carries out a package of measures to ensure the security control of aircraft, their crews, passengers and cargo in accordance with the requirements of national and international laws and regulations. In order to ensure the performance of this function, as from 1 January 2007 the Company received a grant from the State budget in the form of a direct payment amounting to EUR 445 652 in 2025 (2024: EUR 502 283). The part of the government grant for the aviation safety used to cover maintenance costs is recognised as revenue for the reporting year. As at 31 December 2025, grant funds not recognised as revenue (presented as deferred income) for the acquisition and development of non-current assets for the provision of aviation security functions amounted to EUR 1 337 985 (31 December 2024: EUR 1 041 002).

On 27 December 2016, the Airport signed Agreement No J-16/37 with the Central Finance and Contracting Agency (Cooperation Authority) for the EU Cohesion Fund financed project "Development of Safe and Environmentally Friendly Infrastructure at Riga International Airport" No 6.1.2.0/16/I/001 for the implementation, allocation and monitoring of the funding. The objective is to improve environmental and security measures at the Airport by implementing investment projects related to mitigating environmental impacts and increasing security requirements, while contributing to achieving the climate and energy efficiency policy objectives in line with increasing sales. The project also includes activities related to the implementation of airport safety and aviation rescue functions that qualify as activities related to the exercise of public authority to ensure the improvement of civil aviation security measures.

Property, plant and equipment acquired through projects co-financed by European Union funds are subject to certain restrictions in accordance with EU regulations, the laws and regulations of the Republic of Latvia, and the relevant funding agreements.

The main conditions are as follows:

- property, plant and equipment are subject to a sustainability period, which is generally not less than five years after the completion of the project. During this period, such assets may not be sold, donated, written off, transferred to third parties or have their intended use changed without the consent of the responsible authority;
- the Company must ensure that the assets are available for inspections and audits by the relevant supervisory authorities.
- publicity requirements must be complied with, including the use of EU signage and the placement of informational materials.

If the property, plant and equipment generate revenue, such revenue is monitored in accordance with applicable regulatory requirements, and appropriate adjustments to the project funding may be made.

The use of grants recognised in the statement of comprehensive income may be presented as follows:

EUR

	2025	2024
<b>Government grants for aviation safety:</b>	<b>109 919</b>	<b>47 925</b>
Depreciation of PPE purchased from grants	109 919	47 925
<b>Grants received from the Cohesion Fund:</b>	<b>3 627 885</b>	<b>5 005 871</b>
Depreciation of PPE purchased using the Cohesion Fund resources	2 706 342	4 084 328
Depreciation of PPE purchased using the funding under the EU project for development of safe and environmentally friendly infrastructure	921 543	921 543
<b>Other grants:</b>	<b>123 589</b>	<b>169 037</b>
A-CDM Riga project	57 424	102 904
Depreciation of PPE purchased from grants	65 116	65 116
ERAF funding	862	862
CINEA Project BSR HyAirport INTERREG H2	187	155
<b>Total</b>	<b>3 861 393</b>	<b>5 222 833</b>

## 5. Staff costs

EUR

	2025	2024
<b>Total wages and salaries:</b>	<b>36 902 670</b>	<b>37 246 825</b>
Employees	36 394 574	36 827 954
Member of the Board and the Supervisory Board	508 096	418 871
<b>Total statutory social insurance contributions:</b>	<b>8 653 635</b>	<b>8 741 276</b>
Employees	8 537 389	8 645 473
Member of the Board and the Supervisory Board	116 246	95 803
<b>Total</b>	<b>45 556 305</b>	<b>45 988 101</b>

In 2025, the average number of employees of the Company was 1 424, including three Board Members (2024: 1 437, including three Board Members).

## 6. Depreciation and amortisation\*

EUR

	2025	2024
Buildings and constructions	5 812 359	6 815 302
Equipment and machinery	3 403 377	3 431 555
Other property, plant and equipment	2 058 265	1 591 254
Intangible assets	461 196	477 558
Right-of-use assets	71 724	21 970
Investment properties	14 041	14 042
<b>Total</b>	<b>11 820 962</b>	<b>12 351 681</b>

\* See Notes 12, 13, 14 and 15.

## 7. Operating expenses

EUR

	2025	2024
Public utilities	5 995 967	6 138 732
Ongoing infrastructure repairs	2 842 463	2 907 117
Communications	1 911 363	2 382 383
Materials and low-value inventory	2 409 963	1 884 255
Transport costs	1 271 977	1 384 268
Management fee*	1 430 123	1 086 419
Lease expense**	1 277 791	954 869
Health insurance	946 621	896 970
Personnel training	702 019	602 397
Security	836 652	602 064

Marketing and advertising	498 618	595 531
Insurance of movable and immovable property	421 941	426 947
Business trips	227 593	219 333
Maintenance of territory	223 822	210 680
Other external costs	832 665	183 375
<b>Total</b>	<b>21 829 578</b>	<b>20 475 340</b>

\* Incl. audit fee for the 2025 annual report of EUR 49 293 (2024: EUR 49 199).

\*\* Lease expense can be specified as follows:

EUR

	2025	2024
Lease of intangible assets	703 258	463 844
Lease of low-value assets	402 234	359 916
Short-term lease	161 469	118 578
Lease capacity	10 830	12 531
<b>Total</b>	<b>1 277 791</b>	<b>954 869</b>

## 8. Operating income

EUR

	2025	2024
Other operating income*	566 550	240 659
Penalties	210 888	206 907
Government and EU grants	295 252	72 687
Previous years' income and recovered debts	52 698	14 445
<b>Total</b>	<b>1 125 388</b>	<b>534 698</b>

\* Incl. net gain on disposal of property, plant and equipment of EUR 58 680 in 2024 (2024: EUR 68 943).

## 9. Other expense

EUR

	2025	2024
Real estate tax	366 201	346 662
Non-operating expense, primarily trade union events*	167 956	250 271
Other operating expense*	440 652	179 307
<b>Total</b>	<b>974 809</b>	<b>776 240</b>

\* Incl. depreciation of property, plant and equipment relating to social infrastructure of EUR 260 in the reporting year (2024: EUR 203), costs of social events of EUR 125 425 (2024: EUR 189 621), incl. real estate tax attributable to investment properties of EUR 38 153 in 2025 (2024: EUR 34 382).

## 10. Finance income

EUR

	2025	2024
Interest received	171 296	154 030
Net interest income from subleases	-	5 273
<b>Total</b>	<b>171 296</b>	<b>159 303</b>

## 11. Finance expense

EUR

	2025	2024
Interest on non-current loans	929 572	570 099
Interest on finance leases	139 325	76 396
Currency exchange loss, net	3 115	6 540
Interest expense on subleases	13 081	-
Capitalised loan interest expense	(253 252)	(140 343)
<b>Total</b>	<b>831 841</b>	<b>512 692</b>

## 12. Intangible assets

EUR

	Software
<b>Cost as at 31.12.2023</b>	<b>3 523 133</b>
Additions	574 364
Disposals	(135 337)
<b>Cost as at 31.12.2024</b>	<b>3 962 159</b>
<b>Accumulated amortisation as at 31.12.2023</b>	<b>2 038 421</b>
Amortisation charge	477 558
<b>Accumulated amortisation as at 31.12.2024</b>	<b>2 380 642</b>
<b>Carrying amount as at 31.12.2023</b>	<b>1 484 712</b>
<b>Carrying amount as at 31.12.2024</b>	<b>1 581 517</b>
<b>Cost as at 31.12.2024</b>	<b>3 962 159</b>
Additions	421 826
Development costs	8 861
Disposals	(42 916)
<b>Cost as at 31.12.2025</b>	<b>4 349 930</b>
<b>Accumulated amortisation as at 31.12.2024</b>	<b>2 380 642</b>

Amortisation charge	461 196
Accumulated amortisation of disposals	(41 917)
<b>Accumulated amortisation as at 31.12.2025</b>	<b>2 799 921</b>
<b>Carrying amount as at 31.12.2024</b>	<b>1 581 517</b>
<b>Carrying amount as at 31.12.2025</b>	<b>1 550 009</b>

### 13. Property, plant and equipment

EUR

	Land, buildings and constructions	Equipment and machinery	Other PPE and inventory	Construction in progress	Total
<b>Cost as at 31.12.2023</b>	<b>221 274 743</b>	<b>69 733 128</b>	<b>32 176 751</b>	<b>12 095 559</b>	<b>335 280 181</b>
Additions	265 876	3 126 278	5 878 143	7 819 282	17 089 579
Reclassified from construction in progress	2 505 978	3 786 016	-	(6 291 994)	-
Reclassified from right-of-use assets	-	-	163 380	-	163 380
Reclassified from/ to investment properties	(173 282)	-	-	-	(173 282)
Disposals	(310 117)	(1 138 437)	(263 660)	(209 003)	(1 921 217)
Disposals due to sale	-	(51 394)	(56 021)	-	(107 415)
Replacement component of PPE	-	(14 280)	-	-	(14 280)
<b>Cost as at 31.12.2024</b>	<b>223 563 198</b>	<b>75 441 311</b>	<b>37 898 593</b>	<b>13 413 844</b>	<b>350 316 946</b>
<b>Accumulated depreciation as at 31.12.2023</b>	<b>120 500 100</b>	<b>47 664 280</b>	<b>21 235 724</b>	-	<b>189 400 104</b>
Depreciation charge	6 815 302	3 431 555	1 591 457	-	11 838 314
Accumulated depreciation of disposals	(310 119)	(1 138 437)	(263 630)	-	(1 712 186)
Accumulated depreciation of sold assets	-	(51 394)	(56 021)	-	(107 415)
Reclassified from right-of-use assets	-	-	134 017	-	134 017
Reclassified from investment properties	87 092	-	-	-	87 092
Replacement component of PPE	-	(14 280)	-	-	(14 280)

<b>Accumulated depreciation as at 31.12.2024</b>	<b>127 092 375</b>	<b>49 891 724</b>	<b>22 641 547</b>	<b>-</b>	<b>199 625 646</b>
<b>Carrying amount as at 31.12.2023</b>	<b>100 774 643</b>	<b>22 068 848</b>	<b>10 941 027</b>	<b>12 095 559</b>	<b>145 880 077</b>
<b>Carrying amount as at 31.12.2024</b>	<b>96 470 823</b>	<b>25 549 587</b>	<b>15 257 046</b>	<b>13 413 844</b>	<b>150 691 300</b>
<b>Cost as at 31.12.2024</b>	<b>223 563 198</b>	<b>75 441 311</b>	<b>37 898 593</b>	<b>13 413 844</b>	<b>350 316 946</b>
Additions	5 389 431	3 396 165	4 703 536	7 644 270	21 133 402
Reclassified from construction in progress	1 102 570	2 563 035	-	(3 674 466)	(8 861)
Reclassified from investment properties	1 002	-	-	-	1 002
Disposals	(274 276)	(703 567)	(167 257)	(400)	(1 145 500)
Disposals held for sale	-	(142 393)	(92 521)	-	(234 914)
Replacement component of PPE	-	(24 118)	(24 895)	-	(49 013)
<b>Cost as at 31.12.2025</b>	<b>229 781 925</b>	<b>80 530 433</b>	<b>42 317 456</b>	<b>17 383 248</b>	<b>370 013 062</b>
<b>Accumulated depreciation as at 31.12.2024</b>	<b>127 092 375</b>	<b>49 891 724</b>	<b>22 641 547</b>	<b>-</b>	<b>199 625 646</b>
Depreciation charge	5 812 359	3 403 377	2 058 525	-	11 274 261
Accumulated depreciation of disposals	(254 473)	(703 567)	(167 037)	-	(1 125 077)
Accumulated depreciation of sold assets	-	(136 179)	(92 521)	-	(228 700)
Replacement component of PPE	-	(24 118)	(22 359)	-	(46 477)
<b>Accumulated depreciation as at 31.12.2025</b>	<b>132 650 261</b>	<b>52 431 237</b>	<b>24 418 155</b>	<b>-</b>	<b>209 499 653</b>
<b>Carrying amount as at 31.12.2024</b>	<b>96 470 823</b>	<b>25 549 587</b>	<b>15 257 046</b>	<b>13 413 844</b>	<b>150 691 300</b>
<b>Carrying amount as at 31.12.2025</b>	<b>97 131 664</b>	<b>28 099 196</b>	<b>17 899 301</b>	<b>17 383 248</b>	<b>160 513 409</b>

Reclassified from investment properties: land of EUR 1 002 (2024: buildings and structures of EUR 87 092) (see Note 15).

Cost: as at 31 December 2025, the total original cost of fully depreciated but still in use property, plant and equipment was EUR 109 425 313 (31 December 2024: EUR 105 432 906).

Additions: In 2025, as part of the Rail Baltica project, the Company completed the acquisition of the P5 car park and a temporary-use car park. The total value of the transaction amounted to EUR 5 070 090.

As at 31 December 2025, land with a total area of 70,5517 ha (2023: 69.0812 ha) was a property of the Ministry of Transport of the Republic of Latvia that had been put into use by the Company for an indefinite time and was not presented in the Company's statement of financial position as the conditions of use did not meet the classification of finance lease. The Company's property, plant and equipment are not pledged and are not subject to any other encumbrances.

In 2025, the Company capitalised borrowing costs of EUR 253 251 (2024: EUR 140 343) (Note 11). The capitalisation rate of borrowing costs was 2.41% (2024: 1.67%).

As at 31 December 2025, prepayments for construction in progress amounting to EUR 176 243 (2024: EUR 1 696 497) were made.

#### 14. Right-of-use assets

The Company leases equipment and vehicles, and the average term of these lease agreements ranges from 3 to 5 years.

