

MALTA
INTERNATIONAL
AIRPORT 

MIA LINK

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WELCOME TO THE OCTOBER ISSUE OF THE MIA LINK

Dear Shareholder,

Summer brings with it a lull for a number of sectors, but certainly not for aviation. Having more time on their hands, many choose to jet off for a change of scenery, and on our busiest summer day we welcomed and bid farewell to more than 29,000 passengers.

With over 100 destinations to choose from for the season, holidaymakers taking off from Malta International Airport could stay close to home and experience scenes as familiar as Mount Etna looking over Catania, or travel a bit further to discover Tallinn's more foreign charm.

While summer does not come to a close until the end of October for us,

we are gradually transitioning into the new season, which will see the company set into motion a handful of exciting projects.

We hope that your days too are packed with plans you can eagerly look forward to. If these include a visit to our airport or SkyParks Business Centre, do remember that you can use the vouchers at the back of the newsletter at the car park and some of our outlets.

Should you have any suggestions regarding how we can improve our newsletter, you can get in touch with us on shareholders@maltairport.com. In the meantime, we wish you a pleasant read. ●



Merħba għall-harġa ta' Ottubru tal-MIA Link

Għażiż Azzjonist,

Fis-sajf l-attività tnaqqas mir-ritmu tagħha għal hafna setturi, iżda żgur li mhux għal dak tal-avjazzjoni. Billi l-istaġun huwa sinonimu mal-vaganzi, hafna jagħżlu li jbiddu naqra l-ambjent billi jerhulha għal btala barra minn Malta. Dan żammna okkupati mhux hażin, u fl-aktar ġurnata impenjattiva tagħna tas-sajf tajna merħba u sellimna lil aktar minn 29,000 passiġġier.

B'aktar minn 100 destinazzjoni offruti għall-istaġun, il-passiġġieri lokali setgħu jagħżlu li ma jmorrux wisq 'il bogħod u jesperjenzaw xeni familjari bħal dik tal-Etna thares fuq Catania, jew jivvjaġġjaw ftit aktar lil hinn minn xtutna biex, ngħidu ahna, jiskopru l-ġmiel tal-belt ta' Tallinn.

Filwaqt li għas-settur tal-avjazzjoni s-sajf jiġi fi tmiemu fl-ahħar ta' Ottubru, issa li qegħdin noqorbu lejn staġun ġdid, ninsabu herqanin li nagħtu bidu għal għadd ta' proġetti li għandna pjanati.

Nittamaw li anki int għandek pjanijiet interessanti li bihom ser timla l-jiem li ġejjin. Jekk dawn jinkludu żjara fl-ajruport tagħna jew SkyParks Business Centre, ftakar li tista' tuża l-kupuni li jinsabu fuq wara ta' dan il-fuljett fil-parkeġġ tagħna u f'għadd ta' hwienet li jinsabu fil-kampus tal-ajruport.

Infakkruk li jekk għandek xi suggerimenti dwar kif nistgħu ntejbu din il-pubblikazzjoni, tista' tgħaddihom lna fuq shareholders@maltairport.com. Sadanittant, nittamaw li ssib din il-harġa interessanti. ●

MESSAGE FROM THE CEO

Since the last issue of the MIA Link, traffic at our airport continued to grow at a steady rate, prompting the company to revise its original forecast upwards. We are now expecting 6.77 million passengers to pass through our terminal by the end of the year, which translates into an increase of 13 per cent over 2017.

While these numbers are very encouraging, they constitute but one indicator of our performance. What we deem to be another critical measure of how well we are faring, is our guests' level of satisfaction with their airport experience. Looking ahead, our aim will be fixed on growing sustainably whilst striving to ensure that the quality of our service and facilities is not only maintained, but further improved upon.

We believe that a balance between future growth and service excellence can only be reached if we continue to invest in our airport and initiatives that enhance our passengers' journey. In fact, a number of investments that are in the offing, and which run into millions, will see Malta International Airport expanding at both landside and airside, over the coming years.

Our recently announced airside multi-million investment will enable us to optimise the use of the land available to us, and subsequently cater for airlines' growing demand to increase or start operations from Malta International Airport. You can read more about this project, and what its expected impact on our operation will be, in the next pages.

Looking ahead to the more immediate future, our next infrastructural project will be the construction of a multi-storey car park, which will provide 700 additional parking spaces and accommodate car rental facilities. We are also exploring the possibility of utilising the roof of this building for the installation of more photovoltaic panels, which would help us walk on in our sustainable journey, while leaving a smaller carbon footprint behind.

A couple of months ago, we published our third sustainability report, which revealed that CO₂ emissions resulting from electricity consumption experienced a noteworthy drop of 63 tonnes, as a result of a number of green measures we took. For indeed, as we grow as a company, we also want to better honour our pledge to be a more responsible organisation, by being mindful of our environmental, economic, and social impacts on the community within which we operate. ●



IL-MESSAĠĠ TAS-CEO

talli tibqa' għolja, iżda talli saħansitra tkompli tijieb.

Ahna nemmnu li bilanċ bejn aktar tkabbir u l-ghoti ta' servizz eċċellenti jista' jintlaħaq biss jekk inkomplu ninvestu fl-ajruport u f'inizjattivi li jtejbu l-esperjenza fl-ajruport tagħna. Fil-fatt, għadd ta' investimenti pjanati, li ser ilaħħqu miljuni ta' ewro, ser iġibu espansjonijiet fl-Ajruport Internazzjonali ta' Malta kemm fil-landside u kemm fl-airside, tul is-snin li ġejjin.

L-investment fl-airside ta' bosta miljuni li habbarna dan l-ahħar ser jippermettilna nnottimizzaw l-użu tal-art disponibbli għalina, biex b'hekk inkunu nistgħu nakkomodaw id-domanda li qed tiżdied min-naħa tal-linji tal-ajru li jkunu jixtiequ jibdeu jew iżidu l-operat tagħhom mill-Ajruport Internazzjonali ta' Malta. Nistedinkom taqraw aktar dwar dan il-proġett ambizzjuż fil-paġni li jmiss tal-fuljett.

Jekk inharsu lejn il-futur aktar immedjat imbagħad, naraw li l-proġett infrastrutturali li jmiss ser ikun il-kostruzzjoni ta' parkeġġ b'diversi sulari,

li ser jipprovdi spazju għal 700 vettura ohra u jakkomoda l-facilitajiet tal-kiri tal-karozzi. Bħalissa qegħdin nesploraw il-possibbiltà li nużaw is-saqaf ta' din il-binja għall-installazzjoni ta' aktar pannelli fotovoltajċi, biex b'hekk inkunu nistgħu nkomplu bil-vjaġġ sostenibbli tagħna filwaqt li nhallu warajna impronta tal-karbonju iżgħar.

Ftit tax-xhur ilu ppubblikajna t-tielet rapport tagħna dwar is-sostenibbiltà, li fih żvelajna li l-emissjonijiet tas-CO₂ mill-konsum tal-elettriku naqsu bi 63 tunnellata fl-2017, b'riżultat ta' għadd ta' miżuri ekoloġiċi li implimentajna. Tabilhaqq, hekk kif inkomplu nikbru bhala kumpanija, l-ghan tagħna huwa li nsiru dejjem aktar responsabbli billi nimmonitorjaw l-impatti ambjentali, ekonomiċi u soċjali tagħna fuq il-komunità li noperaw fiha. ●

YOU'RE INVITED

We're pleased to invite you to a screening of **COMINO: A SHOWCASE OF CRYSTAL CLEAR WATERS;** a documentary that was produced, and launched recently, with the support of The Malta Airport Foundation. This screening will be held at the Embassy Cinema in Valletta.

Places to this exclusive shareholders' event are limited, and will be reserved on a first-come, first-served basis.

DATE: 14.11.2018 **BOOK BY: 31.10.2018**
TIME: 11:00AM **CALL ON: 2369 6339**

STEDINA

Nixtiequ nistednuk għal skrinina ta' **COMINO: A SHOWCASE OF CRYSTAL CLEAR WATERS;** dokumentarju li ngħied, u tnieda recentement, bl-appoġġ ta' The Malta Airport Foundation. Dan l-iskrinina se jsir fl-Embassy Cinema fil-Belt Valletta.

Il-postijiet għal dan l-avveniment esklussiv għall-azzjonisti tagħna huma limitati u għalhekk ser jiġu riżevati fuq bażi first-come, first-served.

DATA: 14.11.2018 **IBBUKKA SA: 31.10.2018**
MIN: 11:00AM **ĊEMPEL FUQ: 2369 6339**

TRAFFIC UPDATE

A BUSY FIRST HALF AND A REVISED FORECAST

A 16.3 per cent increase in traffic for the first six months, prompted the company to revise its original forecast upwards. Malta International Airport is now expecting 6.77 million passengers to pass through the terminal by the end of 2018.