EUR

	Right-of-use assets	Right-of-use assets, other PPE and inventory	Total
<b>Cost as at 31.12.2023</b>	<b>61 016</b>	<b>163 380</b>	<b>224 396</b>
Reclassified to PPE	-	(163 380)	(163 380)
<b>Cost as at 31.12.2024</b>	<b>61 016</b>	<b>-</b>	<b>61 016</b>
<b>Accumulated depreciation as at 31.12.2023</b>	<b>22 034</b>	<b>132 385</b>	<b>154 419</b>
Depreciation charge	20 338	1 632	21 970
Reclassified to PPE	-	(134 017)	(134 017)
<b>Accumulated depreciation as at 31.12.2024</b>	<b>42 372</b>	<b>-</b>	<b>42 372</b>
<b>Carrying amount as at 31.12.2023</b>	<b>38 982</b>	<b>30 995</b>	<b>69 977</b>
<b>Carrying amount as at 31.12.2024</b>	<b>18 644</b>	<b>-</b>	<b>18 644</b>
<b>Cost as at 31.12.2024</b>	<b>61 016</b>	<b>-</b>	<b>61 016</b>
Additions	428 403	-	428 403
<b>Cost as at 31.12.2025</b>	<b>489 419</b>	<b>-</b>	<b>489 419</b>
<b>Accumulated depreciation as at 31.12.2024</b>	<b>42 372</b>	<b>-</b>	<b>42 372</b>
Depreciation charge	71 724	-	71 724
<b>Accumulated depreciation as at 31.12.2025</b>	<b>114 096</b>	<b>-</b>	<b>114 096</b>
<b>Carrying amount as at 31.12.2024</b>	<b>18 644</b>	<b>-</b>	<b>18 644</b>
<b>Carrying amount as at 31.12.2025</b>	<b>375 323</b>	<b>-</b>	<b>375 323</b>

## 15. Investment properties

EUR

	Land	Buildings	Total
<b>Cost as at 31.12.2023</b>	<b>925 393</b>	<b>956 911</b>	<b>1 882 304</b>
Reclassified from/to PPE	240 984	(67 702)	173 282
<b>Cost as at 31.12.2024</b>	<b>1 166 377</b>	<b>889 209</b>	<b>2 055 586</b>
<b>Accumulated depreciation as at 31.12.2023</b>	<b>-</b>	<b>841 813</b>	<b>841 813</b>
Depreciation charge	-	14 042	14 042
Reclassified from/to PPE	-	(87 092)	(87 092)
<b>Accumulated depreciation as at 31.12.2024</b>	<b>-</b>	<b>768 763</b>	<b>768 763</b>
<b>Carrying amount as at 31.12.2023</b>	<b>925 393</b>	<b>115 098</b>	<b>1 040 491</b>
<b>Carrying amount as at 31.12.2024</b>	<b>1 166 377</b>	<b>120 446</b>	<b>1 286 823</b>
<b>Cost as at 31.12.2024</b>	<b>1 166 377</b>	<b>889 209</b>	<b>2 055 586</b>
Reclassified to PPE	(1 002)	-	(1 002)
<b>Cost as at 31.12.2025</b>	<b>1 165 375</b>	<b>889 209</b>	<b>2 054 584</b>
<b>Accumulated depreciation as at 31.12.2024</b>	<b>-</b>	<b>768 763</b>	<b>768 763</b>
Depreciation charge	-	14 041	14 041
<b>Accumulated depreciation as at 31.12.2025</b>	<b>-</b>	<b>782 804</b>	<b>782 804</b>
<b>Carrying amount as at 31.12.2024</b>	<b>1 166 377</b>	<b>120 446</b>	<b>1 286 823</b>
<b>Carrying amount as at 31.12.2025</b>	<b>1 165 375</b>	<b>106 405</b>	<b>1 271 780</b>

As part of its business activities, as at 31 December 2025, the Company leased out part of its land with a total area of 82.0686 ha (31 December 2024: 82.1392 ha). In the statement of financial position for the comparative period, land with an area of 24 hectares and a carrying amount of EUR 340 800, intended for the RIX Airport City project – the development of a new multifunctional city – was reclassified from property, plant and equipment to investment property, taking into account the economic substance of the project.

The terminal owned by the Company is not classified as investment property, as leased commercial space represents only 13% of the total area and is not significant in relation to the property as a whole.

## 16. Inventories

EUR

	31.12.2025	31.12.2024
Materials and consumables*	2 661 815	2 390 946
<b>Total</b>	<b>2 661 815</b>	<b>2 390 946</b>

\*Incl. prepayments for goods of EUR 0 as at 31 December 2025 (31 December 2024: EUR 3 310).

## 17. Trade receivables

EUR

	31.12.2025	31.12.2024
Trade receivables	11 974 114	8 690 271
Allowance for expected credit losses	(588 813)	(319 460)
<b>Total</b>	<b>11 385 301</b>	<b>8 370 811</b>

The payment terms for receivables generally range from 30 to 60 days, in line with the Company's credit policy. The actual receivables turnover days in the reporting year were 45 days, compared to 44 days in the previous year. The significant increase in receivables compared to the previous year is mainly attributable to certain delayed payments, and the related balances have been included in the assessment of credit risk in accordance with IFRS 9.

Allowances for expected credit losses for receivables from contracts with customers:

EUR

<b>ECL allowances for receivables from contracts with customers as at 31 December 2023</b>	<b>(289 156)</b>
Release of ECL allowances, recoveries	539
Increase in ECL allowances for doubtful receivables	(30 843)
<b>ECL allowances for receivables from contracts with customers as at 31 December 2024</b>	<b>(319 460)</b>
Increase in ECL allowances for doubtful receivables	(32 336)
Increase in ECL allowances for receivables	(237 017)
<b>ECL allowances for receivables from contracts with customers as at 31 December 2025</b>	<b>(588 813)</b>

## 18. Other receivables

EUR

	31.12.2025	31.12.2024
<b>Other receivables – non-current portion:</b>	<b>176 243</b>	<b>1 696 497</b>
Other receivables	176 243	1 696 497
<b>Other receivables – current portion:</b>	<b>943 381</b>	<b>1 512 344</b>
Other receivables *	881 502	1 504 090
Prepayments for services	61 879	8 254
<b>Total</b>	<b>1 119 624</b>	<b>3 208 841</b>

\* Including sublease receivable of EUR 502 504 (31 December 2024: EUR 1 329 294).

## 19. Prepaid expense

EUR

	31.12.2025	31.12.2024
Insurance	251 688	256 076
Other prepaid expense	692 968	441 970
<b>Total</b>	<b>944 656</b>	<b>698 046</b>

## 20. Cash and cash equivalents

EUR

	31.12.2025	31.12.2024
Cash at bank	17 817 854	21 221 284
Cash in exchange machine and cash in transit	38 373	39 557
Cash on hand	1 793	2 249
<b>Total</b>	<b>17 858 020</b>	<b>21 263 090</b>

## 21. Share capital

The registered and paid-up share capital of the Company amounts to EUR 68 347 231 (31 December 2024: EUR 68 347 231) and consists of 28 608 932 Class A shares with a nominal value of EUR 1 each and 397 382 990 Class B shares with a nominal value of EUR 0.10 each. All shares are owned by the Republic of Latvia. The Ministry of Transport of the Republic of Latvia is the holder of the State's shareholding in the Company. All shares carry equal rights to receive dividends, to a share in the distribution of assets upon liquidation and to voting rights at shareholders' meetings.

## 22. Reserves and dividends

Other reserves consist of reserve capital that is made up of profits from previous years set aside for the development of the Company in accordance with the resolution of the shareholders' meeting.

The procedure for the use and renewal of the Company's reserve capital is determined by the Company shareholders' meeting. After the approval of each annual report, the shareholders' meeting decides on the deductions from profit to the reserve capital. See also Notes 2(g) and (h).

EUR

Reserve capital as at 31 December 2023	25 178 608
Reserve capital as at 31 December 2024	25 178 608
Transferred to reserves from retained earnings in 2023	1 612 140
Transferred to reserves from retained earnings in 2024	1 032 406
Reserve capital as at 31 December 2025	27 823 154

In addition to reserve capital, other reserves also include a revaluation reserve for non-current assets, which amounted to EUR 5 320 as at 31 December 2025 (31 December 2024: EUR 5 320).

In accordance with applicable regulations, the Company paid EUR 2 408 945 to the State budget for the use of State capital from the previous year's profit (2024: EUR 0)

## 23. Loans from credit institutions and lease liabilities

### Loans from credit institutions

EUR

	31.12.2025	31.12.2024
<b>Non-current loans from credit institutions</b>	<b>28 464 869</b>	<b>22 886 667</b>
Swedbank AS	28 464 869	22 886 667
Current loans from credit institutions	3 690 069	2 660 328
Swedbank AS	3 690 069	2 660 328
<b>Total</b>	<b>32 154 938</b>	<b>25 546 995</b>

As at 31 December 2025 and 31 December 2024, all of the Company's borrowings were denominated in euros.

The purpose of the borrowings was to refinance the Company's liabilities and to finance long-term projects.

Loans from credit institutions by maturity:

EUR

	31.12.2025	31.12.2024
<b>Non-current and current loans with a variable interest rate</b>	<b>32 154 938</b>	<b>25 546 995</b>
- maturing within one year (current portion of non-current loans)	3 690 069	2 660 328
- maturing between one and five years	28 464 869	22 886 667
<b>Total</b>	<b>32 154 938</b>	<b>25 546 995</b>

All loans bear variable interest rates, and in 2025 the effective interest rates ranged from 2.7% to 3.85% per annum.

On 17 March 2025, the Company entered into a credit line agreement in the amount of EUR 10 000 000 for the financing of working capital for a period of two years until 17 May 2027. As at 31 December 2025, the utilised amount of the credit line was EUR 0.

### Lease liabilities

EUR

	01.01.2024	Calculated	Paid	31.12.2024
Principal amount of lease liabilities	407 214	6 412 242	(882 312)	5 937 143
Interest payments on lease liabilities	134	145 643	(142 997)	2 780
<b>Total</b>	<b>407 348</b>	<b>6 557 885</b>	<b>1 025 309</b>	<b>5 939 923</b>
Current portion	-	-	-	1 929 434
Non-current portion	-	-	-	4 010 489

	01.01.2025	Calculated	Paid	31.12.2025
Principal amount of lease liabilities	5 937 143	428 403	(1 994 333)	4 371 213
Interest payments on lease liabilities	2 780	199 673	(201 880)	573
<b>Total</b>	<b>5 939 923</b>	<b>628 076</b>	<b>(2 196 213)</b>	<b>4 371 786</b>
Current portion	1 929 434	-	-	1 596 490
Non-current portion	4 010 489	-	-	2 775 296

Future lease payments as at 31 December 2025 under finance leases and as at 31 December 2024 under leases are presented as follows:

EUR

	31.12.2025	31.12.2024
Maturing in less than one year, including interest	1 705 838	2 149 719
Maturing between one and five years, including interest	2 885 250	4 234 770
<b>Total finance lease liabilities – minimum lease payments and lease interest</b>	<b>4 591 088</b>	<b>6 384 489</b>
Future lease charges –interest	(219 302)	(444 566)
<b>Present value of lease liabilities</b>	<b>4 371 786</b>	<b>5 939 923</b>

The present value of lease liabilities by current and non-current portions is as follows:

EUR

	31.12.2025	31.12.2024
Maturing in less than one year, including interest	1 596 490	1 929 434
Maturing between one and five years, including interest	2 775 296	4 010 489
<b>Present value of lease liabilities</b>	<b>4 371 786</b>	<b>5 939 923</b>

Movement of loans:

EUR

	2025	2024
<b>Balance at the beginning of the reporting year</b>	<b>31 486 918</b>	<b>28 779 600</b>
Loans received	9 800 000	25 200 000
New lease liabilities (IFRS 16)	428 403	1 747 026
Finance lease (sales and leaseback)	-	4 665 215
Loans repaid	(3 199 188)	(28 015 462)
Lease payments made	(1 994 333)	(882 312)
Interest charged	1 129 245	641 222
Interest paid	(1 124 321)	(648 371)
<b>Balance at the beginning of the end year</b>	<b>36 526 724</b>	<b>31 486 918</b>

On 31 May 2022, the Company entered into a five-year finance lease agreement with Swedbank Līzings SIA with an available limit of EUR 2 253 711. As at 31 December 2025, the finance lease liabilities to Swedbank Līzings SIA amounted to EUR 175 046, with accrued interest of EUR 15 (31 December 2024: EUR 270 106 and accrued interest of EUR 63).

In 2024, the Company entered into a five-year sale and leaseback agreement with SEB Līzings SIA in the amount of EUR 4 665 215. As at 31 December 2025, the finance lease liabilities to SEB Līzings SIA amounted to EUR 3 489 452, with accrued interest of EUR 558 (31 December 2024: EUR 4 422 495 and accrued interest of EUR 2 717).

In 2022, the Company entered into a three-year full-service lease agreement for three passenger vehicles. As at 31 December 2025, the lease liabilities under IFRS 16 amounted to EUR 5 620 (31 December 2024: EUR 17 855).

On 13 May 2024, the Company entered into a two-year agreement for the lease of a technical hangar. The lease payments for the contract period total EUR 1 872 000. On 15 May 2024, the Company entered into an agreement for the sublease of the hangar for a period of two years.

In 2025, the Company entered into a two-year lease agreement for five extended baggage conveyors, with an option to purchase the equipment at the end of the lease term. As at 31 December 2025, the lease liabilities under IFRS 16 amounted to EUR 321 594.

In 2025, the Company entered into a two-year lease agreement for an unmanned aerial vehicle (UAV) radar system. As at 31 December 2025, the lease liabilities under IFRS 16 amounted to EUR 33 505.

Contractual interest rates ranged from 2.92 % to 4.26% p.a.

## 24. Deferred income

EUR

	31.12.2025	31.12.2024
<b>Deferred income, non-current portion</b>	<b>42 655 186</b>	<b>41 935 856</b>
EU grants	28 473 861	31 936 183
Advance from CINEA *	6 884 655	6 884 655
Government grants	1 509 750	1 399 908
P5 car park received from EDzL **	4 610 015	-
Other deferred income	1 176 905	1 715 110
<b>Deferred income, non-current portion</b>	<b>7 461 916</b>	<b>6 436 015</b>
EU grants	5 567 668	5 797 322
Government grants	246 130	124 104
P5 car park received from EDzL **	424 271	-
Other deferred income	1 223 847	514 589
<b>Total</b>	<b>50 117 102</b>	<b>48 371 871</b>

See also Note 4.

\* CINEA – the European Climate, Infrastructure and Environment Executive Agency of the European Union. Co-financing for the project “Reconstruction of Apron 4 at SJSC Riga International Airport to ensure dual-use TEN-T infrastructure for civil and military purposes”, which provides for the reconstruction of more than 80,000 square metres of apron pavement at RIX Riga Airport, including the construction of ten aircraft stands (Code A–E) with flexible configurations, as well as associated taxi lanes and service roads.

\*\* In May 2021, SJSC Riga International Airport and SIA Eiropas Dzelzceļa līnijas (EDzL) entered into a cooperation agreement for the implementation of the Rail Baltica project. In accordance with the terms of the agreement, EDzL constructed a new P5 car park as part of the Rail Baltica project, compensating for construction-related damages and the expropriation of land plots with existing parking facilities. Ownership of the newly constructed P5 car park is transferred to the Airport. All income and expenses arising from the subsequent use of the asset accrue to the Airport in accordance with the terms of the agreement. The project is co-financed by the Connecting Europe Facility (CEF) under the project “Construction of a European standard gauge 1435 mm railway line in the Rail Baltica corridor through Estonia, Latvia and Lithuania”, No. 2014-EU-TMC-0560-M (Activity No. 19 “Construction of the Rail Baltica station and related infrastructure at Riga Airport (Phase 1)” and Activity No. 22 “Land acquisition in Latvia (Phase 1)”). Part of the project funding is provided by the European Union budget, with the remaining part financed by the State budget of the Republic of Latvia.

## 25. Other liabilities

EUR

	31.12.2025	31.12.2024
<b>Financial liabilities, current portion</b>		
Other liabilities	1 403 305	1 784 752
Other accrued expenses	1 460 212	1 404 114
<b>Total</b>	<b>2 863 517</b>	<b>3 188 866</b>

## 26. Accrued liabilities

EUR

	31.12.2025	31.12.2024
<b>Accrued liabilities, non-current portion</b>	<b>427 813</b>	<b>403 198</b>
Post-employment benefits	427 813	403 198
<b>Accrued liabilities, current portion</b>	<b>11 128 423</b>	<b>10 229 611</b>
Post-employment benefits	83 480	60 707
Accrued staff costs	4 616 493	3 632 992
Vacation pay reserve	3 091 230	3 186 513
Wages and salaries	1 862 452	1 737 922
Taxes and statutory social insurance contributions	1 474 768	1 611 477
<b>Total</b>	<b>11 556 236</b>	<b>10 632 809</b>

## 27. Financial risk management

### Financial risks

The Company's overall risk management approach is based on the Company's operational strategy and internal control procedures approved by the Board. The Company's overall risk management programme incorporates unpredictability in the financial market, and the Company management seeks to minimise the potential adverse effect of financial risks on its financial position.

The Company holds the following financial instruments: financial assets – current and non-current receivables, cash at banks, cash on deposit with banks; and financial liabilities – current and non-current borrowings, lease liabilities, accounts payable.

### Financial instruments by categories

EUR

	Notes	31.12.2025	31.12.2024
<b>Financial assets at amortised cost</b>			
Trade receivables, net	17	11 385 301	8 370 811
Other financial assets	18	881 502	1 504 090
Cash and cash equivalents	20	17 858 020	21 263 090
<b>Total</b>		<b>30 124 823</b>	<b>31 137 991</b>

EUR

	Notes	31.12.2025	31.12.2024
<b>Financial liabilities at amortised cost</b>			
Loans from credit institutions	23	(32 154 938)	(25 546 995)
Lease liabilities	23	(4 371 786)	(5 939 923)
Trade payables		(5 368 333)	(6 381 809)
Other financial liabilities	25	(2 863 517)	(3 188 866)
<b>Total</b>		<b>(44 758 574)</b>	<b>(41 057 593)</b>

The Company is exposed to the following risks:

- credit risk;
- liquidity risk;
- interest rate risk;
- foreign currency risk.

### Credit risk

The Company is exposed to credit risk, which is the risk of material loss in the event that a counterparty fails to meet its contractual obligations to the Company. Credit risk is an essential part of the Company's business and it is important to manage this risk effectively.

#### Sources of credit risk

Credit risk is primarily associated with the Company's major customers. Three customers accounted for 76% of total gross receivables as at 31 December 2025 (31 December 2024: 64%). As at 31 December 2025, one of these customers accounted for 48% (31 December 2024: 34%), another for 14% (31 December 2024: 13%), and the third for 14% (31 December 2024: 18%) of total receivables.

### *Credit risk management*

The Board of the Company has approved a procedure for the control of payment of invoices and the recovery of receivables, defining the competences and responsibilities of the structural units in the recovery process.

The Company does not have an internal credit rating system for assessing trade receivables. The Company manages credit risk by continuously assessing the credit history of its customers and assigning credit terms on an individual basis. The Company has implemented and follows a credit policy that requires it to provide services on credit only to customers with good credit histories.

In 2025, the Company additionally recognised expected credit loss (ECL) allowances for receivables that were not past due, as well as for receivables aged 30 to 180 days, in accordance with IFRS 9. No such allowances were recognised in the previous reporting year, as the level of credit risk was assessed as insignificant. As a result of the assessment performed, ECL allowances of EUR 237 017 were recognised during the reporting year.

There were no material changes in expected credit losses on trade receivables in 2024.

Trade receivables are written off only when they are not expected to be recovered. Indicators of uncollectibility include, inter alia, the debtor's inability to agree on a repayment schedule, compounded by its insolvency, bankruptcy or liquidation.

Each month, receivables from specific debtors are assessed and an aging analysis of receivables is carried out.

The aging analysis of receivables as at 31 December 2025:

EUR

	Not past due	<30 days	30-90 days	90-180 days	>180 days	Total
Trade receivables, gross	9 615 116	2 022 164	28 337	123	308 374	11 974 114
ECL allowance	(200 055)	(42 217)	(26 995)	(86)	(319 460)	(588 813)
Trade receivables, net	9 415 061	1 979 947	1 342	37	(11 086)	11 385 301

The aging analysis of receivables as at 31 December 2024:

EUR

	Not past due	<30 days	30-90 days	90-180 days	>180 days	Total
Trade receivables, gross	8 296 615	26 882	40 828	17 531	308 416	8 690 272
ECL allowance	-	-	-	-	(319 461)	(319 461)
Trade receivables, net	8 296 615	26 882	40 828	17 531	(11 045)	8 370 811

Receivables are stated at their net carrying amount, calculated as the gross carrying amount less allowances for expected credit losses (ECL). In accordance with the prudence principle, ECL allowances are recognised at 100% where, in the opinion of the management, the recoverability of receivables is doubtful; for other receivables, a 2% rate is applied in the calculation of expected credit losses.

In the event of a significant increase in credit risk, impairment is measured using the asset's lifetime ECLs rather than the 12-month ECLs. The model includes operational simplifications for trade receivables. The Company has applied the operational simplifications permitted by IFRS 9 for the measurement of trade receivables that are grouped by credit quality and days past due, with a percentage of expected credit losses applied to each group. The ECL rates are estimated taking into account the last three years of payment history, adjusted present and forward-looking information.

Credit risk management as at 31 December 2025

EUR

	Balances not past due				Balances past due		
	Total, gross	ECL allowance	Total, net	Carrying amount	ECL allowance	Carrying amount	ECL
Trade receivables, incl.:	11 974 114	(588 813)	11 385 301	9 615 117	(200 055)	2 358 997	(388 758)
<i>Three major customers</i>	9 526 840	(186 139)	9 340 701	7 622 955	(147 892)	1 903 885	(38 247)
<i>Other customers</i>	2 447 274	(402 674)	2 044 600	1 992 162	(52 163)	455 112	(350 511)
Other receivables, net	881 502	-	881 502	881 502	-	-	-
<b>Total</b>	<b>12 855 616</b>	<b>(588 813)</b>	<b>12 266 803</b>	<b>10 496 619</b>	<b>(200 055)</b>	<b>2 358 998</b>	<b>(388 758)</b>

Credit risk management as at 31 December 2024

EUR

	Balances not past due				Balances past due		
	Total, gross	ECL allowance	Total, net	Carrying amount	ECL allowance	Carrying amount	ECL
Trade receivables, incl.:	8 690 272	(319 461)	8 370 811	8 296 615	-	393 657	(319 461)
<i>Three major customers</i>	6 447 092	-	6 447 092	6 450 588	-	(3 496)	-
<i>Other customers</i>	3 747 270	(319 461)	3 427 809	3 350 117	-	397 153	(319 461)
Other receivables, net	1 504 090	-	1 504 090	1 504 090	-	-	-
<b>Total</b>	<b>10 194 362</b>	<b>(319 461)</b>	<b>9 874 901</b>	<b>9 800 705</b>	<b>-</b>	<b>393 657</b>	<b>(319 461)</b>

ECL allowances have been recognised for receivables whose recoverability is considered doubtful (see Note 17).

#### *Quality of receivables*

The largest portion of receivables that are not past due relates to amounts due from airlines for aviation services provided in December.

Past due receivables are not secured (with mortgage or commercial pledge).

### **Cash at banks**

EUR

Bank	Moody's long-term rating	31.12.2025	31.12.2024
AS Swedbank	Aa2	8 545 817	12 313 138
Luminor Banka	A3	2 037 161	7 214 419
OP Corporate Bank plc	Aa3	702 710	1 459 809
AS Citadele Banka	Baa1	6 510 655	158 382
State Treasury	A3	19 956	73 872
SEB banka	Aa3	1 555	1 664
<b>Total</b>		<b>17 817 854</b>	<b>21 221 284</b>

Credit risk related to cash and short-term deposits with banks is managed by balancing the placement of financial assets in order to maintain the ability to select the most favourable offers while minimising the risk of loss of financial resources. The table presents cash balances held with banks, categorised by credit rating in accordance with the Moody's credit rating scale.

Expected credit losses were not recognised for cash, as the amounts were not material in the context of the financial statements.

### **Liquidity risk**

Liquidity risk relates to the failure of the Company to meet its payment obligations as they fall due.

The main principle of the liquidity risk management is preventing creditors from defaulting. The Company manages its liquidity risk by maintaining an adequate amount of cash and cash equivalents (see Note 20).

To manage liquidity, an operating cash flow forecast is drawn up on a monthly basis. Where working capital adequacy deteriorates, operating cash flow forecasts are drawn up weekly or more frequently.

The following tables present the maturity analysis of the Company's financial liabilities. The amounts are based on undiscounted contractual cash flows.

The Company management believes that the going concern assumption is applicable in the preparation of these financial statements.

The Company's accounting and measurement principles were not changed from those of the previous reporting year.

Maturity analysis of financial liabilities at 31 December 2025 based on their contractual undiscounted cash flows, EUR

	Carrying amount	Contractual cash flow	1-3 months	3 months - 1 year	1-5 years	More than 5 years
Loans from credit institutions	(32 154 937)	(36 157 497)	(1 133 415)	(3 356 319)	(20 582 507)	(11 085 256)
Lease liabilities	(3 665 072)	(3 865 822)	(282 150)	(839 610)	(2 744 063)	-
Trade payables	(5 368 333)	(5 368 333)	(5 368 333)	-	-	-
Other liabilities	(2 863 517)	(2 863 517)	(2 403 401)	(235 033)	(225 084)	-
<b>Total</b>	<b>(44 051 859)</b>	<b>(48 255 169)</b>	<b>(9 187 299)</b>	<b>(4 430 962)</b>	<b>(23 551 654)</b>	<b>(11 085 256)</b>

Maturity analysis of financial liabilities at 31 December 2024 based on their contractual undiscounted cash flows, EUR

	Carrying amount	Contractual cash flow	1-3 months	3 months - 1 year	1-5 years	More than 5 years
Loans from credit institutions	(25 546 995)	(28 753 156)	(869 850)	(2 618 571)	(15 184 735)	(10 080 000)
Lease liabilities	(5 939 923)	(6 384 489)	(541 545)	(1 608 174)	(4 234 770)	-
Trade payables	(6 381 809)	(6 381 809)	(6 381 809)	-	-	-
Other liabilities	(3 188 866)	(3 188 866)	(2 122 104)	(1 401 929)	(8 660 453)	-
<b>Total</b>	<b>(41 057 593)</b>	<b>(44 708 320)</b>	<b>(9 915 308)</b>	<b>(5 628 674)</b>	<b>(28 079 958)</b>	<b>(10 080 000)</b>

### Interest rate risk

The Company is exposed to interest rate risk primarily in relation to its current and non-current borrowings. The Company's policy is to ensure that the majority of its borrowings bear a floating interest rate. Loans from financial institutions bear a floating interest rate consisting of 3-month or 6-month EURIBOR plus a fixed margin.

Other financial assets and liabilities are non-interest bearing.

### Foreign currency risk

Foreign currency risk is the probability that fluctuations in exchange rates will affect the Company's financial position and cash flows. The Company's financial assets and liabilities, which are exposed to foreign currency risk, comprise cash and cash equivalents, trade receivables and current and non-current borrowings. The Company is mainly exposed to foreign currency risk of U.S. dollar.

## Capital risk management

Primary objectives of the capital risk management are to ensure the Company's ability to continue as a going concern, delivering returns to its owner and benefits to other stakeholders, and to maintain an optimal capital structure, thereby reducing the cost of capital.

The Company manages capital on the basis of the debt-to-capital ratio. This ratio is calculated by dividing the Company's total debt by its total capital less cash and cash equivalents and funding from the EU Cohesion Fund and public funding for the acquisition of property, plant and equipment included in deferred income. The total debt includes all non-current and current liabilities, while total capital includes all liabilities and equity of the Company. This ratio is used to assess the capital structure of the Company as well as its solvency. The Company's strategy is to ensure that this ratio does not exceed 50%.