Translating into an upturn of 13 per cent over the previous year, this percentage increase is set to put 2018 down on record as the airport's eighth year of uninterrupted growth. This year-on-year traffic growth partly stems from continuous efforts, undertaken jointly by the airport team and key industry stakeholders, to secure the best connections for the island. In fact, the Airport Industry Connectivity Report issued recently by Airports Council International, shows Malta leading the way among its peers with a 219 per cent upswing in connectivity registered over a 10-year span.

MORE THAN 100 DESTINATIONS FOR SUMMER AND A POSITIVE OUTLOOK FOR WINTER

Malta Airport's exciting summer schedule, offering more than 100 destinations, was one of the main drivers of growth recorded in the first half of the year. While the airport is still operating with this schedule, with 16 routes extended into winter and increased capacity on a number of other routes, the outlook for the upcoming season remains positive.



A LOOK AT THE SUMMER MONTHS SO FAR

A look at the summer months so far – from April to August – shows that traffic grew by 12.8 per cent over the same stretch last year, to total more than 3.4 million passenger movements. This increase in traffic was observed in parallel with a 14.0 per cent growth in aircraft movements and a 14.1 per cent growth in seat capacity. Seat load factor for this stretch stood at 83.8 per cent.

The top five markets for this period registered varying levels of growth, which was partly driven by an enhanced summer schedule offering more frequent flights and several new routes. The United Kingdom (+14.3 per cent) topped the list, followed by Italy (+15.7 per cent), Germany (+0.8 per cent), France (+11.9 per cent), and Spain (+41.0 per cent).

The Italian route network was widened with the introduction of flights to Pescara and Cagliari, whilst the French offering was broadened with the launch of scheduled operations to Nice, Paris Beauvais and Lourdes. Spain's spike in passenger numbers can be attributed to the fact that Spanish destinations increased, following the start of services to Bilbao, Malaga and Seville.

The 700,000 mark was exceeded for the first time in the airport's traffic history in July, during which month a total of 756,356 passenger movements was registered. On the other hand, May was the fastest-growing summer month so far, having gained more than 94,000 passenger movements over the previous year, translating into a 17.3 per cent increase.

AĠĠORNAMENT TAT-TRAFFIKU SITT XHUR IMPENJATTIVI U PREVIŻJONIJIET AĠĠORNATI

Żieda ta' 16.3% fit-traffiku tal-ajruport għall-ewwel sitt xhur tas-sena, inkoraġġiet lill-kumpanija sabiex tirrevedi 'l fuq il-previżjoni originali tagħha tat-traffiku. L-Ajruport Internazzjonali ta' Malta issa qed jistenna li sal-aħhar tas-sena jkunu għaddew mit-terminal 6.77 miljun passigġier, jiġifieri żieda ta' 13% fuq l-2017.

Dan ifisser li s-sena 2018 ser tkun it-tmien sena konsekuttiva ta' żieda fin-numru ta' passigġieri. Dan it-tkabbir fit-traffiku osservat minn sena għal sena huwa riżultat ta' sforzi kontinwi, magħmulin b'mod kongunt mit-tim tal-ajruport u l-partijiet interessati prinċipali fl-industrija, sabiex Malta tgawdi mill-aħjar skeda ta' titjiriet. Fil-fatt, l-Ajruport Industry Connectivity Report li nħareġ reċentement minn Airports Council International juri lil Malta fuq quddiem nett fil-grupp tagħha b'żieda ta' 219% fil-konnettività rreġistrata fuq medda ta' 10 snin.

AKTAR MINN 100 DESTINAZZJONI GĦAS-SAJF U PROSPETTIVA POŻITTIVA GĦAX-XITWA

L-iskeda tas-sajf tal-Ajruport Internazzjonali ta' Malta, b'għażla ta' aktar minn 100 destinazzjoni, kienet wahda mill-fatturi kontribwenti għat-tkabbir li ġie rreġistrat fl-ewwel sitt xhur tas-sena. Filwaqt li l-ajruport għadu jopera b'din l-iskeda tas-sajf, b'16-il rotta estiżi fl-istaġun tax-xitwa u kapaċità miżjuda fuq għadd ta' rotot oħrajn, il-prospettiva għall-istaġun li ġej hija wahda pożittiva.

HARSA LEJN IX-XHUR TAS-SAJF SA ISSA

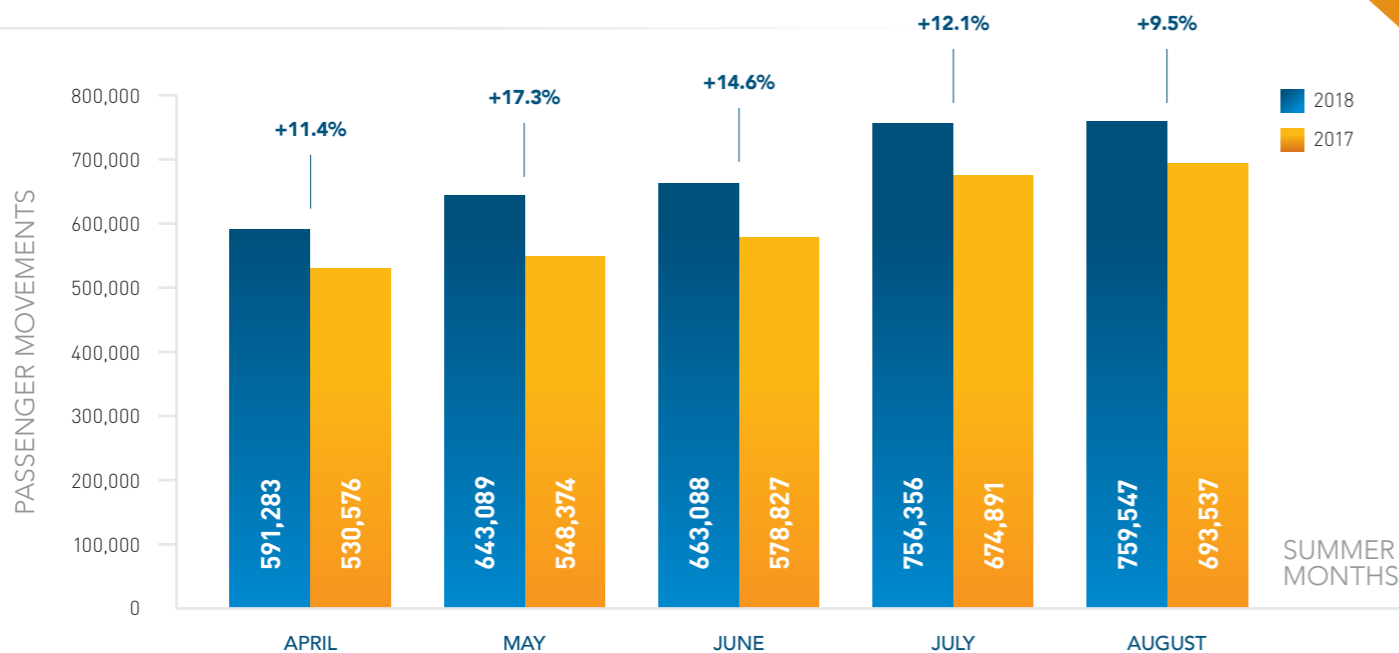
Ħarsa lejn ix-xhur tas-sajf sa issa – minn April sa Awwissu – turi li t-traffiku żdied bi 12.8% sabiex ġew irreġistrati aktar minn 3.4 miljun moviment tal-passigġieri. Dan it-tkabbir ġie osservat b'mod parallel ma' żieda ta' 14.0% fil-movimenti tal-ajruplani u żieda ta' 14.1% fil-postijiet disponibbli fuq it-titjiriet. Is-seat load factor għal dan il-perjodu kien ta' 83.8%.

L-aqwa hames swieq għal dan il-perjodu rreġistraw livelli varji ta' tkabbir, li rriżulta parzjalment minn skeda tas-sajf b'titjiriet aktar frekwenti u għadd ta' rotot godda. Dawn is-swieq kienu r-Renju Unit (+14.3%), l-Italja (+15.7%), il-Ġermanja (+0.8%), Franza (+11.9%) u Spanja (+41.0%).