In 2025 and 2024, the debt-to-capital ratio was as follows:

EUR

	31.12.2025	31.12.2024
Total debt	106 431 913	100 062 273
(Cash and cash equivalents)	(17 858 020)	(21 263 090)
(Funding from the EU Cohesion Fund and public funding for the acquisition of property, plant and equipment included in deferred income)	(42 682 064)	(46 142 174)
Net debt	45 891 829	32 657 009
Total liabilities and equity	197 679 937	189 510 018
<b>Debt-to-capital ratio:</b>	<b>23,22%</b>	<b>17,23%</b>

## Fair value

IFRS 13 establishes a hierarchy of valuation techniques dependent on the valuation technique used, i.e. observable or unobservable inputs. Observable inputs are obtained from independent sources. Where market data are not observable, the valuation technique is based on the Company management's assumptions about market conditions. This hierarchy requires the use of observable market data where available. The Company considers relevant and observable market prices in its valuations where possible.

The objective of fair value measurement, even if the market is not active, is to determine the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date under current market conditions. In order to arrive at the fair value of a financial instrument different methods are used, such as quoted prices or a valuation technique that incorporates observable market inputs and is based on internal models. The fair value hierarchy categorises the inputs used in valuation techniques into three levels: Level 1, Level 2 and Level 3. The level in the fair value hierarchy within which the fair value of a financial instrument is categorized is to be determined based on the lowest level input that is significant to the fair value in its entirety.

The classification of a financial instrument into the fair value hierarchy is a two-phase process:

- 1) classifying each input used to determine the fair value into one of the three levels;
- 2) classifying the financial instrument itself based on the lowest level input that is significant to the fair value in its entirety.

Quoted market prices - Level 1

Level 1 inputs are unadjusted quoted prices in an active market for identical assets or liabilities, where the quoted prices are readily available and the price is representative of the actual market situation for arm's length transactions.

Valuation techniques using observable inputs - Level 2

Level 2 inputs are inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. prices) or indirectly (i.e. derived from prices).

The following financial assets and liabilities are included in Level 2:

Assets: Cash and cash equivalents (EUR 17 858 020).

Valuation technique using market data that are not based on observable market data – Level 3

Level 3 inputs are unobservable inputs for the asset or liability. Unobservable market data are those that are not readily available in an active market, an illiquid market or due to the complexity of the financial instrument. Level 3 inputs are predominantly determined on the basis of observable market data of a similar nature, historical observations or analytical approaches.

The Company considers that there are no material differences between the fair values of its financial assets and liabilities and their carrying amounts.

All of the Company's financial instruments other than cash and cash equivalents qualify for Level 3.

**Assets and liabilities for which the fair value is disclosed**

The carrying amounts of liquid and current (maturities of three months or less) financial instruments, such as cash and cash equivalents, current trade receivables and trade payables, approximate their fair values.

The fair value of loans from credit institutions, finance lease liabilities and other non-current liabilities is estimated by discounting future cash flows using market interest rates. As the interest rates charged on loans from credit institutions, finance lease liabilities and other non-current liabilities are predominantly variable and do not differ significantly from market interest rates, and the risk premium applicable to the Company has not changed significantly, the fair value of non-current liabilities approximates their carrying amount.

As at 31 December 2025, the market value of investment properties has not been determined using external valuers. The fair value of investment properties has been determined using the income approach, whereby the value of the asset is estimated based on projected future benefits – cash flows – applying the net present value method over a 20-year period. Based on the carrying amount of investment properties (see Note 15), the estimated fair value of the Company's investment properties as at the end of the reporting year amounted to EUR 55 million).

**Assets measured at fair value**

The Company has no assets or liabilities that are measured at fair value.

## 28. Capital commitments

The Company plans to make capital investments in property, plant and equipment and intangible assets of EUR 27.2 million in the next reporting year (31 December 2024: EUR 42 million), including:

- contracted but not yet completed: EUR 17.6 million (31 December 2024: EUR 11.8 million);
- approved but not yet contracted: EUR 9.6 million (31 December 2024: EUR 30.2 million).

## 29. Related party disclosures

In accordance with the definition set out in IAS 24 “Related Party Disclosures”, related parties include both legal entities and individuals that are related to the Company as follows:

- a) A person or a close member of that person’s family is related to the reporting entity if that person:
  - i) has control or joint control over the reporting entity;
  - ii) has significant influence over the reporting entity; or
  - iii) is a member of the key management personnel of the reporting entity or of a parent of the reporting entity.
- b) An entity is related to the reporting entity if any of the following conditions applies:
  - i) the entity and the reporting entity are members of the same group (which means that a parent, subsidiary and fellow subsidiaries are related to each other);
  - ii) one entity is an associate or joint venture of the other entity (or an associate or joint venture of a member of a group of which the other entity is a member);
  - iii) both entities are joint ventures of the same third party;
  - iv) one entity is a joint venture of a third party and the other entity is an associate of the same third party;
  - v) the entity is a post-employment benefit plan for the benefit of employees of either the reporting entity or an entity related to the reporting entity. If the reporting entity is itself such a plan, the sponsoring employers are also related to the reporting entity;
  - vi) the entity is controlled or jointly controlled by a person identified in (a);
  - vii) a person identified in (a)(i) has significant influence over the entity or is a member of the key management personnel of the entity (or of a parent of the entity);
  - viii) the entity, or any member of a group of which it is a part, provides key management personnel services to the entity or to the parent of the entity.

Accordingly, other entities owned by the Republic of Latvia are also classified as related parties. The Company applies the exemption provided in IAS 24 and does not disclose information on transactions with these related parties.

Transactions with key management personnel are disclosed in Note 5.

### **30. Contingent assets and liabilities**

#### **Provisions**

In accordance with the decisions taken by the Board of Riga International Airport at its meeting held on 23 February 2026, the provisions made in previous years for possible compensation for the real estate properties Mazā Gramzdas iela 1A, cadastral No 8076 002 0061 and Mūkupurvi, cadastral No 8076 002 0063, totalling EUR 295 120, are still listed on the Company's Statement of financial position.

#### **Information on major litigation pending as at 31 December 2025**

On 4 December 2023, the Airport filed a claim with the Riga District Court to recover a debt of EUR 22 044.98 from Aeroflot Russian Airlines (a company registered in the Russian Federation, registration No 1027700092661) in favour of Riga International Airport. By the decision of the judge of the Riga District Court of 6 December 2023, civil case No C33576223 was initiated that was heard before the court on 29 January 2025. Judgment was delivered on 16 April 2025.

On 30 November 2023, the Airport filed a claim with the Riga City Court to recover a debt of EUR 104 103.66 from SIA ATRAN (a company registered in the Russian Federation, registration No 1065009017897) in favour of Riga International Airport. By the decision of the judge of the Riga City Court of 14 December 2023, civil case No C771715623 was initiated. The case has not been adjudicated. Discussions between the parties are ongoing regarding a possible out-of-court settlement.

On 13 December 2023, the Airport filed a claim with the Riga City Court to recover a debt of EUR 15 203.87 from Siberia Airlines JSC (a company registered in the Russian Federation, registration No 5448100656) in favour of Riga International Airport. By the decision of the judge of the Riga City Court of 22 December 2023, civil case No C771740923 was initiated. The case has not been adjudicated.

#### **Future lease income**

The Company has entered into a number of operating lease agreements as a lessor for the lease of land and premises. In 2025, the Company recognised income of EUR 20,786,189 (2024: EUR 20,471,704) under these lease agreements.

The leases (office space in the terminal) are for periods ranging from 1 to 49 years. Short-term leases may be extended.

### 31. Charge for services provided to disabled persons

In accordance with Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air, the Company charges air carriers for the provision of the service. Fee income and expense may be specified as follows:

EUR

	2025	2024
Income	1 345 303	1 344 854
Direct expense	(1 230 550)	(1 100 014)
Indirect expense	(220 925)	(210 247)
<b>Operating profit</b>	<b>(106 172)</b>	<b>34 593</b>
Other operating expense	(1 519)	(1 980)
<b>Profit before tax</b>	<b>(107 691)</b>	<b>32 614</b>

### 32. Profit distribution proposed by the Board

The distribution of the 2025 profit is subject to the decision of the shareholders' meeting of the Company.

### 33. Subsequent events

As of the last day of the reporting year there have been no material events that could affect the financial statements.

The annual report of the Company has been prepared by Inga Simsone, Chief Accountant.

The 2025 financial statements of the Company, as set out on pages 10 to 53, were signed on 9 April 2026 by:

\_\_\_\_\_  
Laila Odiņa  
Chairperson of the  
Board

\_\_\_\_\_  
Artūrs  
Saveļjevs  
Board Member

\_\_\_\_\_  
Normunds Feierbergs  
Board Member

\_\_\_\_\_  
Agnese Lasmane  
Director Finance

\_\_\_\_\_  
Inga Simsone  
Chief Accountant

This document is signed electronically with a safe electronic signature and contains a time stamp.

## Corporate Governance Statement

### SJSC Riga International Airport Corporate Governance Statement 2025

The corporate governance statement of SJSC RIGA INTERNATIONAL AIRPORT (hereinafter – the Airport), unified registration No. 40003028055, for the year ended 31 December 2025 has been prepared in accordance with the Law on Governance of Capital Shares of a Public Person and Capital Companies<sup>1</sup>, as well as in compliance with the Cabinet regulations on the application of corporate governance recommendations in state-owned and public-private capital companies<sup>2</sup>, stipulating that a capital company applies the Latvian Corporate Governance Code “Good corporate governance recommendations for companies in Latvia”<sup>3</sup>.

In accordance with the Law on Governance of Capital Shares of a Public Person and Capital Companies, state-owned enterprises that qualify as large companies are required to prepare a corporate governance statement. In line with the applicable legislation<sup>4</sup>, the Airport qualifies as a large capital company and is therefore subject to the obligation to prepare a corporate governance statement as stipulated in the Law on Governance of Capital Shares of a Public Person and Capital Companies.

The observance of corporate governance principles promotes the long-term growth of the company's value, ensures effective management and operational transparency, and applies across all levels of the Airport. It supports the development of a successful system of mutual relationships between the Airport's shareholder, the Supervisory Board, the Management Board, employees, clients, and the wider public. In its day-to-day operations, the Airport fosters open and trustworthy communication with all stakeholders and ensures compliance with both Latvian and international legal norms and ethical standards.

The statement provides information on the compliance with the Latvian Corporate Governance Code and the principles set out therein.

An evaluation of the Airport's operations has been conducted in accordance with the corporate governance principles set out in the Corporate Governance Code, and it has been concluded that the Airport has complied with all the corporate governance principles applicable to its operations.

---

Laila Odiņa

Chairperson  
of the Board

---

Artūrs  
Saveljevs  
Board Member

---

Normunds  
Feierbergs  
Board Member

9 April 2026

This document is signed electronically with a safe electronic signature and contains a time stamp.

---

<sup>1</sup> Article 58<sup>1</sup> of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

<sup>2</sup> Cabinet Regulation of 15 March 2022 No 175 “Regulations on the Application of Corporate Governance Recommendations in State-Owned and Public-Private Capital Companies”.

<sup>3</sup> Corporate Governance Code: [https://www.valstskapitals.gov.lv/images/userfiles/Kodekss\\_2025.pdf](https://www.valstskapitals.gov.lv/images/userfiles/Kodekss_2025.pdf)

<sup>4</sup> Paragraph 5 of Cabinet Regulation No. 392 of 25 June 2025 “Procedure for Determining the Number and Remuneration of Members of the Management Board and Supervisory Board in Managing Capital Shares of a Public Person”

### Governance and organizational structure of the Airport

100% of the Airport's capital shares are owned by the Republic of Latvia, and the holder of the state-owned capital shares is the Ministry of Transport, and its State Secretary performs the duties of the state capital shares holder.

The Airport's governance model has been developed in accordance with good corporate governance practices, distinguishing between strategic and operational management. Governance at the Airport is exercised by the General Meeting of Shareholders, the Supervisory Board and the Management Board. In cases specified by the Law on Governance of Capital Shares of a Public Person and Capital Companies, decisions are taken by the Cabinet of Ministers as the highest decision-taking authority.

Information on the functions of the governance bodies in the management of sustainability matters is included in the Sustainability Report for 2025, prepared in accordance with the European Sustainability Reporting Standards (ESRS). The Sustainability Report has been prepared together with the 2025 annual report of the Airport and will be published on the website of the Airport.

The Airport has the following governance structure:



## Company Strategy

Principle No 1 “The company has an up-to-date strategy that sets out the company’s objectives and focuses on long-term value growth”.

	Criteria	Facts
	The company has an up-to-date strategy, drafted by the Management Board	<p>The criterion is met. The Airport has developed a Medium-Term Operational Strategy for 2021-2027<sup>5</sup> (hereinafter – the Strategy), drawn up by the Management Board. The Strategy sets out key financial and non-financial objectives in line with the overall strategic objective<sup>6</sup>, and outlines five strategic goals, each of which identifies key actions and performance indicators.</p> <p>The strategy is aligned with the Ministry of Transport and the State Chancellery (formerly the Cross-Sectoral Coordination Centre (hereinafter – CSCC<sup>7</sup>)). In 2025, based on the implementation of the previous strategy, the situation in the sector and the market, as well as the letter of expectations of the shareholder, an updated medium-term strategy for 2025–2030 has been developed. Its alignment with the shareholder and the State Chancellery, as well as its approval, is planned for the first half of 2026.</p>
	The Supervisory Board is involved in the Strategy development process and approves the strategy at a Supervisory Board meeting.	The criterion is met. At the end of 2021, the Management Board and the Supervisory Board jointly developed the Strategy for the period 2021–2027, which was approved by the Supervisory Board <sup>8</sup> . In 2025, an updated medium-term strategy for 2025–2030 was developed and aligned with the Supervisory Board in January 2026.
	The Supervisory Board monitors the implementation of the Strategy.	The criterion is met. The Supervisory Board monitors the implementation of the Strategy. To implement the tasks set out in the Strategy, the Supervisory Board approves the Annual Action Plan <sup>9</sup> , the execution of which is monitored biannually <sup>10</sup> , with the Supervisory Board approving progress reports on the implementation of the action plan, which are submitted to the shareholder.

<sup>5</sup> The development of the Strategy was carried out in compliance with Regulation No 1.2-23/1/1 of 28 August 2018 “Guidelines for the Development of the Medium-Term Operational Strategy of State Capital Companies” issued by the Cross-Sectoral Coordination Centre and Internal Regulation No 01-02/31 of 27 September 2021 of the Ministry of Transport “Procedures for the Governance of State-Owned Capital Shares”.