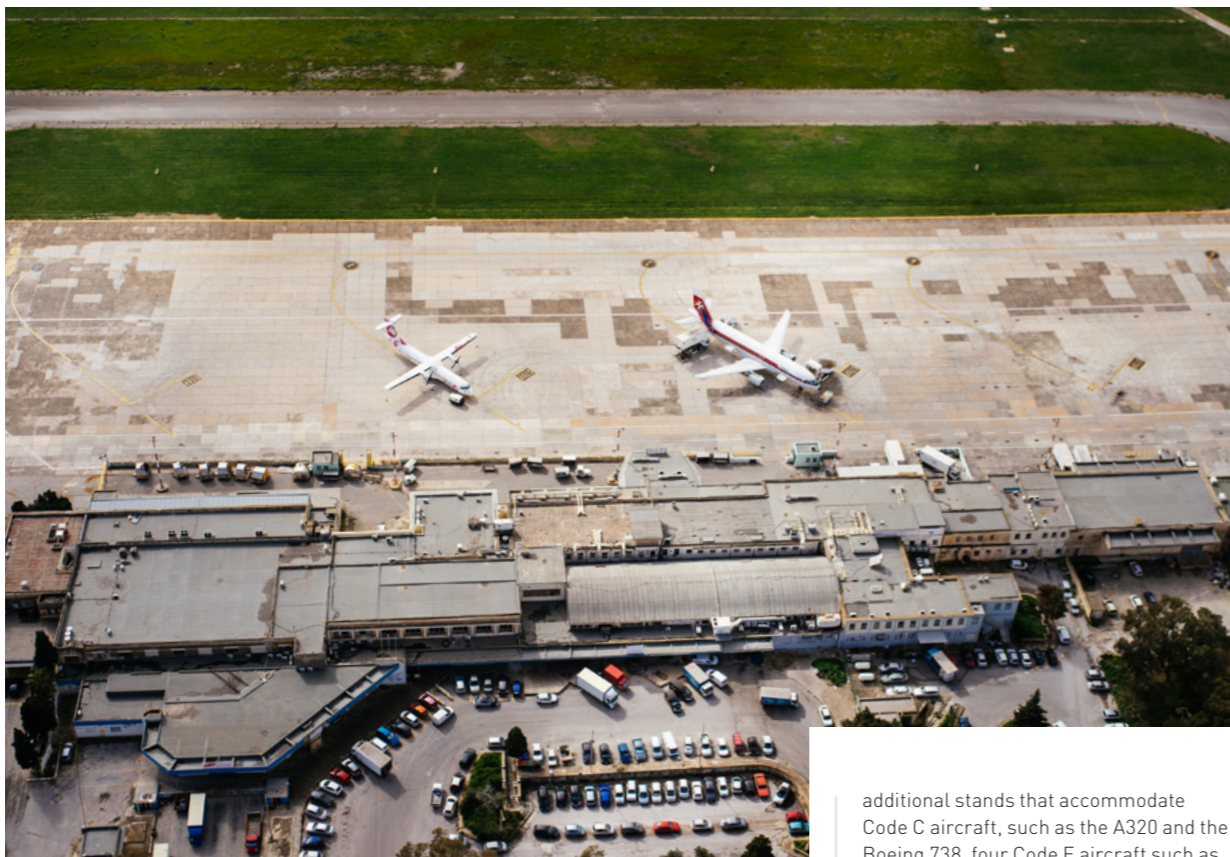
In-netwerk tar-rotot fl-Italja twessa' bl-introduzzjoni ta' titjiriet lejn Pescara u Cagliari u dak Franciż ittejjeb bit-tnejja ta' servizzi skedati lejn Nizza, Paris Beauvais u Lourdes. Iż-żieda qawwija fin-numru ta' passigġieri fis-saq Spanjol tista' tiġi attribwita għall-fatt li d-destinazzjonijiet fi Spanja li jistgħu jintlahqu mill-Ajruport ta' Malta żdiedu wara li nġhata bidu għal titjiriet lejn Bilbao, Malaga u Sevilla.

Għall-ewwel darba fl-istorja tal-ajruport inqabzu s-700,000 moviment tal-passigġieri. Dan ir-rekord intlahaq f'Lulju; xahar li matulu l-ajruport laqa' total ta' 756,356 passigġier. Min-naha l-oħra, Mejju kien l-aktar xahar tas-sajf li, sa issa, kiber b'pass mghaġġel; jiġifieri żieda ta' aktar minn 94,000 moviment tal-passigġieri fuq is-sena ta' qabel, li ssarraff fi tkabbir ta' 17.3%.

PASSENGER MOVEMENTS BETWEEN APRIL AND AUGUST



THE MULTI-MILLION DEVELOPMENT OF APRON 10



Malta International Airport is committed to investing continuously in Malta's only air terminal, with the ultimate aim of delivering an excellent service to its guests, even as passenger numbers continue to thrive.

While the terminal building has recently undergone a number of noteworthy infrastructural changes to accommodate more passengers, some years have now elapsed since the last major airside project – an aerodrome perimeter extension – was undertaken.

Some months ago it was announced that an area of land within the airport perimeter had been transferred to Malta International Airport, providing the much-needed space for the development of a new apron, to cater for airlines' growing demand to start or increase their operations from Malta.

Although this announcement was made as recently as July, upon speaking with

the company's Head of Operations and Business Continuity, Ing. Martin Dalmas, he revealed that the team has, in fact, been weighing its options for airside growth for the past six years. This since it was becoming increasingly evident from the company's forecasts that more commercial airline parking stands had to be developed so as to prevent a saturation point being reached.

Ing. Dalmas went on to explain that the land earmarked for the development of what will be known as Apron 10 is located between Apron 8 and Apron 9. Being in the midst of the operational hub, this area will ensure that turnaround times will remain reasonable and will cater for either seven

additional stands that accommodate Code C aircraft, such as the A320 and the Boeing 738, four Code E aircraft such as the B777, or a combination of both.

The development of Apron 10 will in turn necessitate the construction of a taxiway that connects the new apron with the existing runway. Moreover, besides furnishing the airport with additional parking stands, the multi-million project will create equally important ground handling staging areas where ground handling equipment, the amount of which will increase as the operation gets busier, is positioned and ready for use.

Ing. Dalmas also noted that these airside development plans complement the company's recently approved landside master plan, which provides for a terminal extension that will equip the airport with better circulation space, additional check-in desks and more seating.

The development of Apron 10 is expected to furnish Malta International Airport with aircraft capacity stability for the next 20 years. ●

L-IŻVILUPP TA' APRON 10: PROĠETT LI JLAHHAQ IL-MILJUNI TA' EWRO



L-Ajruport Internazzjonali ta' Malta huwa impenjat li jinvesti b'mod kostanti fl-uniku terminal tal-ajru ta' Malta, bil-ghan li jaghti servizz eċċellenti lill-passiġġieri, anki hekk kif dawn ikomplu jżiedu fin-numru.

Filwaqt li l-binja tat-terminal reċentement sarilha titjib infrastrutturali notevoli sabiex ikunu jistgħu jiġu akkomodati aktar passiġġieri, issa għadda xi ftit taż-żmien minn meta l-aħhar proġett magġuri tal-airside – jiġifieri estensjoni tal-perimetru tal-aerodrom – ġie eżegwit.

Ftit tax-xhur ilu ġie mħabbar li biċċa art fi hdan il-perimetru tal-ajruport kienet ġiet trasferita lill-Ajruport Internazzjonali ta' Malta. Din l-art ser tipprovi l-ispazju tant meħtieġ sabiex jiġi żviluppat apron ġdid li ser jippermetti lill-ajruport jakkomoda d-domanda li qed tiżdied min-naha tal-linji tal-ajru sabiex iżidu jew jibdeu l-operat tagħhom minn Malta.

Għalkemm dan thabbar biss f'Lulju li għadda, il-Kap tal-Operat u l-Kontinwità tan-Negozju tal-kumpanija, l-Inġinier Martin Dalmas, qal li t-tim ilu jistudja kif l-ajruport jista' jikber fl-airside għal dawn

l-aħhar sitt snin. Dawn l-istudji tnedew minhabba li l-projezzjonijiet tal-ajruport bdew juru dejjem aktar b'mod ċar li jekk ma kinux ser jiġu introdotti stands ġodda ta' parkeġġ tal-ajruplani kummerċjali, kien ser jintlahaq punt ta' saturazzjoni.

L-Inġinier Dalmas kompli billi spjega li l-art li ġiet allokata għall-iżvilupp ta' dak li ser ikun magħruf bħala Apron 10 tinsab bejn Apron 8 u Apron 9. Dan ifisser li l-apron il-ġdid ser ikun qiegħed proprjament fil-qalba tal-operat u ser jippermetti li l-hinijiet sabiex ikun hemm turnaround jibqgħu raġonevoli. Ladarba jitlesta, Apron 10 ser jipprovi jew seba' stands addizzjonali adattati għal ajruplani tal-Kodiċi C, pereżempju l-A320 u l-Boeing 738, jew erba' stands tajbin għal ajruplani tal-Kodiċi E bħall-B777, jew inkella tahlita tat-tnejn.

Il-bini ta' Apron 10 ser jinneċessita wkoll il-konstruzzjoni ta' taxiway li tohloq pont bejn l-apron il-ġdid u r-runway eżistenti. Barra minn hekk, dan il-proġett li ser ilahhaq il-miljuni ta' ewro ser johloq staging areas, li huma daqstant iehor importanti għal operat bla xkiel, fejn it-tagħmir li jintuza għal finijiet ta' ground handling ikun jista' jiġi ppożizzjonat bil-lest għall-użu.

L-Inġinier Dalmas innota wkoll li dawn il-pannijiet ta' żvilupp fl-airside jikkomplementaw il-master plan tal-kumpanija li ġie approvat reċentement u li jipprevedi estensjoni tat-terminal sabiex l-ajruport ikun mghammar b'aktar spazju ta' ċirkolazzjoni, aktar seating u check-in desks addizzjonali.

L-iżvilupp ta' Apron 10 huwa mistenni li jforni lill-Ajruport Internazzjonali ta' Malta bi stabbiltà fir-rigward ta' kapacità ta' akkomodazzjoni ta' ajruplani għall-20 sena li ġejjin. ●

TA' XUTU TOWER: FROM THE TIMES OF THE TORRIERO TO THE WATCH OF THE COAST POLICE

Dotting the Maltese islands are some 27 watchtowers, strategically placed to provide the archipelago with a robust defence system during the time of the Knights.

While some of the original structures were either demolished or collapsed after falling into disuse, many of them have stood the test of time and the fury of the elements to become iconic features of the Maltese coastal landscape. Looking out in Filfla's direction in Wied iż-Żurriq is one of these structures; Ta' Xutu Tower, which was recently restored by Din l-Art Helwa with the support of The Malta Airport Foundation. Whilst restoration works have been completed, The Malta Airport Foundation is working towards getting the necessary permits to carry out landscaping works around the tower, with the aim of turning the surrounding area into a well-kept open space.

To learn more about these watchtowers, we spoke with Dr Stanely Farrugia Randon. A doctor by profession with a penchant for researching about Malta's environmental and cultural history, Dr Farrugia Randon has been a council member of Din l-Art Helwa for the past 26 years, during which he has been involved actively in the management of restoration projects.



Q. Having been built by five Grand Masters, namely Wignacourt, De Redin, Lascaris, Cotoner and Perellos, do the different towers bear the 'structural hallmarks' of the Grand Master who built them?

A. Even the towers that are very similar in appearance, have internal and external differences, which probably reflect the preferences of the Grand Master or the architects involved in their construction. The majority of the small coastal towers are set on two floors, with the lower one having been used for ammunition and the upper one having accommodated the soldiers on duty. Towers such as Wignacourt in St Paul's Bay also house a kitchen and a toilet, and towers including San Luċjan, St Agatha and St Thomas are bigger and even more complex, having large cisterns that were used to store water for bigger troops positioned within them for long periods when the island would be under siege.

Q. Were these towers manned on a 24-hour basis, and by whom were they manned?

A. All of these watchtowers had to be guarded and armed, both during the day and in the nighttime, in preparation for the eventuality of an enemy fleet attempting disembarkation. Whilst the Grand Masters and the knights donated money for the running of these look-out posts, and affixed their coats of arms to the buildings, it was actually the Maltese who guarded them. The number of guards deployed depended on the location and the size of the tower. A bombardier who was trained in firing cannons would be present, especially during difficult times, and very often there would also be a Torriero, who was considered to be the commander of the place. However, in reality, often there would not

be enough men to guard each post, leading to the abandonment of some of the towers soon after their construction.

Q. Ta' Xutu was the first tower to have vaulted ceilings instead of wooden beams. Why was there a shift towards this type of ceiling in the construction of these towers?

A. Small coastal towers such as the ones in Ġnejna (Lippija Tower), Qawra, St George's Bay and Ghajn Tuffieha were built during the reign of Grand Master Lascaris with roofs that were not robust enough to carry the weight of a cannon and withstand its recoil. Whilst Ta' Xutu was also built under Lascaris's reign, its vaulted upper floor furnished it with enough structural sturdiness to have a cannon on its roof, essentially enabling the tower to defend itself and act as a relay station signalling enemy approach. This structure was a success, so much so that Ta' Xutu served as the prototype of the towers that were built by Lascaris's successor: De Redin. It is interesting to note that whilst Lascaris's towers were paid for out of the people's taxes, De Redin paid for the construction and woodwork of his 13 towers himself; a total that amounted to slightly over 6,428 scudi.

Q. Ta' Xutu went on to be used during the Second World War. Was the tower's role during this time different from its original function?

A. During this time, the tower was used as a coast observation post, and was manned by the Coast Police. Ta' Xutu was, in fact, used as a police station until 2002, when it was abandoned. During the time of the war, most of the watchtowers were used by military or naval authorities. ●

MALTA AIRPORT
FOUNDATION

TORRI XUTU: MINN ŻMIEN IT-TORRIERO SA ŻMIEN IL-PULIZIJA TAL-KOSTA

Madwar il-gżejjer Maltin wiehed jista' josserva xi 27 torri tal-ghassa, li nbnew b'mod strateġiku sabiex jipprovdu lill-arcipelagu b'difiża b'sahhitha fi żmien il-kavallieri.

Filwaqt li xi whud minn dawn l-istrutturi twaqqghu jew inkella waqghu wara li ma baqghux jintużaw, hafna minnhom issuperaw il-qilla tal-elementi u ż-żmien u llum il-gurnata saru parti ikonika mill-pajsaġġ kostali Malti. B'harstu lejn id-direzzjoni ta' Filfla f'Wied iż-Żurriq wiehed isib lil Torri Xutu, li reċentement ġie rrestawrat minn Din l-Art Helwa bl-appoġġ ta' The Malta Airport Foundation. Filwaqt li x-xoghlijiet ta' restawr issa tlestew, The Malta Airport Foundation qed taħdem sabiex tinghata l-permessi neċessarji biex taghmel xoghlijiet ta' tisbiħ madwar dan it-torri, bil-ghan li din iż-żona fl-akkwati tal-ajruport tipprovdi spazju miftuh li jkun jista' jitgawda minn kulhadd.

Sabiex insiru nafu aktar dwar dawn it-torrijiet tal-ghassa, tkellimna ma' Dr Stanley Farrugia Randon, li huwa tabib b'interess qawwi fir-riċerka dwar l-istorja ambjentali u kulturali ta' Malta. Dr Farrugia Randon ilu membru tal-kunsill ta' Din l-Art Helwa għal dawn l-aħhar 26 sena, li matulhom kien involut b'mod attiv fil-geżjoni tal-proġetti ta' restawr ta' din l-organizzazzjoni.

M. Peres li dawn it-torrijiet inbnew minn hames Gran Mastri differenti, jiġifieri Wignacourt, De Redin, Lascaris, Cotoner u Perellos, jista' wiehed josserva fihom differenzi strutturali li jistgħu jiġu attribwiti għall-Gran Mastru li bnieshom?

T. Anki t-torrijiet li huma simili hafna fl-apparenza, għandhom differenzi interni u esterni, li probabbilment jirriflettu l-preferenzi individwali tal-Gran Mastru jew l-arkitetti involuti fil-kostruzzjoni tagħhom. Il-magġoranza tat-torrijiet kostali ż-żgħira huma mibnjin fuq żewġ sulari; b'dak ta' isfel li kien jintuża biex jinħażen il-munizzjon u dak ta' fuq li kien jikkomoda s-suldati stazzjonati fit-torri. Torrijiet bħal Wignacourt fil-Bajja ta' San Pawl għandhom ukoll tojlit u kċina, u torrijiet akbar bħal dawk ta' San Luċjan, Santa Agata u San Tumas huma aktar kumplessi u jinkludu gwiebi li fihom kien jinħażen l-ilma għal meta truppi kbar ta' suldati kienu jkunu stazzjonati fit-torri għal żmien twil, meta l-gżira kienet tkun taħt attakk.

M. Dawn it-torrijiet kienu jkunu mgħassin il-hin kollu? U min kien jgħassishom?

T. Kien kruċjali li dawn it-torrijiet ikunu mgħassin u armati kemm matul il-jum u kemm matul il-lejl, bi thejjiġa għall-eventwalità ta' tentattiv ta' żbark ta' flotta tal-ghadu. Filwaqt li l-Gran Mastri u l-kavallieri kienu jagħtu l-flus għaž-żamma ta' dawn it-torrijiet, u anki jwahħlu l-istemmi araldici tagħhom fuq l-istrutturi nfishom, kienu fil-fatt il-Maltin li kienu jgħassuhom. In-numru ta' gwardji f'torri partikolari kien jiddependi mill-post u d-daqs tat-torri. Kien ikun hemm prezenti, speċjalment fi żminijiet diffiċli, bombardier imharreg fl-isparar tal-kanuni u, hafna drabi, anki Torriero, li kien meġus bħala kmandant tal-post. Madankollu, fil-verità, hafna drabi ma kienx ikun hemm biżżejjed nies biex jgħassu kull torri, u dan wassal għall-abbandun ta' xi whud mit-torrijiet biss ftit wara li nbnew.

M. Torri Xutu kien l-ewwel torri fejn is-saqaf kien bil-hnejjiet minflok bix-xorok tal-injam. Għaliex kien hemm tranżizzjoni lejn dawn it-tipi ta' soqfa fil-kostruzzjoni tat-torrijiet?