<sup>6</sup> By Cabinet Order No 283 of 28 April 2021 “On the Overall Strategic Objective of the State Joint Stock Company Riga International Airport” the following overall strategic objective of the Airport was approved: “to provide the regional traffic centre with appropriate modern air transportation infrastructure and services, offering convenient and safe connectivity for passengers and businesses, as well as promoting sustainable development and competitiveness”.

<sup>7</sup> From 1 March 2023, the functions of the Cross-Sectoral Coordination Centre have been transferred to the State Chancellery.

<sup>8</sup> Supervisory Board Decision No 1 of 20 October 2021 (Minutes No 15).

<sup>9</sup> On 21 May 2025, the Supervisory Board approved the Strategy Action Plan 2025 (Decision No 3, Minutes No 8).

<sup>10</sup> In 2025, the Supervisory Board approved the reports on the implementation of the Strategy Action: on 12 February 2025 (Decision No 2, Minutes No 2) and on 8 August 2025 (Decision No 3, Minutes No 11).

	<p>The Management Board implements the Strategy and regularly reports to the Supervisory Board on its progress.</p>	<p>The criterion is met. The implementation of the Strategy is ensured by the Management Board, which reports to the Supervisory Board every six months on the progress of the objectives set out in the Strategy and the execution of the Action Plan.</p> <p>The report includes information on the status of the financial and non-financial objectives and performance indicators set out in the Strategy, as well as information on identified deviations and their causes.</p>
--	---	--

### Organisational culture and ethical conduct

Principle No 2 “The company develops a policy of organisational culture and ethical conduct, which serves as a standard of conduct for the company’s management and employees”

	Criteria	Facts
	<p>The Supervisory Board defines the company's values.</p>	<p>The criterion is met. The Supervisory Board has been involved in defining the company's core values, which are included in the Airport's Strategy, approved by the Supervisory Board, and are defined as follows: growth, responsibility, safety and security, openness, efficiency. The values defined in the strategy updated in 2025 are development, responsibility and openness, developed in cooperation with the Supervisory Board.</p>
	<p>The Management Board prepares and the Supervisory Board approves a policy that sets out organisational culture and principles of ethical conduct.</p>	<p>The criterion is met. The Code of Business Ethics has been developed and approved at both the Management Board and the Supervisory Board meetings<sup>11</sup>. The Code sets out the core principles of organisational culture, professional ethics and conduct: loyalty, professionalism, integrity and diligence, as well as responsibility and sustainability. The Code of Business Ethics encourages all employees to report potential violations and provides various reporting channels, including anonymous reporting. The Airport has developed the Personnel Policy and approved it at meetings<sup>12</sup> of the Management Board and the Supervisory Board. The Airport has also developed and approved at the Supervisory Board meeting the Corporate Governance Policy which includes the fundamental principles of ethical conduct.<sup>13</sup></p>

<sup>11</sup> On 21 November 2024, the Code of Business Ethics was approved by the Management Board (Decision No 2.4, Minutes No 83) and on 18 December 2024 – by the Supervisory Board (Decision No 4.2, Minutes No 23).

<sup>12</sup> On 21 November 2024, the Personnel Policy was approved by the Management Board (Decision No 2.6, Minutes No 83) and on 18 December 2024 – by the Supervisory Board (Decision No 4.3, Minutes No 23).

<sup>13</sup> Section 5.3.1 of the Corporate Governance Code of SJSC Riga International Airport: The Airport has developed the Code of Business Ethics aimed at promoting ethical, responsible, and lawful conduct by its employees in the interests of both the company and the public. It also seeks to strengthen public trust in the Airport by fostering a value-based corporate culture grounded in integrity, mutual respect, and openness, thereby enhancing employee loyalty, satisfaction, and productivity.

	<p>The Management Board ensures adherence to organisational culture and principles of ethical conduct in the company's daily operations and responds where breaches thereof are identified.</p>	<p>The criterion is met. In order to foster a values-oriented organisational culture based on integrity, mutual respect, and openness, all employees are regularly provided with e-training on the core principles of ethics and conduct, both upon hiring and once every three years thereafter. In 2025, 838 employees participated in training on the Code of Business Ethics. Employees have the opportunity to report potential violations related to the Code of Business Ethics using the reporting channels implemented at the Airport in accordance with the Order<sup>14</sup>.</p> <p>No incidents of discrimination were registered in 2025, and no whistleblowing reports were received. One report was received by the commission for reviewing potential violations.</p>
--	---	---

**Internal control system, risk management and internal audit**

Principle No 3 "The company has an internal control system, the effectiveness of which is overseen by the Supervisory Board"

	Criteria	Facts
	<p>The company has a documented internal control system; the Management Board is responsible for establishing it.</p>	<p>The criterion is met. The Airport has implemented and maintains an internal control system that covers the following aspects:</p> <ul style="list-style-type: none"> <li>• definition of the Airport's Strategy and operational planning;</li> <li>• the organisational structure appropriate to the size of the Airport and its operational risks;</li> <li>• corporate values that promote a professional business conduct culture and the management of conflicts of interest;</li> <li>• maintenance and improvement of the control environment;</li> <li>• the management of the Airport's significant risks, including their identification, assessment, response and monitoring;</li> <li>• organisation of the Airport's operations, including the implementation of regular control measures;</li> <li>• ensuring information and communication;</li> <li>• protection of assets and information systems;</li> <li>• remuneration system;</li> </ul>

<sup>14</sup> Order No. 24-88 "On the Procedure for Reporting and Reviewing Employee Complaints and Potential Violations" was issued on 16 September 2024.

		<ul style="list-style-type: none"> <li>• accurate and appropriate accounting;</li> <li>• operational compliance;</li> <li>• the management of outsourced services;</li> <li>• regular review, effectiveness assessment, and improvement of the internal control system, taking into account changes in the Airport's operations and external factors influencing its activities.</li> </ul> <p>The internal controls are integrated into the Airport's processes and daily operations. The Airport's internal control system is documented in the Airport's internal regulations, outlining a clear distribution of duties and responsibilities, thus promoting the development of a unified understanding and continuity of knowledge.</p>
	<p>The internal auditor evaluates the effectiveness of the internal control system using a risk-based approach and reports the results to the Supervisory Board.</p>	<p>The criterion is met. In accordance with the Internal Audit Manual, the Internal Audit Unit (hereinafter - IAU) prepares an annual report on the internal audits conducted, the key issues identified, evaluating the compliance and effectiveness of the internal control system, and providing an opinion on the measures to be taken to improve the functioning of the internal control system. The effectiveness of the internal control system is evaluated as part of internal audits using a risk-based approach.</p>
	<p>The Supervisory Board evaluates the effectiveness of the internal control system.</p>	<p>The criterion is met. Regarding the implementation of the internal audit function, each year a report on the internal audits carried out, key issues identified, the assessment of the internal control system's compliance and effectiveness, and recommendations for improving the internal control system's operation is submitted to the Management Board, the Supervisory Board and the shareholder<sup>15</sup> for decision-making.</p>

<sup>15</sup> The Internal Audit Report for 2024 of SJSC Riga International Airport was reviewed and agreed upon at the Management Board meeting on 13 January 2025 (Minutes No 3, Decision No 1), approved at the Supervisory Board meeting on 12 February 2025 (Minutes No 2, Decision No 4) and taken note of at the Shareholders' Meeting on 26 February 2025 (Minutes No 2, Decision No 1).

Principle No 4 “The company identifies, assesses and monitors the risks related to its operations”

	Criteria	Facts
	The Management Board develops and the Supervisory Board approves the company’s risk management policy.	The criterion is met. The Airport’s Supervisory Board has approved the Risk Management Policy. <sup>16</sup> .
	The Management Board develops and the Supervisory Board approves the material risk appetite – the risks the Company is willing to assume in order to achieve its operational objectives.	The criterion is met. The material risk appetite – the risks the Company is willing to assume in order to achieve its operational objectives – is defined in the Risk Management Policy of the Airport <sup>17</sup> .
	Based on the identified risk assessment, the Management Board implements risk management measures.	The criterion is met. At the Airport, risks (such as strategic, operational, financial, environmental, energy management, occupational safety, aviation safety, information systems and personal data protection risks, which may also be sustainability risks) are identified, analysed, assessed and reassessed, taking into account internal regulations governing the management of each risk type. In response to the Airport risk exposures that exceed the acceptable level, or risk appetite, risk management (mitigation) action plans are developed for the Airport’s risks (strategic, operational and financial risks). These plans outline the risk mitigation measures, responsible employees for their implementation and deadlines. The plans are evaluated by the Airport’s Risk Management Committee and approved by the Management Board or, if applicable, in accordance with external regulations. Based on the approved risk mitigation action plans, the measures outlined in them were implemented.
	At least once a year, the Supervisory Board reviews the Management Board’s reports on risk management measures and the implementation of the Risk Management Policy.	The criterion is met. In line with the Risk Management Policy, an annual report on the Airport’s risk management is prepared each year. The report covers the implementation of the Risk Management Policy, progress on risk control measures, and necessary improvements to the risk management process. The report is appraised by the Risk Management Committee. <sup>18</sup> The Management Board reviews <sup>19</sup> and submits the aforementioned report to the Supervisory Board for consideration. <sup>20</sup>

<sup>16</sup> The Risk Management Policy of the SJSC Riga International Airport was approved by the Airport’s Supervisory Board on 11 August 2023 (Decision No 6, Minutes No 10).

<sup>17</sup> “The Risk Management Policy of the SJSC Riga International Airport was approved by the Airport’s Supervisory Board on 11 August 2023 (Decision No 6, Minutes No 10).

<sup>18</sup> The report was appraised by the Airport’s Risk Management Committee on 04 March 2025 (Minutes No 1).

<sup>19</sup> The report was reviewed by the Management Board on 13 March 2025 (Decision No 6, Minutes No 19).

<sup>20</sup> The report was reviewed by the Supervisory Board on 24 March 2025 (Decision No 3, Minutes No 4).

The Airport's risk management does not apply to the management of aerodrome safety risks, which is ensured within the framework of the Safety Management System in accordance with Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Airport's Safety Management System Manual.

Principle No. 5 "The Company has an internal auditor who independently and objectively evaluates the operations of the Company"

	Criteria	Facts
	The Company has an internal auditor [a unit or a specialist] who is functionally independent of the Management Board and reports to the Supervisory Board.	The criterion is met. The Airport has an independent internal audit unit (IAU), which is administratively subordinated to the Management Board but functionally reports to the Supervisory Board.
	The internal auditor is appointed and dismissed by the Supervisory Board.	The criterion is met. The internal auditor was appointed in 2018 without the Supervisory Board's approval, in accordance with the binding regulations at that time. However, starting from 1 January 2022, in line with Rules of Procedure of the Internal Audit Unit (IAU) approved by the Management Board <sup>21</sup> and agreed upon by the Supervisory Board <sup>22</sup> , the decision regarding the appointment and dismissal of the Head of the Internal Audit Unit is taken by the Supervisory Board.
	The internal auditor develops and implements a risk-based internal audit strategy and plan, which is approved by the Supervisory Board.	The criterion is met. The Management Board, the Supervisory Board, and the shareholder approve the Strategic Internal Audit Plan every three years <sup>23</sup> (the 2025-2027 plan binding in 2025) and approve the Annual Internal Audit Plan each year. <sup>24</sup>
	The internal auditor informs the Management Board and the Supervisory Board about the internal audit activities, the implementation of the strategy and plan, the audit results, and recommended actions to address any identified deficiencies, if any.	The criterion is met. Reports prepared by the Internal Audit Unit on the results of internal audit inspections and on the functioning of the management and control system are submitted to the Management Board, the Supervisory Board and the shareholder. In addition, at least once a year, a summary report is submitted on the audits carried out <sup>25</sup> and the main issues identified, including an assessment of the adequacy and effectiveness of the internal control system and recommendations for actions to improve its performance.

<sup>21</sup> Decision No 2 of the Management Board of 28 October 2021 (Minutes No 43).

<sup>22</sup> Decision No 3 of the Supervisory Board of 8 November 2021 (Minutes No 16).

<sup>23</sup> Decision No 2.3 of the Management Board of 13 December 2021 (Minutes No 53), Decision No 4 of the Supervisory Board of 10 January 2022 (Minutes No 1), Decision No 3 of the Shareholders' Meeting of 16 February 2022 (Minutes No 1).

<sup>24</sup> The Internal Audit Plan for 2025 was approved on 24 October 2024 by the Management Board (Decision No 3, Minutes No 77), on 20 November 2024 by the Supervisory Board (Decision No 5, Minutes No 21) and on 26 February 2024 by the Extraordinary Shareholders' Meeting (Decision No 2, Minutes No 2).

<sup>25</sup> The 2024 Internal Audit Report was reviewed and approved at the Management Board meeting on 13 January 2025 (Decision No 1, Minutes No 3), approved at the Supervisory Board meeting on 12 February 2025 (Decision No 4, Minutes No 2), and taken note of at the Extraordinary Shareholders' Meeting on 26 February 2025 (Decision No 1, Minutes No 2).

**External auditor**

Principle No 6 “The company has an independent external auditor”

	Criteria	Facts
	The Supervisory Board and the Audit Committee, if established, determine the selection criteria for the external auditor.	The criterion is met. The selection of the auditor and the process for determining the remuneration are transparent, carried out through a public procurement procedure in accordance with the internal regulatory framework <sup>26</sup> of the Airport, while also adhering to the principles set out in the Law on Procurement of Public Service Providers. The results of the procurement procedure were approved by the Management Board <sup>27</sup> and the Supervisory Board <sup>28</sup> . The decision on the appointment of the auditor and the determination of the remuneration <sup>29</sup> was adopted by the Shareholders' Meeting. <sup>30</sup>  In 2024, a negotiated procedure without the publication of a call for participation was conducted, inviting three international audit firms registered in Latvia to audit the annual accounts for 2024, 2025 and 2026. The selection criteria set out in the tender specifications were agreed with the Supervisory Board.
	The company has an independent external auditor with appropriate qualifications.	The criterion is met. The Airport has an independent external auditor with appropriate qualifications. A contract was signed with Ernst & Young Baltic SIA on 19 September 2024 for the audit of the annual reports for 2024, 2025, and 2026.
	The term of engagement of a single external auditor does not exceed five years, thereby ensuring the rotation of audit personnel.	The criterion is met.  The audit of the financial statements for 2021, 2022 and 2023 was conducted by SIA PricewaterhouseCoopers.  On 19 September 2024, a contract was signed with SIA Ernst & Young Baltic for the audit of the financial statements for 2024, 2025, and 2026.