T. Torrijiet kostali żgħira bħal dawk tal-Ġnejna (it-Torri tal-Lippija), il-Qawra, San Ġorġ u Ghajn Tuffieha nbnew fi żmien il-Gran Mastru Lascaris b'soqfa li ma kinux b'sahhithom biżżejjed għall-piż tal-kanun u l-imbuttatura lura tiegħu meta jiġi sparat. Filwaqt li Torri Xutu wkoll inbena mill-Gran Mastru Lascaris, il-hnejjiet tas-sular ta' fuq fornnew b'biżżejjed sahha strutturali sabiex jiflah kanun fuq il-bejt tiegħu. Essenzjalment, dan kien ifisser li t-torri seta' jiddefendi lilu nnifsu mill-attakki u jittrażmetti sinjali lil torrijiet oħrajn meta l-ghadu kien ikun qed joqrob lejn xtutna. Din l-istruttura l-ġdida ntgħogħot u, fil-fatt, Torri Xutu serva bħala mudell għat-torrijiet li nbnew mis-successur ta' Lascaris: De Redin. Huwa interessanti li wiehed jinnota li filwaqt li t-torrijiet ta' Lascaris thallsu mit-taxxi tal-poplu, De Redin hallas għall-kostruzzjoni u x-xogħol tal-injam fit-13-il torri tiegħu hu stess; spiża li laħħqet ftit aktar minn 6,428 skud.

M. Torri Xutu baqa' jintuża fit-Tieni Gwerra Dinjija. Ir-rwol tat-torri f'dan iż-żmien kien differenti mill-funzjoni originali tiegħu?

T. F'dan il-perjodu, it-torri kien jintuża sabiex minnu tiġi osservata l-kosta u kien mgħasses mill-Pulizija tal-Kosta. Torri Xutu, fil-fatt, kien użat bħala għassa tal-pulizija sal-2002, f'liema sena ġie abbandunat. Fi żmien il-gwerra, hafna mit-torrijiet tal-ghassa kienu użati mill-awtoritajiet militari jew navali. ●

MALTA AIRPORT REDUCING ITS CARBON FOOTPRINT YEAR ON YEAR: HIGHLIGHTS FROM THE COMPANY'S THIRD SUSTAINABILITY REPORT

In 2017, Malta International Airport registered a drop of 63 tonnes of CO₂ resulting from electricity consumption, following a hefty investment in photovoltaic panels, the installation of more energy-efficient lifts and an increased use of LED lighting. The airport's photovoltaic system, which now comprises 1,500 PV panels, generated over 630,000 kWh of energy during the year under review.

This emerged from the company's third sustainability report, which Malta Airport voluntarily puts together in conformity with the Global Reporting Initiative standards. In compiling what has now become an annual publication, Malta Airport presents its economic, environmental and social impacts and how it manages them, with a focus on those that are material to the airport's main stakeholders and the local tourism industry.

In 2017, the company was responsible for ensuring that an unprecedented number of passengers enjoyed a safe and pleasant airport experience, in line with its commitment to delivering an excellent service. Being equally committed to managing and minimising its impact on the environment, Malta International Airport strived to absorb the emissions resulting from this increased activity through mitigating measures implemented during the year.

The report, in fact, reveals that the company's Greenhouse Gas emissions

intensity, which is one of the recognised metrics it uses to monitor emissions, stood at 1.02 kg of CO₂/passenger, translating into a 16.2 per cent drop over 2016. The company is challenging itself to lower its Greenhouse Gas emissions intensity per passenger even further in 2018, and has set 0.96 kg of CO₂/passenger as its target.

Other green initiatives for the year included the introduction of a carpooling platform coupled with internal campaigns to encourage employees to make their commute to and from work more environmentally friendly, and the planting of 198 Cupressus trees around the airport campus.

However, Malta Airport does not only work towards being a more responsible company by being mindful of its environmental impacts, but also by seeking to contribute to the local economy and striving to be a good neighbour and employer.

The airport's social efforts for 2017 centred heavily on its workforce, with



employees benefitting from a number of wellbeing initiatives aimed at helping them strike a good work-life balance and over 6,000 hours of training. In addition to this, 13 students were given the opportunity to gain on-the-job experience by carrying out placements and internships with the company.

Throughout the year, the company also supported external organisations and initiatives having the wellbeing of society at the core of their mission through community investments amounting to more than €113,000. The Malta Airport Foundation, on the other hand, focused on investing in projects aimed at enriching Malta's tourism offering, such as the restoration of Torri Xutu and the Combined Operations Room in Valletta, as well as a documentary about Comino. The independent foundation has so far committed nearly €500,000 to such projects.

To read the full sustainability report, visit www.maltairport.com.

L-AJRUPORT TA' MALTA JNAQQAS L-IMPRONTA TAL-KARBONJU TIEGHU SENA WARAS SENA: SPUNTI MIT-TIELET RAPPORT DWAR IS-SOSTENIBBILTÀ TAL-KUMPANIJA

Dan irriżulta mir-rapport dwar is-sostenibbiltà li gie ppubblikat mill-kumpanija f'konformità mal-istandards tal-Global Reporting Initiative. F'dan ir-rapport, l-Ajruport Internazzjonali ta' Malta jipprezenta l-impatti ekonomiċi, ambjentali u soċjali tiegħu u l-mod kif jiġġestixxi dawn l-impatti, b'enfasi fuq dawk li huma materjali għall-partijiet interessati prinċipali tal-ajruport u l-industrija tat-turizmu lokali.

Fl-2017, il-kumpanija kellha r-responsabbiltà li tiżgura li numru bla precedent ta' passiġġieri jgawdu esperjenza pjaċevoli u sigura fl-ajruport, f'konformità mal-impenn tagħha li twassal servizz eċċellenti lill-passiġġieri. Impenjata daqstant iehor li tiġġestixxi u timminimizza l-impatt tagħha fuq l-ambjent, il-kumpanija hadmet ukoll sabiex tassorbi l-emissjonijiet li jirriżultaw minn din l-attività miżjuda permezz ta' miżuri ta' mitigazzjoni implimentati matul is-sena.

Ir-rapport, fil-fatt, juri li l-intensità tal-emissjonijiet ta' gass b'effett serra tal-kumpanija, li hija metrika rikonoxxuta li tintuza sabiex jiġi mmonitorjati l-emissjonijiet, kienet ta' 1.02 kg ta' CO₂/passiġġier, jiġifieri tnaqqis ta' 16.2% meta mqabbel mal-2016. L-Ajruport Internazzjonali ta' Malta issa qed jimmira li jkompli jbaxxi dawn l-emissjonijiet tul l-2018 u qed jahdem

sabiex jilhaq il-livell ta' 0.96 kg ta' CO₂/passiġġier sal-ahhar tas-sena.

Inizjattivi ekoloġiċi oħrajn li ttehdut tul is-sena kienu jinkludu l-introduzzjoni ta' pjattaforma ta' carpooling u kampanji interni mahsubin sabiex iheggu lill-impjegati jagħmlu l-vjaġġ tagħhom lejn u mix-xogħol aktar sostenibbli, u kif ukoll it-thawwil ta' 198 Ċipressa madwar il-kampus tal-ajruport.

Madankollu, l-Ajruport ta' Malta ma jippruvax ikun kumpanija aktar responsabbli biss billi jimmonitorja l-impatti ambjentali tiegħu, iżda anki billi jahdem sabiex jikkontribwixxi għall-ekonomija lokali u sabiex ikun membru validu tal-komunità li fiha jopera u impjegatur tajjeb.

L-isforzi soċjali tal-Ajruport Internazzjonali ta' Malta għall-2017 kienu ffukati hafna fuq il-forza tax-xogħol tal-kumpanija, bl-impjegati jgawdu minn għadd ta' inizjattivi, mahsubin sabiex jgħinuhom jilhq u bilanċ tajjeb bejn ix-xogħol u l-hajja, u aktar minn 6,000 siegħa ta' tahrig. Barra minn hekk, 13-il student ingħataw l-opportunità li jiksbu esperjenza fuq il-post tax-xogħol permezz ta' apprendistati u tahrig mal-kumpanija.

Matul is-sena, il-kumpanija appoġġjat ukoll organizzazzjonijiet u inizjattivi esterni, li għandhom fil-qalba tal-missjoni tagħhom il-benesseri tas-soċjetà, permezz ta' investimenti komunitarji li ammontaw għal aktar minn €113,000. Il-Malta Airport Foundation, min-naha l-oħra, kompliet tiffoka fuq investimenti fi proġetti mmirati lejn it-titjib tal-prodott turistiku ta' Malta, bħar-restawr ta' Torri Xutu u l-Combined Operations Room fil-belt Valletta, kif ukoll il-produzzjoni ta' dokumentarju dwar Kemmuna. Sa issa, din il-fondazzjoni indipendenti kkommettiet mal-€500,000 għal tali proġetti.

Sabiex taqra r-rapport shih, zur www.maltairport.com.



The illustrations accompanying this piece were drawn by Maltese artist Marisa Attard and feature also in the company's sustainability report itself, as part of a series of nine illustrations. Malta Airport commissioned this artist to help it illustrate some of the main sustainability accomplishments of 2017, in line with its pledge to support local artists and businesses and provide them with a space where to showcase their talent and products.



L-illustrazzjonijiet li qed tara hawnhekk huma xogħol l-artista Marisa Attard u jidhru wkoll fir-rapport dwar is-sostenibbiltà tal-kumpanija, bħala parti minn serje ta' disa' illustrazzjonijiet. L-Ajruport ta' Malta kkommissjona lil din l-artista sabiex tghinu jipprezenta ahjar xi whud mill-kisbiet sostenibbli tiegħu għas-sena, f'konformità mal-impenn tiegħu li jappoġġja lill-artisti u lin-neożji lokali u jipprovdilhom spazju fejn ikunu jistgħu jesebixxu t-talent tagħhom u dak li għandhom x'joffru.

DESTINATION SEVILLE: ANCIENT ALLURE IN THE SOUTH OF SPAIN

Voted by Lonely Planet as the top city to travel to in 2018, Seville is one of the newest additions to our flight schedule. With an exciting history spanning some 3,000 years, Seville oozes an ancient allure. Memories of Seville's past, moulded by numerous civilisations, are preserved in the city's labyrinthine lanes, churches, and centuries-old palaces.

The UNESCO-listed Alcázar is one of the most dazzling edifices, fusing Mudéjar, Christian and Spanish elements in a way that is bound to impress even those who are no architecture mavens. If a feeling of déjà vu washes over you as you weave in and out of The Alcázar's intricately decorated chambers and halls, it might very well be because the palatial complex served as a filming location for Game of Thrones.

The city's cathedral is another aesthetically exquisite monument, with lavish decor and Moorish features dating back to a time when a mosque stood on the same site. Sprawling across 11,520 square metres and rising 42 metres tall, the cathedral's sheer size is as impressive as its embellishments and makes it one of the biggest Gothic buildings in Europe.

Although it is steeped in history, Seville is no old-fashioned fossil. Structures such as the Metropol Parasol, prove that Seville can be as hip as its more modern European counterparts. Seville is also pedalling its way towards becoming a top city for bicycle usage, and if you want to blend in with the Sevillanos, you might want to tour the city on two wheels. The Seville-by-bike experience is certainly amplified in spring, when Seville's many orange trees blossom and the air is heavy with a tangy scent.

While travelling by bike is still relatively new to the Sevillian lifestyle, siesta time is more firmly rooted in the city's everyday life. This allows locals, and tourists who observe the custom, to recharge properly before heading out for tapas and some fiery flamenco. •

FLIGHTS TO SEVILLE TAKE OFF FROM MALTA INTERNATIONAL AIRPORT EVERY WEDNESDAY AND SATURDAY.



DESTINAZZJONI SEVILJA: FAXXINU TA' ŻMINIJET IMGHODDIJA FIN-NOFSINHAR TA' SPANJA

Sevilja, li hija wahda mill-aktar destinazzjonijiet godda ghall-ajruport taghna, spicċata fil-quċcata tal-lista ta' Lonely Planet ta' bliet li ghandek iżżur fl-2018. Bi storja eċċitanti ta' aktar minn 3,000 sena, Sevilja ghandha certu faxxinu ta' żminijiet imghoddija.

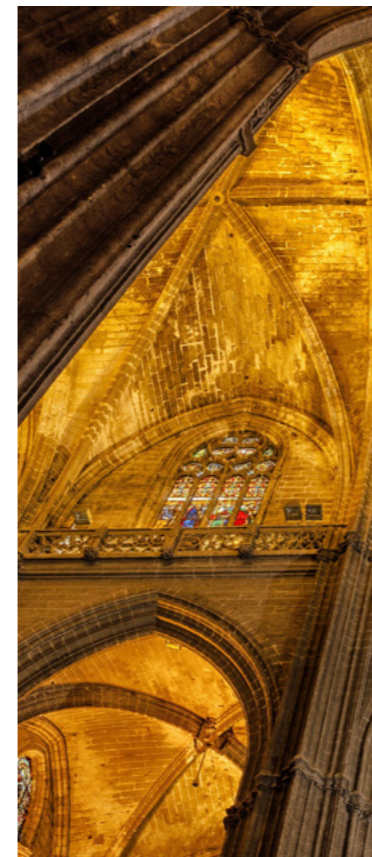
Memorji tal-passat ta' din il-belt Spanjola, li ġie influwenzat minn diversi civilizzazzjonijiet, huma pprizervati fit-toroq iserrpu tal-belt, fil-knejjes taghha u f'palazzi li nbnew sekli ilu. L-Alcázar, li huwa meqjus bhala sit ta' wirt storiku dinji mill-UNESCO, huwa wiehed mill-binjiet l-aktar impressjonanti tal-post. Dan il-palazz jaghġen flimkien elementi Mori, Kristjani u Spanjoli b'tali mod li x'aktarx jimpressjona anki lil dawk li ma tantx jifhmu fl-arkitettura. Jekk iżżur il-palazz u thoss sens ta' déjà vu, hekk kif tidhol u toroġ minn kamra moghnija b'tiżjin rikk ghal ohra, jista' jkun minhabba li fl-Alcázar ingibdu xi xeni tas-serje popolari Game of Thrones.

Il-katidral tal-belt huwa ġawhra arkitettonika ohra, b'dekor rikk u elementi Mori li jmorru lura ghal żmien meta fl-istess sit kien hemm moskea. Dan il-katidral huwa mifruq fuq 11,520 metru kwadru u jtila' l fuq 42 metru; dimensjonijiet li jkomplu jaghmlu lil din il-binja aktar spettakolari u, tabilhaqq,

wahda mill-akbar strutturi Gotiċi fl-Ewropa.

Ghalkemm l-istorja ta' Sevilja hija wahda li tmur lura hafna snin, il-belt żgħira ma baqgħetx imwahhla fil-passat, u strutturi bhall-Metropol Parasol jagħtuha angolu modern. Sevilja qed taqdef ukoll sabiex issir wahda mill-ibliet bl-oghla uzu ta' roti, u għalhekk jekk iżżur il-post tajjeb li tikkunsidra li tesplorah b'dan il-mezz ta' trasport. L-esperjenza certament li tigi amplifikata fir-rebbiegha meta l-hafna sigar tal-laring ta' Sevilja jagħmlu ż-żahar u l-arja tittaqal bi rwejjah pjaċevoli taċ-ċitru.

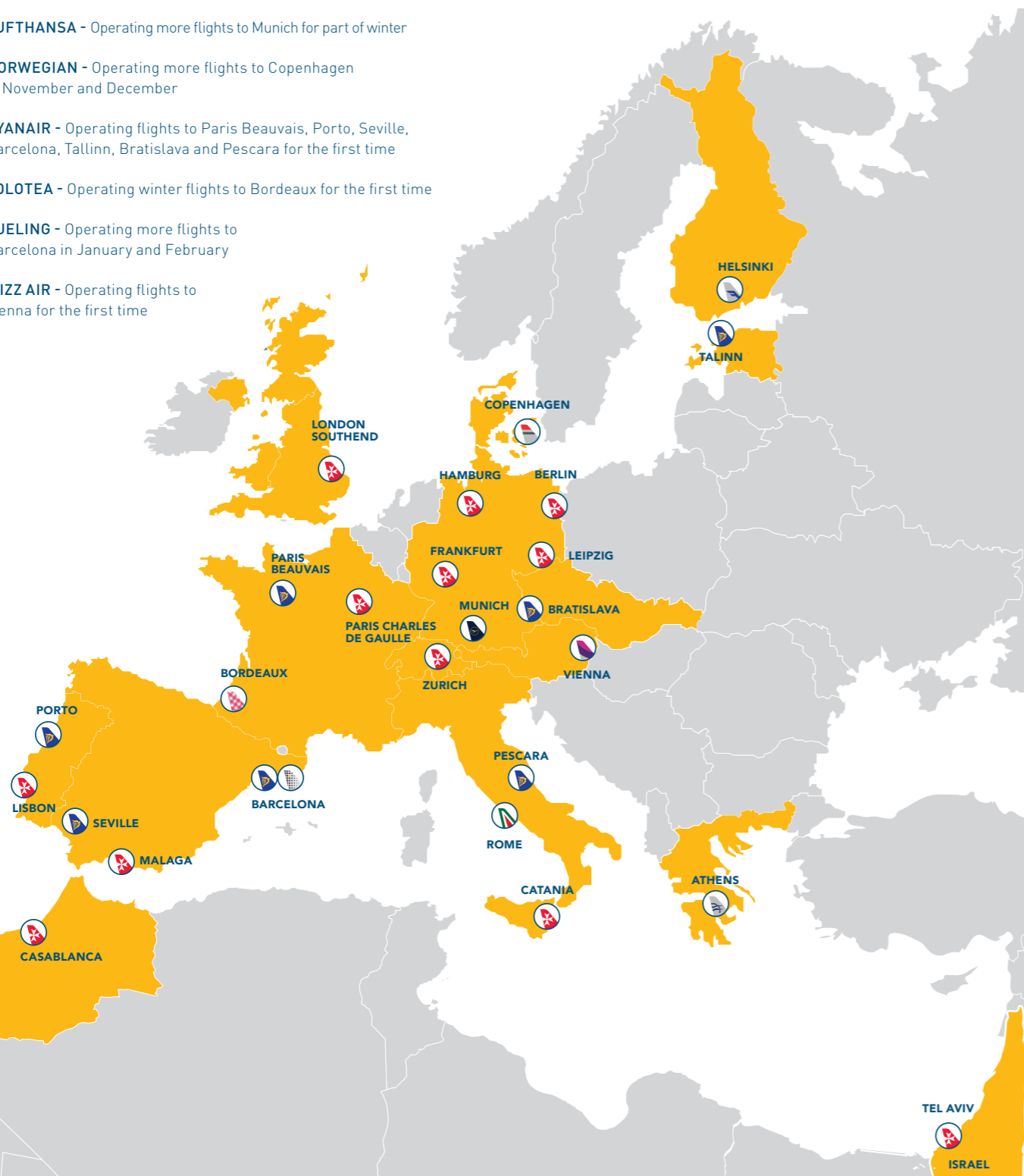
Filwaqt li l-ivvjagġjar bir-rotta huwa kuncett li qed jaqbad bil-mod il-mod, hin is-siesta huwa inkorporat sew fil-hajja ta' kuljum ta' Sevilja. Din il-pawsa tippermetti lin-nies tal-lokal, u lit-turisti li jagħzlu li josservaw id-drawwa, li jistrieħu biżżejjed sabiex filghaxija johorġu għal ftit tapas u xi spettaklu tal-flamenco. •