<sup>26</sup> Procurement Procedure IP 1233P of SJSC Riga International Airport.

<sup>27</sup> Decision No 5 of the Management Board of 11 July 2024 (Minutes No 49)

<sup>28</sup> Decision No 2 of the Supervisory Board of 24 July 2024 (Minutes No 16)

<sup>29</sup> In accordance with Article 94(1)(5) and (8) of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

<sup>30</sup> Decision No 2 of the Extraordinary Shareholders' Meeting of 12 August 2024 (Minutes No 4); Decision No 4 of the Shareholders' Meeting of 21 May 2025 (Minutes No 3).

### Election of members of the Supervisory Board

Principle No 7: "The company ensures a transparent procedure for the election and removal of the Supervisory Board members"

	Criteria	Facts
	<p>The Company has adopted procedures for the selection and removal of Supervisory Board members.</p>	<p>The criterion is met. The Airport's Corporate Governance Policy outlines the procedures for the nomination and appointment of Supervisory Board members<sup>31</sup>.</p> <p>At the same time, the procedures for the selection and removal of members of the Supervisory Board at the Airport, as a public capital company, are governed by the following laws and regulations:</p> <ol style="list-style-type: none"> <li>1) the Law on Governance of Capital Shares of a Public Person and Capital Companies sets out provisions regarding the establishment and composition of the Supervisory Board, its responsibilities, the requirements for Supervisory Board candidates, and the procedures for the appointment and removal of its members<sup>32</sup>;</li> <li>2) Cabinet Regulation No. 20 of 7 January 2020 "Procedure for the Nomination of Members of the Management Board and Supervisory Board in Capital Companies in which Capital Shares are held by the State or a Derived Public Person" sets out the procedure for nominating candidates for positions of members of the Management Board and Supervisory Board in capital companies in which the State or a derived public person, as a shareholder, has the right to nominate such members, as well as candidates for positions of members of the Management Board in state-owned capital companies and capital companies of derived public persons in which a Supervisory Board has been established.</li> </ol> <p>No members of the Supervisory Board were elected or removed in 2025.</p>
	<p>The company provides timely and sufficient information to its shareholders about Supervisory Board members standing for election or re-election.</p>	<p>The criterion is met. Candidates for the position of Supervisory Board members are nominated in accordance with the procedure established by the Law on Governance of Capital Shares of a Public Person and Capital Companies Cabinet Regulation No. 20 of 7 January 2020 "Procedure for the Nomination of Members of the Management Board and Supervisory Board in Capital Companies in which Capital Shares are held by the State or a Derived Public Person".</p>

<sup>31</sup> SJSC Riga International Airport Corporate Governance Policy, Section 5.6.1: "The procedure for the nomination and appointment of members of the Management Board and the Supervisory Board, as well as the requirements for candidates, are determined by the Governance Law, the Cabinet Regulations issued on its basis, and the recommendations outlined in the Guidelines issued by the Cross-Sectoral Coordination Centre."

<sup>32</sup> Article 94(1)(4) of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

		<p>The selection of members of the Supervisory Board is carried out through a public application process, with the additional involvement of a recruitment consultant in the nomination procedure.</p> <p>There were no nominations for reappointment to the Supervisory Board in 2025.</p>
	The size of the Supervisory Board is appropriate to the specific nature of the company.	The criterion is met. The number of members of the Supervisory Board, as specified in the Airport's Articles of Association, is three, which aligns with the provisions of the Cabinet Regulation <sup>33</sup> . This number is appropriate to the specific nature and size of the company.
	A member of the Supervisory Board is elected for a term of office not exceeding five years.	The criterion is met. The Airport's Articles of Association stipulate that a member of the Supervisory Board is elected for a term not exceeding five years. As of the preparation of the Corporate Governance Statement, the Supervisory Board functioned, represented by two members, each with a five-year term of office.

Principle No 8 “The Supervisory Board members, as a collective body, have appropriate experience and competence”

	Criteria	Facts
	The Supervisory Board collectively possesses the necessary skills, experience and knowledge, including knowledge of the relevant sector, to effectively perform its duties.	<p>The criterion is met. Members of the Supervisory Board are selected through a competitive process based on their experience, education, skills and knowledge. The composition of the Supervisory Board is balanced, and its members generally possess the necessary expertise, experience, and sector-specific knowledge to effectively perform their duties. Information on the members' education and experience is available on the Airport's website and in the Sustainability Report for 2025.</p> <p>The composition of the Supervisory Board remained unchanged in 2025.</p>
	Diversity principles are taken into account when forming the composition of the Supervisory Board.	<p>The criterion is met. The process for selecting members of the Supervisory Board is governed by the applicable laws and regulations<sup>34</sup>. Discrimination on the basis of age, gender, ethnicity, or other characteristics is strictly prohibited and is not tolerated.</p> <p>The composition of the Supervisory Board remained unchanged in 2025.</p>
	The Supervisory Board members represent both genders.	The criterion is met. In 2025, both genders were represented on the Airport's Supervisory Board.

<sup>33</sup> Cabinet Regulation No. 392 of 25 June 2025 “Procedure for Determining the Number and Remuneration of Members of the Management Board and Supervisory Board in Managing Capital Shares of a Public Person”.

<sup>34</sup> Cabinet Regulation No. 392 of 25 June 2025 “Procedure for Determining the Number and Remuneration of Members of the Management Board and Supervisory Board in Managing Capital Shares of a Public Person”.

	The Management Board develops an induction programme and provides training for new Supervisory Board members.	<p>The criterion is met. Members of the Supervisory Board are provided with sector-specific training and induction training for the governance bodies of the Airport upon taking up their duties.</p> <p>The Supervisory Board is granted access to all binding documents of the Airport upon request.</p> <p>No new members were elected to the Supervisory Board of the Airport in 2025.</p>
--	---	--

More detailed information on the sustainability competencies and knowledge of the Supervisory Board and the Management Board is available in the Airport’s Sustainability Report for 2025.

Principle No 9 “The Supervisory Board of the company includes independent members”

	Criteria	Facts
	The company evaluates and the shareholders determine the proportion of independent members on the Supervisory Board.	Not applicable. The proportion of independent members of the Supervisory Board is specified in a regulatory document <sup>35</sup> .
	At least half of the members of the Supervisory Board are independent.	The criterion is met. At the Airport, at least half of the members of the Supervisory Board in 2025 were independent and met the criteria for an independent Supervisory Board member. The reference to the independent member of the Supervisory Board is included in the description of the professional experience of the relevant Supervisory Board member on the Airport’s website.
	Independent candidates for election to the Supervisory Board submit a declaration confirming their compliance with the independence criteria, and members of the Supervisory Board are required to inform of any changes in their independence status during their term of office.	<p>The criterion is met. No new members were elected in 2025.</p> <p>All existing independent members of the Supervisory Board have submitted a declaration confirming that they are not restricted from holding a position of the Supervisory Board member in accordance with the laws and regulations<sup>36</sup> and have committed to promptly inform the public shareholder of any impediments to the exercise of their duties.</p>
	Before the election of the Supervisory Board, the company assesses the independence of the candidates based on the available information.	The criterion is met. No new members were elected in 2025. The shareholder ensures that at least half of the members of the Supervisory Board are independent and meet all the criteria set out in the external regulatory framework <sup>37</sup> .

### Remuneration determination principles for the Supervisory and Management Boards

Principle No 10 “A remuneration policy is set up in the company”

<sup>35</sup> Article 37(6) of the Law on Governance of Capital Shares of a Public Person and Capital Companies: In order to ensure the professional and objective operation of the Supervisory Board of the company, thereby promoting the company’s long-term value growth and operational efficiency, the shareholder ensures that at least half of the members of the Supervisory Board are independent.

<sup>36</sup> Article 37(4) of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

<sup>37</sup> Article 31(6) of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

	Criteria	Facts
	<p>The company has a remuneration policy, developed by the Management Board, reviewed by the Supervisory Board, and approved by the Shareholders' Meeting.</p>	<p>The criterion is met.</p> <p>The Airport has a remuneration policy for the Management Board and the Supervisory Board, which has been reviewed by the Management Board, the Supervisory Board and at the shareholders' meeting <sup>38</sup>.</p> <p>The procedure for setting the remuneration of Supervisory Board and Management Board members is outlined in the Airport's Corporate Governance Policy <sup>39</sup>.</p>
	<p>The Supervisory Board sets, once a year, financial and sustainability objectives for the Management Board, including each member of the Management Board, determines their impact on the variable component of remuneration, and monitors their achievement.</p>	<p>The criterion is met.</p> <p>In 2025, the Supervisory Board set individual performance objectives (KPIs) for each member of the Management Board, covering environmental, social and governance matters, in line with the CSCC<sup>40</sup> guidelines, and monitored their achievement.</p> <p>Variable remuneration is determined in accordance with the criteria established by external legislation<sup>41</sup>, taking into account the achievement of both financial and non-financial objectives, and in line with the CSCC guidelines<sup>42</sup>.</p> <p>More detailed information on the inclusion of sustainability-related performance results of the Management Board in incentive schemes is available in the Sustainability Report for 2025.</p>
	<p>No variable remuneration is set for the members of the Supervisory Board, nor is any compensation paid in the event of their removal from office or departure from office.</p>	<p>The criterion is met. No variable components or bonuses are paid to the members of the Supervisory Board, nor is any compensation paid in the event of their removal from office or resignation.</p>
	<p>The Management Board prepares a report on the remuneration allocated to each current and former member of the Management Board and the Supervisory Board once a year.</p>	<p>The criterion is met. Information on the remuneration determined for each member of the Supervisory Board and the Management Board is available on the Airport's website. Information on the remuneration of the Management Board and the Supervisory Board is disclosed in the Airport's annual and interim reports published on the website.</p>

<sup>38</sup> The remuneration policy for the Management Board and the Supervisory Board was approved at the Management Board meeting on 21 November 2024 (Decision No 2.8, Minutes No 83, ), at the Supervisory Board meeting on 18 December 2024 (Decision No. 4.4, Minutes No 23) and at the Extraordinary Shareholders' Meeting on 20 January 2025 (Decision No. 1.5, Minutes No 1).

<sup>39</sup> Section 5.7.1 of the Corporate Governance Policy of SJSC Riga International Airport: "The remuneration of the members of the Supervisory Board and the Management Board is determined in accordance with the Governance Law and Cabinet Regulations as well as with due regard to the Guidelines issued by the Cross-Sectoral Coordination Centre on the remuneration of Management Board and Supervisory Board members of state-owned companies."

<sup>40</sup> Guidelines No 1.2-23/3/2 of 17 August 2020 issued by the Cross-Sectoral Coordination Centre "Guidelines for the evaluation of the performance of members of the Management Board and the Supervisory Board".

<sup>41</sup> Article 117(2) of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

<sup>42</sup> Guidelines No 1.2-23/3/2 of 22 January 2021 issued by the Cross-Sectoral Coordination Centre "Guidelines for Determining the Remuneration of the Management Board and the Supervisory Board Members of Public Capital Companies of a Public Person and Public-Private Capital Companies".

	Members of the Airport's Management Board and Supervisory Board are classified as public officials under external regulations <sup>43</sup> , and information on their remuneration is publicly available in their public official tax declarations, which are accessible in the State Revenue Service database.
--	--

### Organisation of the activities and decision-making processes of the Supervisory Board

Principle No 11 “The company has established a clear and transparent framework for the work organisation of the Supervisory Board”

	Criteria	Facts
	The Supervisory Board organises its work in accordance with its Rules of Procedure and work schedule.	The criterion is met. The Supervisory Board organises its work in accordance with the Rules of Procedure <sup>44</sup> of the Supervisory Board of SJSC Riga International Airport approved at a Supervisory Board meeting, and the annual schedule <sup>45</sup> of Supervisory Board meetings.
	The Supervisory Board holds at least one separate meeting each year to discuss the company's strategy and its implementation	The criterion is met. In accordance with the Supervisory Board's Rules of Procedure and the procedure established by the Ministry of Transport <sup>46</sup> , the Supervisory Board reviews the results of the Strategy Action Plan on a biannual basis. Once a year, in accordance with the regulatory requirements <sup>47</sup> , the company evaluates its performance (including the achievement of financial and non-financial objectives set out in the Strategy) and receives an assessment from the State Chancellery and the Ministry of Transport as the sectoral ministry.
	The Company's budget provides for appropriate funding to ensure the operation of the Supervisory Board.	The criterion is met. The Airport's budget provides for the necessary funding for the operation of the Supervisory Board in accordance with the mandate agreements of the members of the Supervisory Board.
	The Supervisory Board conducts an annual self-assessment of its work, and the results are reviewed at a Supervisory Board meeting.	The criterion is met. The Supervisory Board conducts an annual self-assessment of its work and reviews the results at a Supervisory Board meeting <sup>48</sup> .
	The Supervisory Board annually assesses whether its composition has appropriate experience and competence, including sufficient	The criterion is met. The Supervisory Board, once a year, as part of its self-assessment, reviews the results thereof and provides the holder of capital shares with information on the achievement of

<sup>43</sup> Law on Prevention of Conflict of Interest in Activities of Public Officials.

<sup>44</sup> Approved at the Supervisory Board meeting on 8 November 2021 (Minutes No 16).

<sup>45</sup> The schedule of Supervisory Board meetings for 2025 was approved at the Supervisory Board meeting on 18 December 2024 (Decision No 7, Minutes No 23).

<sup>46</sup> Internal Regulations of the Ministry of Transport of 27 September 2021 No 01-02/31 “Procedure for the Management of State Capital Shares”.

<sup>47</sup> Cabinet Regulation No 96 of 9 February 2016 “Procedure for Assessment of Performance Results and Financial Indicators for a Capital Company where the State Exerts an Effective Control”.