IT-TITJIRIET LEJN SEVILJA JITILQU MILL-AJRUPORT INTERNAZZJONALI TA' MALTA KULL NHAR TA' ERBGHA U NHAR TA' SIBT.

SOME NEW DEVELOPMENTS ON THE WINTER 2018/19 SCHEDULE

-  **AEGEAN** - Operating more flights to Athens
-  **AIR MALTA** - Operating winter flights to Berlin, Hamburg, Leipzig, London Southend, Lisbon, Malaga and Casablanca for the first time. Operating more flights to Paris CDG, Catania, Tel Aviv, Frankfurt and Zurich.
-  **ALITALIA** - Operating more flights to Rome Fiumicino
-  **FINNAIR** - Operating winter flights to Helsinki for the first time
-  **LUFTHANSA** - Operating more flights to Munich for part of winter
-  **NORWEGIAN** - Operating more flights to Copenhagen in November and December
-  **RYANAIR** - Operating flights to Paris Beauvais, Porto, Seville, Barcelona, Tallinn, Bratislava and Pescara for the first time
-  **VOLOTEA** - Operating winter flights to Bordeaux for the first time
-  **VUELING** - Operating more flights to Barcelona in January and February
-  **WIZZ AIR** - Operating flights to Vienna for the first time



EASING THE WAY: MALTA INTERNATIONAL AIRPORT ROLLS OUT AUTISM-FRIENDLY PROGRAMME

Airport processes have become routine for most of us, yet the journey through the terminal can at times still be stressful even for the savvy traveller. For families of children with autism and individuals within the spectrum, this journey may appear to be too overwhelming to even consider. Not wanting anyone to miss out on the excitement of air travel, Malta International Airport recently rolled out a programme aimed at easing the way to the aircraft for these airport guests.

The programme allows passengers to fill in a form available on the airport website to inform the team when they will be travelling and whether they will be needing an extra helping hand. Through the form, one can also order a free wristband or cap: two accessories that put the airport's trained team members in a better position to immediately identify the person needing additional assistance. This includes the possibility of fast tracking through some of the most difficult points of the journey.

Even before taking the actual trip, passengers with autism can book a practice run that familiarises them with the airport procedures and the different parts of the terminal. This 'rehearsal' is aimed at helping quell the fear that can arise from not knowing what lies ahead. While the unknown can trigger anxiety in most of us, this is generally heightened in individuals with autism.

With an average of 16,000 passengers passing through the terminal every day, Malta International Airport can get pretty busy especially at peak times. While this airport buzz puts many travellers in holiday mode, for passengers with autism the onslaught of stimuli can cause distress that mars the experience. For this reason, the airport has designated rooms within the different areas of the terminal as quiet spaces that provide a calming environment away from all the bustle.

For more information about this journey facilitation programme, visit www.maltairport.com.



JITNIEDA PROGRAMM TA' FFAĊĊILITAR TAL-VJAĠĠ TA' PERSUNI BL-AWTIŻMU

Il-proċessi tal-ajruport tista' tghid li ndraw minn hafna minna, iżda l-vjaġġ mit-terminal xi drabi xorta jista' jkun xi ftit stressanti, saħansitra għal persuni li jivvjaġġaw ta' spiss. Għall-familji ta' tfal bl-awtiżmu u individwi fuq l-ispettru tal-awtiżmu, dan il-vjaġġ jista' tabilhaqq jidher diffiċli wisq sabiex isir. Bil-għan li hadd ma jitlef mill-avventuri li jwassal għalihom l-ivvjaġġjar bl-ajru, l-Ajruport Internazzjonali ta' Malta recentement nieda programm sabiex ihaffef il-vjaġġ sal-ajruplan għal persuni fuq l-ispettru tal-awtiżmu.

Il-programm jippermetti lill-passiġġieri jimlew formola disponibbli onlajn sabiex jinfurmaw lit-tim tal-ajruport meta jkunu ser jivvjaġġaw u jekk jahsbux li ser ikollhom bżonn daqqa ta' id hekk kif jghaddu mill-ajruport. Permezz ta' din il-formola, il-passiġġieri jistgħu anki jordnaw brazzulettta jew beritta; żewġ aċċessorji li jingħataw b'xejn u li jgħinu lit-tim jidentifika faċilment lill-persuna li tkun teħtieġ assistenza addizzjonali. Din l-għajjnuna tinkludi l-possibbiltà li wiehed jghaddi minn rotot alternattivi għal dawk li jintuzaw mill-bqija tal-passiġġieri.

Anki qabel ma jerhulha fuq il-proprju vjaġġ, passiġġieri bl-awtiżmu jistgħu jibbukjaw sessjoni ta' Prattika li matulha jiffamiljarizzaw ruħhom mal-proċeduri tal-ajruport u l-partijiet differenti tat-terminal. Din il-'prova' hija mmirata li tneħhi l-biża' li tista' tirriżulta mill-fatt li ma tkunx taf xi jkun qed

jistenniek. Filwaqt li dak li mhux magħruf jista' jgħajjem ansjetajiet f'hafna minna, din is-sensazzjoni ġeneralment tkun aktar qawwija f'persuni bl-awtiżmu.

Medja ta' 16,000 passiġġier jużaw it-terminal kuljum u għalhekk l-Ajruport Internazzjonali ta' Malta jkun ikkaratterizzat minn attività kontinwa. Filwaqt li għal hafna din l-atmosfera tfisser li l-vaganza tagħhom bdiet tassew, fil-passiġġieri bl-awtiżmu tista' tikkawża ansjetà li jkollha impatt negattiv fuq il-vjaġġ tagħhom. Għaldaqstant, l-ajruport għażel xi kmamar f'punti differenti fit-terminal sabiex jintużaw bhala 'quiet rooms' li jipprovdu ambjent rilassanti u bla storbu lil hinn mill-attività fil-qalba tat-terminal.

Għal aktar informazzjoni dwar dan il-programm ta' ffaċilitar tal-vjaġġ, tista' żzur www.maltairport.com.

DIFFICULT TO MISS, IMPOSSIBLE TO IGNORE: SALTWATER OPENS ITS DOORS AT DEPARTURES

Like city squares, airports throb with life round the clock, and are great places where to observe the world go by over a cup of coffee or a pre-flight snack, with the added perk of not having to fight off an overly friendly pigeon attempting to share a table with you. What some travellers might find themselves trying to fight off, however, is the impulse to splurge on a heady, new fragrance or a second pair of designer sunglasses as they wait for their boarding call.

The temptation to indulge in a spot of last-minute shopping before taking off has become a little harder to resist at Malta International Airport, with the recent opening of SALTWATER. The fashion store houses a number of brands, ranging from the household names that are Emporio Armani, Diesel, Tommy Hilfiger, and Weekend by Max Mara to more up-and-coming designers, such as Orlebar Brown. Adding to the appeal of Orlebar Brown's attention to detail in creating a line of versatile swimwear for men, is the fact that the British brand is a newcomer to the local market.

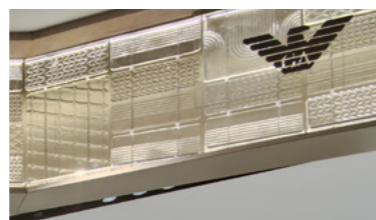
SALTWATER has also introduced to the Maltese islands Coach's and Longchamp's high-quality leather goods;

the former having a seemingly effortless American style and the latter bearing a distinctive French flair. Perhaps mostly known for its lightweight Le Pliage totes, Longchamp's offering extends beyond foldable bags, and includes shoes and accessories that exhibit a combination of unparalleled quality and craftsmanship.

Designed by an interior design and architecture firm that specialises in high-end retail spaces, restaurants and showrooms, the outlet itself is almost as enticing as the selection of ready-to-wear items, shoes and accessories that grace the shelves. Woods, marbles, and fabrics were specifically chosen to complement one another and create a refined yet welcoming air around the store, which puts both the brand-

conscious shopper and the traveller making a one-time purchase on a whim at ease.

Difficult to miss and impossible to ignore, SALTWATER is set to become a 'landmark' in the airport piazza, which attracts travellers looking for a gift for a special someone back home and passengers wanting to spoil themselves with a little luxury. •



SALTWATER JIFTAĦ IL-BIBIEN TIEGĦU FIŻ-ŻONA TAT-TLUQ TAL-AJRUPORT



Bhall-pjazez tal-ibliet, l-ajruporti huma postijiet fejn l-attività kważi ma taqta' qatt. Huma postijiet fejn wiehed jista' josserva l-hajja għaddejja waqt li jixrob xi kikkra kafè jew jiekol xi haġa qabel it-titjira, bil-vantaġġ li ma jkollu jiggieled mal-ebda hamiema li tistieden ruhha b'idejha fuq il-mejda. Izda jista' jkun li wiehed isib ruhu jiggieled l-impuls li jixtri xi fwieha għida jew nuċċali tax-xemx tad-ditta hekk kif ikun qed jistenna li jithabbar in-numru tal-gate.

Issa li fetax hanut għdid, bl-isem ta' SALTWATER, forsi t-tentazzjoni li tixtri qabel ittir saret kemxejn aktar diffiċli li tingheleb. Dan il-hanut joffri għadd ta' ditti; uħud minnhom, bħal Emporio Armani, Diesel, Tommy Hilfiger u Weekend by Max Mara, huma rinomati sew, u oħrajn, bħal

Orlebar Brown, huma f'it anqas stabbiliti. Id-ditta Inġliża Orlebar Brown qed issir sinonima ma' kollezzjonijiet ta' malji tal-irġiel versatili, u hija wkoll kompletament għida għas-suq lokali.

SALTWATER introduċa wkoll f'Malta l-prodotti tal-gilda ta' kwalità għolja ta' Coach u Longchamp; dik tal-ewwel ditta bi stil Amerikan u din tal-aħhar ditta Franciża. Longchamp hija magħrufa ma' hafna għall-basktijiet ħfief li jintwew tal-kollezzjoni Le Pliage, iżda l-offerta ta' din id-dar tal-moda hija hafna usa' minn hekk u tinkludi żraben u aċċessorji tal-ifjen kwalità u l-akbar dettall.

Id-dekor tal-hanut għie f'dat f'idejn kumpanija tad-disinn u l-arkitettura li hadmet ma' bosta hwienet, ristoranti

u showrooms mill-aktar lussużi. L-injam, l-irham u d-drappijiet li ntużaw jikkomplementaw lil xulxin b'tali mod li johloq ambjent raffinat iżda fl-istess hin akkoljenti, mahsub sabiex jappella kemm għax-xerrejja li jfittxu d-ditti u kemm għal dawk li jkun qad ifittxu li jagħmlu akkwist ta' darba qabel ma jsieferu.

SALTWATER żgur li ser ikun hanut popolari mal-passiġġieri li jkun qad ifittxu xi rigal għal xi hadd speċjali li jkun qad jistennihom id-dar u ma' dawk li jkun jixtiequ jiċċelebraw xi mument importanti bi f'it lussu aktar mis-soltu. •

SHARE PERFORMANCE

FROM MARCH TO AUGUST 2018

Despite the continued growth in monthly passenger numbers, record financial results for 2017 and the approval of the company's masterplan by the Planning Authority in late February 2018, MIA's share price continued to trade just below the €5.00 level during March and April, before slipping back to a new 4-month low of €4.82 by 7 May. However, following the publication of financial highlights for the first quarter, which reaffirmed the strong financial performance and position of MIA, the share price rebounded to reach a new all-time high of €5.05 by mid-June.

Although support somewhat waned in the subsequent weeks with the share price of MIA receding back to the €4.82 level by 25 June, interest reemerged as the company published yet another set of record financial results covering the first six months of 2018. Revenues from the airport and retail and property segments, for the first half of the year, totalled €40.9 million, translating into an increase of 11.5 per cent over the same six-month stretch in 2017.

Furthermore, MIA revised both its passenger and financial forecasts for 2018, helping the share price reach a new all-time high of €5.70 by early August. The company's revised traffic forecast indicates that 6.77 million passengers (+13 per cent) will pass through Malta International Airport by the end of the year, whilst the revised financial projections show that the company's revenue will exceed €90 million euro (+9.5 per cent).

Since the publication of the company's revised forecast, MIA's share price has eased back to the €5.55 level, which still represents a 12.4 per cent increase during the six months from March to August 2018. During this period, a total of 980,040 shares of MIA changed hands with a total value of €4.95 million, which is lower than the 1,225,872 shares (having a total of value €5.1 million) traded during the same period in 2017.



MALTA INTERNATIONAL AIRPORT PLC

Share Price from 01 March 2018 to 31 August 2018



PAYMENT OF DIVIDEND

In a meeting held on the 25 July, the Board of Directors approved a net interim dividend of €0.03 per share (gross €0.0461538) equivalent to €4,059,000 for payment on all shares settled as at close of business on Wednesday 22nd August 2018 and payable by no later than Friday 14 September 2018.



IL-PRESTAZZJONI TAL-ISHMA: MINN MARZU SA AWWISSU 2018

Minkejja ż-zieda kontinwa fin-numru tal-passiġġieri ghal kull xahar, riżultati finanzjarji rekord għall-2017 u l-approvazzjoni tal-masterplan tal-kumpanija mill-Awtorità tal-Ippjanar lejn l-aħhar ta' Frar, il-prezz tal-ishma tal-MIA baqa' ta' ftit anqas minn €5.00 għax-xhur ta' Marzu u April, qabel ma niżel għall-aktar livell baxx osservat tul l-erba' xhur ta' qabel ta' €4.82 sas-7 ta' Mejju. Madankollu, wara l-pubblikazzjoni ta' spunti finanzjarji mill-ewwel kwart tas-sena, li affermaw il-prestazzjoni finanzjarja b'saħħitha u l-pożizzjoni soda tal-kumpanija, il-prezz tal-ishma rkupra u lahaq quċċata ġdida ta' €5.05 sa nofs Ġunju.

Għalkemm l-interess f'dawn l-ishma naqas kemxejn fil-ġimghat segwenti, bil-prezz tal-ishma tal-MIA jerġa' jinżel għal-livell ta' €4.82 sal-25 ta' Ġunju, dan reġa' tqawwa hekk kif il-kumpanija ppubblikat riżultati finanzjarji rekord għall-ewwel nofs tal-2018. Id-dhul mis-segmenti tal-ajruport u tal-proprjetà u l-bejgh, għall-ewwel sitt xhur, lahaq l-€40.9 miljun; jiġifieri zieda ta' 11.5% fuq l-istess medda ta' sitt xhur fl-2017.

Barra minn hekk, l-MIA rrevediet ukoll il-previzjonijiet tat-traffiku u finanzjarji tagħha għall-2018, li taw spinta lill-prezz tal-ishma biex, għall-ewwel darba, dan lahaq €5.70 fil-bidu ta' Awwissu. It-tbassir tat-traffiku rivedut tal-kumpanija jindika li sal-aħhar tas-sena

6.77 miljun passiġġier (+13%) ser ikunu għaddew mill-Ajruport Internazzjonali ta' Malta, filwaqt li l-projezzjonijiet finanzjarji riveduti juru li d-dhul tal-kumpanija ser jaqbez id-€90 miljun ewro (+9.5%).

Mill-pubblikazzjoni ta' dan it-tbassir agġornat 'l hawn, il-prezz tal-ishma tal-MIA niżel lura għal-livell ta' €5.55; prezz li xorta jirrappreżenta zieda ta' 12.4% tul is-sitt xhur ta' bejn Marzu u Awwissu 2018. Tul dan il-perjodu, total ta' 980,040 sehem tal-MIA biddlu l-idejn b'valur totali ta' €4.95 miljun li huwa anqas minn-1,225,872 sehem (b'valur totali ta' €5.1 miljun) mixtrijun u mibjughin tul l-istess perjodu fl-2017.

HLAS TAD-DIVIDEND

F'laqgħa li saret fil-25 ta' Lulju, il-Bord tad-Diretturi approva dividend nett interim ta' €0.03 għal kull sehem (gross €0.0461538), ekwivalenti għal total ta' €4,059,000, pagabbli għall-ishma kollha li jkunu ġew ipproċessati sa nhar l-Erbgha 22 ta' Awwissu 2018, sa mhux aktar tard minn nhar il-Ġimgha 14 ta' Settembru 2018.