<sup>48</sup> The self-assessment for 2024 was reviewed at the Supervisory Board meeting on 24 March 2025 (Decision No 7, Minutes No 4).

	<p>capacity and compliance with diversity principles.</p>	<p>financial and performance indicators and operational results, and at the same time submits an overall evaluation of its work.</p> <p>In 2025, based on information for 2024, it was concluded that the Supervisory Board's oversight function is effective and that its current composition and the competencies of its members are appropriate to ensure the effective organisation of its work and promote good governance practices.</p>
	<p>The Supervisory Board has assessed the need to establish committees (if a committee has been established, Principle No. 12.1 also applies</p>	<p>The criterion is not applicable. In 2025, the Supervisory Board consisted of two members. Given that the Corporate Governance Code recommends a minimum of three members for committees, the establishment of such committees is not deemed necessary.</p> <p>The Supervisory Board has assessed and initiated the establishment of the following committees, which are not committees of the Supervisory Board within the meaning of Principle No. 12.1 of the Corporate Governance Code:</p> <ol style="list-style-type: none"> <li>1) in July 2020, the 'Supervisory Committee for Phase 6 of the Expansion of the Passenger Terminal of SJSC Riga International Airport' was established;</li> <li>2) in September 2021, the Supervisory Committee for the Business Park Development Project of SJSC Riga International Airport was established.</li> </ol> <p>The committees continued their work in 2025.</p>

Principle No 12 "The Supervisory Board takes informed and balanced decisions"

	Criteria	Facts
	<p>The Supervisory Board has timely and sufficient access to the information prepared by the Management Board for decision-making.</p>	<p>The criterion is met. In accordance with the Rules of Procedure of the Supervisory Board, the Secretary of the Airport's Supervisory Board sends the notice, along with the draft agenda, proposed decisions, documents, and other materials for the Supervisory Board meeting, to the members of the Supervisory Board and the Management Board one week prior to the meeting date. To consider issues that are not in the agenda notice about the meeting of the Supervisory Board is possible only on the agreement of all the present Supervisory Board members.</p>
	<p>The Supervisory Board determines the procedures for the circulation of information, including its right to request from the Management Board the information necessary for decision-making.</p>	<p>The criterion is met. The Supervisory Board is entitled to receive all necessary information from the Management Board for its decision-making. The Rules of Procedure of the Supervisory Board set out the extent of the information that the Management Board must provide to facilitate decision-making.</p>

	A member of the Supervisory Board analyses the information and prepares proposals for the Supervisory Board's decision-making	The criterion is met. The proposals and opinions of Supervisory Board members are discussed at Supervisory Board meetings.
	When taking decisions, the Supervisory Board assesses risks, as well as the short-term and long-term impact on the company's value, sustainability, and responsible development.	The criterion is met. The Supervisory Board represents the interests of the shareholder in the interim of shareholders' meetings and monitors the activities of the Management Board by applying sound and effective governance tools: it participates in the strategic development of the Airport, oversees the Airport's financial and risk management systems, assesses the effectiveness of the internal control system, and performs other duties required by the applicable legislation. When taking informed and balanced decisions, the short- and long-term impact on the Airport's value, sustainability and responsible development is assessed. The principles governing the operation of the Supervisory Board, as well as its main duties, are set out in the Articles of Association of the Airport and the Rules of Procedure of the Supervisory Board. The tasks and responsibilities of the Supervisory Board are regulated by legislative acts.

### Prevention of conflicts of interest

Principle No 13 " Members of the Management Board and the Supervisory Board are clearly aware of signs of potential conflicts of interest and are informed of the necessary actions to be taken in the event of a conflict"

	Criteria	Facts
	The Supervisory Board defines the indicators of a conflict of interest and establishes the procedures for the prevention and management of conflicts of interest.	The criterion is met. In 2022, the Supervisory Board approved the Airport's Corruption and Conflict of Interest Prevention Policy <sup>49</sup> (hereinafter – the Airport's Conflict of Interest Prevention Policy), which defines the indicators of a conflict of interest. The purpose of this Policy is to establish uniform guidelines and principles for the prevention of corruption, as well as for early and transparent identification, prevention, and management of real, alleged, and potential conflicts of interest. It aims to prevent employees from performing their duties and exercising their powers in situations of conflict of interest at the Airport, and defines the duties and responsibilities of those involved in preventing corruption and conflicts of interest. In accordance with the Airport's Conflict of Interest Prevention Policy, the Conflict of Interest Prevention Management Manual has been developed and

<sup>49</sup> Approved at the Supervisory Board meeting on 1 December 2022 (Decision No 3, Minutes No 18).

		<p>approved<sup>50</sup> by the Management Board, setting out the procedures by which:</p> <ul style="list-style-type: none"> <li>a) the Supervisory Board coordinates and monitors the necessary procedures for preventing conflict of interest situations, and manages them where members of the Airport's Supervisory Board, Management Board, or their related parties are involved;</li> <li>b) the Management Board manages conflict of interest situations where Airport's employees are involved, and supervises the Airport's transactions with former members of the Management Board and Supervisory Board, as well as with persons related to members of the Airport's Supervisory Board or Management Board.</li> </ul>
	<p>Members of the Supervisory Board and Management Board do not participate in decision-making on matters where the interests of the company conflict with the interests of the Supervisory Board or Management Board members, or persons associated with them.</p>	<p>The Criterion is met. The Rules of Procedure of the Supervisory Board<sup>51</sup> and those of the Management Board<sup>52</sup>, as well as the Conflict of Interest Prevention Policy and the Conflict of Interest Prevention Management Manual, specify the circumstances in which a member of the Supervisory Board or Management Board must not participate in decision-making. Therefore, members of the Supervisory Board and the Management Board must avoid conflicts of interest and must not take decisions or participate in decision-making that affect or may affect the personal or pecuniary interests of the members themselves, their associated persons, or business partners.</p>
	<p>Persons subject to the conflict of interest prevention obligation regularly participate in training on how to act in situations involving a conflict of interest.</p>	<p>In compliance with external regulations<sup>53</sup>, in 2025, Airport staff participated in online training on 'Current Issues in Conflict of Interest, Anti-Corruption and Ethics',<sup>54</sup> delivered by experts from the Corruption Prevention and Combating Bureau. Up to 37 mid- and senior-level employees, whose positions are most exposed to corruption and conflict of interest risks, received the training. Training was also</p>

<sup>50</sup> Approved at the Management Board meeting on 20 April 2023 (Decision No 1, Minutes No 29), and agreed upon at the Supervisory Board meeting on 10 May 2023 (Decision No 5, Minutes No 6).

<sup>51</sup> Section 6.1.4 of the Rules of Procedure of the Supervisory Board of SJSC Riga International Airport provides the obligation for Supervisory Board members to avoid conflicts of interest, as well as not to take decisions or participate in decision-making, or perform any other activities related to the duties of a Supervisory Board member that may affect or have the potential to affect the personal or financial interests of the Board member, their family members, relatives, or business partners.

<sup>52</sup> Section 4.8 of the Rules of Procedure of the Management Board of SJSC Riga International Airport: "If the interests of the Company conflict with the interests of a Management Board member, their spouse, relative, or in-law (up to the third degree of kinship and the second degree of affinity), and such matters are decided by the Management Board, the interested Management Board member must not participate in the vote, and this must be recorded in the minutes of the Management Board meeting".

<sup>53</sup> Cabinet Regulation No 630 of 17 October 2017 "Regulations Regarding the Basic Requirements for an Internal Control System for the Prevention of Corruption and Conflict of Interest in an Institution of a Public Person".

<sup>54</sup> The training sessions took place on 16 April 2025.

	<p>provided to employees who were unable to participate in the online sessions.</p> <p>During 2025, a training programme “Conflicts of Interest and Prevention of Corruption” was approved for employees whose positions are exposed to higher corruption risks, and test questions for the training were prepared based on the training content of video materials of the Corruption Prevention and Combating Bureau.</p> <p>Training in conflicts of interest and corruption prevention must be completed once every three years by employees whose positions are more and most exposed to such risks.</p> <p>The Airport has developed a training programme on the Code of Business Ethics, which is mandatory for all employees and is delivered once every three years. The programme is based on requirements regarding conduct in relation to potential violations, fraudulent or corrupt activities.</p>
--	--

### Shareholders' Meeting

Principle No 14 " The company provides shareholders with timely information regarding conducting of a Shareholders' Meeting, ensuring that all necessary information for decision-making is made available"

	Criteria	Facts
	The Company informs shareholders in a timely manner of the agenda of the shareholders' meeting, participation options and voting procedures, as well as any related changes.	The criterion is met. The Airport's Shareholders' Meeting is convened in accordance with the procedures for convening and preparing documents set out in the Law on Governance of Capital Shares of a Public Person and Capital Companies, as well as the regulations of the Ministry of Transport <sup>55</sup> . The timing and agenda of the Shareholders' Meeting are agreed upon with the shareholder.
	The Company ensures that shareholders have the opportunity to review draft resolutions and the documents attached thereto in a timely manner, including through digital tools.	The criterion is met. The Airport ensures that shareholders have the opportunity to review draft resolutions and the documents attached thereto in a timely manner, which are to be voted on at the meeting. Digital tools are used where necessary.
	The Company provides shareholders with the opportunity to submit questions regarding the agenda items and draft resolutions prior to the Shareholders' Meeting.	The criterion is met. Additional information is made available to the shareholder upon request.

<sup>55</sup> Internal Regulation No 01-02/31 of 27 September 2021 of the Ministry of Transport “Procedures for the Governance of State-Owned Capital Shares”.

	The draft decisions and the documents attached thereto provide detailed, clear and comprehensive information on the matter under consideration	The criterion is met. The draft decisions and the documents attached thereto provide detailed, clear and comprehensive information on the matter under consideration, and the shareholder is entitled to submit questions both prior to and during the Shareholders' Meeting.
--	--	---

Principle No 15 "The Company promotes effective shareholder engagement in decision-making and encourages greater shareholder participation in Shareholders' Meetings"

	Criteria	Facts
	The Company ensures that shareholders have the opportunity to participate in the shareholders' meeting either in person or remotely, subject to the necessary security and technical measures.	The criterion is met. Shareholders' meetings were convened and held at a time and in a manner convenient for the shareholder, as agreed in advance, ensuring the exercise of all shareholder rights provided for by law, including the rights to express opinions, ask questions, participate in discussions and vote.
	The company sets an appropriate duration for the shareholders' meeting and enables shareholders to express their views and obtain the information necessary for decision-making during the meeting.	The criterion is met. The duration of the Shareholders' Meeting was determined based on the number of items on the agenda and the volume of information to be discussed.
	The company invites the members of the Management Board and the Supervisory Board, candidates for Supervisory Board members, the auditor, and the internal auditor, as well as other relevant individuals, to attend the Shareholders' Meeting based on the items on the meeting's agenda.	The criterion is met. Members of the Supervisory Board and the Management Board as well as other Airport employees, whose expertise is relevant to the items on the agenda, participated in the Shareholders' Meetings. The need for the auditor's participation is determined by the applicable regulations <sup>56</sup> .
	The Shareholders' Meeting takes decisions in accordance with the draft resolutions previously announced.	The criterion is met. The Shareholders' Meeting reviewed the submitted draft resolutions, evaluated the provided information, and took appropriate decisions.

Principle No 16 " The Company develops and discusses a dividend policy with shareholders"

	Criteria	Facts
	The Company has developed and published an up-to-date dividend policy.	The criterion is met. The shareholder's expectations regarding the dividend policy are set out in the Letter of Expectations for the medium-term strategy for 2024–2030 and is published on the Airport's website. The amount of dividends payable by the Airport in 2026 (for the reporting year 2025) is set out in Article 20 of the Law on the State Budget for 2026 and the

<sup>56</sup> Article 277(2) of the Commercial Law.

		Budget Framework for 2026, 2027 and 2028. A proposal for a different dividend policy for 2027–2030 is included in the updated draft medium-term strategy for 2025–2030 developed in 2025, with approval planned in the first half of 2026.
	The dividend policy is discussed with the shareholder during the Shareholders' Meeting.	The criterion is met. At the Annual Shareholders' Meeting <sup>57</sup> , the Letter of Expectations from the shareholder regarding the medium-term strategy for 2024–2030, which outlines the shareholder's expectations regarding the dividend policy, was discussed and approved. The amount of dividends payable by the Airport in 2026 (for the reporting year 2025) is determined in Article 20 of the Law on the State Budget for 2026 and the Budget Framework for 2026, 2027 and 2028.

### Transparency of the Company's operations

Principle No 17 “The Company regularly and in a timely manner informs shareholders and other stakeholders about its business operations, financial results, governance and other topical issues”

	Criteria	Facts
	The Company discloses complete, accurate, objective, up-to-date, and truthful information in a timely manner.	The criterion is met. In accordance with regulatory requirements <sup>58</sup> , the Airport discloses complete, accurate, objective, up-to-date, and truthful information in a timely manner, which is available on the Airport's website: <a href="https://www.riga-airport.com/lv">https://www.riga-airport.com/lv</a> .  The Airport publishes information on its website in accordance with regulatory requirements, ensuring that the published information is timely and provides a clear overview of the company's governance, strategy, business activities, and financial results. The company's website publishes information about the company, its activities, strategy, and objectives, as well as details about the shareholder, members of the Management Board and the Supervisory Board. Additionally, the website includes information on financial reports, shareholders' meetings, and key policies.
	The Company provides information to all shareholders simultaneously and on an equal basis, using communication channels agreed in advance and taking into account technological capabilities and shareholders' needs.	The criterion is met. The Airport is a wholly (100%) owned company of the Republic of Latvia, with the Ministry of Transport being the sole shareholder.
	The Company discloses information on its governance, strategy and lines of operation and publishes financial statements and other	The criterion is met (see Annex 1). The disclosure of information is carried out in accordance with the Law on Governance of Capital Shares of a Public Person and Capital Companies, by publishing on the website:

<sup>57</sup> The Annual Shareholders' Meeting, held on 27 May 2024 (Decision No 5.1, Minutes No. 3).

<sup>58</sup> Article 58 of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

	information in accordance with Annex No 1 to the Code.	<a href="https://www.riga-airport.com/lv">https://www.riga-airport.com/lv</a> information on general strategic objectives, details about the company's activities, and business types.
	The Company provides information in Latvian and in at least one other official language of a Member State of the European Union.	The criterion is met. The Airport's website is available in English at <a href="https://www.riga-airport.com/lv">https://www.riga-airport.com/lv</a>

**Group governance**

Principle No 18 “Corporate groups have established a transparent governance system that ensures the implementation of corporate governance principles in their subsidiaries”

	Criteria	Facts
	Members of the Management Board and the Supervisory Board of a group subsidiary act primarily in the interests of that subsidiary.	The criterion is not applicable. The Airport does not form part of any group of companies and did not have any subsidiaries in 2025
	A transparent framework is in place within the group of companies for implementing group-level strategy, financial objectives and policies.	The criterion is not applicable. The Airport does not form part of any group of companies.
	The company provides comprehensive and transparent information on its activities within the group.	The criterion is not applicable. The Airport does not form part of any group of companies.

Annex 1. Information to be Disclosed

Company				
Scope/ criterion	Met	N/A	Not met	Explanation
Information about the company – its establishment and operational history, registration details, address, industry description, main business activities, and the company's position within the group structure (if applicable)	X			
Information about the company's strategic objectives	X			
Company's Articles of Association	X			
Information on the Company's corporate governance structure (interaction between the shareholders' meeting, the Supervisory Board, its committees, the Management Board, the auditor, the internal auditor, the Audit Committee, etc.)	X			
The Code of Organisational Culture and Ethical Conduct of the Company	X			
Information on the Company's compliance with applicable good business practice standards, including in the areas of sustainability, environment and information technology	X			
Key policies of the Company, including those listed in Annex No 2 to the Code and other policies)	X			

Shareholders and beneficial owners				
Scope/ criterion	Met	N/A	Not met	Explanation
Information about the company's shareholders holding at least 5% of the company's share capital		X		The Airport has only one shareholder.

(indicating the date the information was prepared).				
Information about the company's beneficial owners (indicating the date the information was prepared).		X		Given that the Airport is a wholly state-owned company, it is not possible to identify its beneficial owners
Number of issued, paid-up, and voting shares, bonds, or other financial instruments of the company		X		The Airport has not issued any securities.

Supervisory Board and Management Board				
Scope/ criterion	Met	N/A	Not met	Explanation
Structure of the Management Board and the Supervisory Board	X			
Information about each member of the company's Supervisory Board and Management Board: <ul style="list-style-type: none"> <li>• term of office;</li> <li>• position and area of responsibility (if specified);</li> <li>• professional work experience and education;</li> <li>• current information about positions in other companies;</li> <li>• current information on shares owned in the company;</li> <li>• statistics on attendance of board meetings.</li> </ul>	X			The information available on the Airport's website is published in accordance with Article 58 of the Law on Governance of Capital Shares of a Public Person and Capital Companies "Disclosure of Information about Capital Companies.
Information about independent members of the Supervisory Board: <ul style="list-style-type: none"> <li>• which Supervisory Board members are considered independent;</li> </ul>	X			All current independent members of the Supervisory Board have submitted a declaration confirming that

<ul style="list-style-type: none"> <li>the criteria by which the independence of a Supervisory Board member is determined</li> </ul>			<p>they have no restrictions on holding the position of a Supervisory Board member in accordance with the regulations, and have committed to immediately inform the holder of the state shares of any obstacles that may arise in fulfilling their duties.</p>
<p>Remuneration policy for the Management Board and the Supervisory Board and a remuneration report.</p>	<p>X</p>		<p>The Airport prepares information about the remuneration of the Management and Supervisory Boards once a year, which is disclosed in the annual report.</p> <p>The Airport's website includes a section on the remuneration policy and remuneration for the Management and Supervisory Boards.</p>
<p>The Company has approved procedures for the selection and removal of members of the Supervisory Board and the Management Board.</p>	<p>X</p>		<p>The Airport complies with applicable external laws and regulations. Section 5.6.1 of the Corporate Governance Policy of SJSC Riga International Airport stipulates as follows: "The procedure for the nomination and appointment of members of the</p>

				Management Board and the Supervisory Board, as well as the requirements for candidates, are determined by the Governance Law, the Cabinet Regulations issued on its basis, and the recommendations outlined in the Guidelines issued by the Cross-Sectoral Coordination Centre”.
<p>Information on the committees of the Supervisory Board and the Audit Committee:</p> <ul style="list-style-type: none"> <li>committee's Rules of Procedure;</li> <li>information about committee members.</li> </ul>	X			<p>The Airport does not have an Audit Committee.</p> <p>In July 2020, the 'Supervisory Committee for Phase 6 of the Expansion of the Passenger Terminal of SJSC Riga International Airport” was established.</p> <p>In September 2021, the Supervisory Committee for the Business Park Development Project of SJSC Riga International Airport was established.</p> <p>Information about the composition of the committees is available on the Airport's website.</p>

Financial and sustainability information

Scope/ criterion	Met	N/A	Not met	Explanation
<p>The company's financial statements and reports for the last three financial years:</p> <ul style="list-style-type: none"> <li>annual reports (including consolidated annual reports, where applicable) and auditors' reports (where applicable)</li> <li>interim reports and quarterly reports</li> </ul>	X			
Sustainability reports of the company for at least the preceding three financial years, where available	X			
Corporate governance statements of the company for at least the preceding three financial years, where available	X			
The company's financial calendar or any other calendar of significant and scheduled communication events	X			Availability of information about financial statements as well as press releases on significant events at the Airport, scheduled for the near future or already effected.

Information for shareholders and investors				
Scope/ criterion	Met	N/A	Not met	Explanation
<p>Information about planned shareholders' meetings:</p> <ul style="list-style-type: none"> <li>notices of shareholders' meetings</li> <li>draft decisions</li> </ul>	X			The Airport complies with the regulations <sup>59</sup> regarding the publication of shareholders' meeting notices. Information about past shareholders' meetings and decisions made is publicly available.

<sup>59</sup> Article 58 of the Law on Governance of Capital Shares of a Public Person and Capital Companies.

Information about past shareholders' meetings: <ul style="list-style-type: none"> <li>information about decisions made at shareholders' meetings</li> </ul>	X			
The company's dividend policy and information about dividends paid (for at least the last 10 years of the company's operations)	X			See Principle No 16. Information about dividends paid is included in the company's annual reports, published on the Airport's website since 2002.
The company's public announcements and material information for investors, including investor presentations, video recordings of investor events, forecasts, if any, and announcements on mergers or acquisitions, etc.		X		The Airport is not a listed company and does not issue securities; therefore, there is no separate information intended for investors.
Contact person for communication with the company (e.g. investor relations specialist)	X			The Company's contact information is available on the Airport's website, including administrative, customer service and media contacts.

**Key policies**

Key policies included in the Corporate Governance Code (information available on the website: <https://www.riga-airport.com/lv/politikas>):

**Key policies included in the corporate governance principles or in the related criteria**

	Published/ complied with	N/A	Not published/ not complied with	Explanation
Risk Management Policy	X			The principles of the Risk Management Policy are publicly available on the website
Remuneration Policy	X			The principles of the Remuneration Policy are included in the Personnel Policy and are published on the website "Personnel Policy, including the principles outlined in the Remuneration Policy"
Dividend Policy	X			The Dividend Policy is defined in the medium-term strategy, while the dividend payments made are reflected in the annual reports, which are published on the Airport's website.
Airport Charges Policy	X			The Airport's Charges Policy is set out in the medium-term strategy, while specific charges are agreed with air carriers and approved in Cabinet Regulations. Information on airport charges is published on the website <a href="https://www.riga-airport.com/lv/lidostas-tarifi">https://www.riga-airport.com/lv/lidostas-tarifi</a>
Policy on Organisational Culture and Ethical Conduct	X			The principles of organisational culture and ethical conduct are set out in the Code of Business Ethics.
Selection Policy for Members of the Management Board and the Supervisory Board	X			Section 5.6.1 of the Corporate Governance Policy of SJSC Riga International Airport stipulates as follows: "The procedure for the nomination and appointment of members of the Management Board and the Supervisory

				Board, as well as the requirements for candidates, are determined by the Governance Law, the Cabinet Regulations issued on its basis, and the recommendations outlined in the Guidelines issued by the Cross-Sectoral Coordination Centre”.
Conflict of Interest Prevention Policy	X			The principles of the Corruption and Conflict of Interest Prevention Policy are published on the website

Other key policies mentioned in the Corporate Governance Code:

	Published/ complied with	N/A	Not published/ not complied with	Explanation
Internal Control and Audit Policy	X			The Internal Audit Policy is published on the website.
Information Security and Management Policy	X			Information management and security are set out in the Information Security Policy, and principles of information disclosure are published on the website.
Whistleblowing Policy	X			The policy is defined in the Whistleblowing Procedure. Information is available on the website: <a href="https://www.riga-airport.com/lv/trauksmes-celsana">https://www.riga-airport.com/lv/trauksmes-celsana</a>
Fair Competition Enforcement Policy	X			The policy is defined in the following documents: - Procurement Procedure IP 1233 P; - the Code of Business Ethics of SJSC Riga International Airport. Information is available on the website <a href="https://www.riga-airport.com/lv/etikas-principi-partneriem">https://www.riga-airport.com/lv/etikas-principi-partneriem</a> .
Diversity Policy	X			Diversity aspects are included in the Personnel Policy and the Code of Business Ethics. The principles are published on the website.
Sustainability Policy	X			The Sustainability Policy is published on the website.

Crisis Management and Business Continuity Policy			X	<p>The Crisis Management Policy is set out in the Emergency Response Plan, and the Business Continuity Policy is set out in the Airport's Business Continuity Plan.</p> <p>The above-mentioned documents are not published on the Airport's website as they contain restricted information.</p>
--	--	--	---	---

Key compliance policies:

	Published/ complied with	N/A	Not published/ not complied with	Explanation
Due Diligence Policy for Business Partners	X			<p>The policy is defined in the following documents:</p> <ul style="list-style-type: none"> <li>- the Code of Business Ethics of SJSC Riga International Airport;</li> <li>- Airport's Supplier Due Diligence Procedure.</li> </ul> <p>Information is available on the website <a href="https://www.riga-airport.com/lv/etikas-principi-partneriem">https://www.riga-airport.com/lv/etikas-principi-partneriem</a>.</p>
Sanctions Risk Management Policy	X			<p>The policy is defined in the following documents:</p> <ul style="list-style-type: none"> <li>- Sanctions Risk Management and Internal Control System Procedure JD 1462 P;</li> <li>- Procurement Procedure IP 1233 P;</li> <li>- the Code of Business Ethics of SJSC Riga International Airport.</li> </ul> <p>Information is available on the website <a href="https://www.riga-airport.com/lv/etikas-principi-partneriem">https://www.riga-airport.com/lv/etikas-principi-partneriem</a>.</p>
Personal Data Processing Policy	X			<p>Privacy Policy. The policy is published on the website: <a href="https://www.riga-airport.com/lv/privatuma-politika">https://www.riga-airport.com/lv/privatuma-politika</a></p>

## INDEPENDENT AUDITORS' REPORT

To the Shareholder o Starptautiskā Lidosta "Rīga" VAS

### Opinion

We have audited the accompanying financial statements of Starptautiskā Lidosta "Rīga" VAS (the Company) set out on pages 10 to 53 of the accompanying annual report, which comprise the statement of financial position as at 31 December 2025, and the statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements give a true and fair view of the financial position of Starptautiskā Lidosta "Rīga" VAS as at 31 December 2025, and of its financial performance and its cash flows for the year then ended in accordance with IFRS Accounting Standards as adopted by the European Union.

### Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Company in accordance with the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA Code) together with the independence requirements included in the Law on Audit Services of Republic of Latvia that are relevant to our audit of the financial statements in the Republic of Latvia. We have also fulfilled our other ethical responsibilities in accordance with the Law on Audit Services of Republic of Latvia and the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### Reporting on other information

Management is responsible for the other information. The other information comprises:

- General information about the Company as set out on page 3 of the accompanying annual report;
- Management Report as set out on pages 4 to 8 of the accompanying annual report;
- Statement of management responsibility as set out on page 9 of the accompanying annual report;
- Corporate Governance Statement, as set out in separate statement on pages 54 to 83 provided by the Company's management.

Other information does not include the financial statements and our auditors report thereon.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon, except as described in the *Other reporting responsibilities in accordance with the legislation of the Republic of Latvia* section of our report.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.

If, based on the work we have performed and in light of the knowledge and understanding of the entity and its environment obtained in the course of our audit, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

### *Other reporting responsibilities in accordance with the legislation of the Republic of Latvia*

We have other reporting responsibilities in accordance with the Law on Audit Services of the Republic of Latvia with respect to the Management Report. These additional reporting responsibilities are beyond those required under the ISAs.



**Shape the future  
with confidence**

Our responsibility is to consider whether the Management Report is prepared in accordance with the requirements of the Law on the Annual Reports and Consolidated Annual Reports of the Republic of Latvia.

Based solely on the work undertaken in the course of our audit, in our opinion:

- the information given in the Management Report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the Management Report has been prepared in accordance with the requirements of the Law on Annual Reports and Consolidated Annual Reports of the Republic of Latvia.

### **Responsibilities of Management and Those Charged with Governance for the Financial Statements**

Management is responsible for the preparation of the financial statements that give a true and fair view in accordance with the Law on Annual Reports and Consolidated Annual Reports of the Republic of Latvia and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's 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 Company or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

### **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the 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 ISAs 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 financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the 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 Company's 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 Company's 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 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 Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.



**Shape the future  
with confidence**

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.

ERNST & YOUNG BALTIC SIA  
Licence No. 17

A blue ink signature in a cursive script, appearing to read 'Iveta Vimba'.

Iveta Vimba  
Member of the Board

Riga, 9 April 2026

A blue ink signature in a cursive script, appearing to read 'Dace Negulinere'.

Dace Negulinere  
Latvian Certified Auditor  
Certificate No. 175