



MIA LINK



02

**ANNUAL GENERAL
MEETING UPDATE**

04

**INTERIM FINANCIAL REPORT
& COST-CUTTING MEASURES**

10

**MALTA AIRPORT
FOUNDATION CORNER:
THE TRIPTYCH OF THE
MADONNA DEL SOCCORSO**

WELCOME TO THE OCTOBER ISSUE OF THE MIA LINK

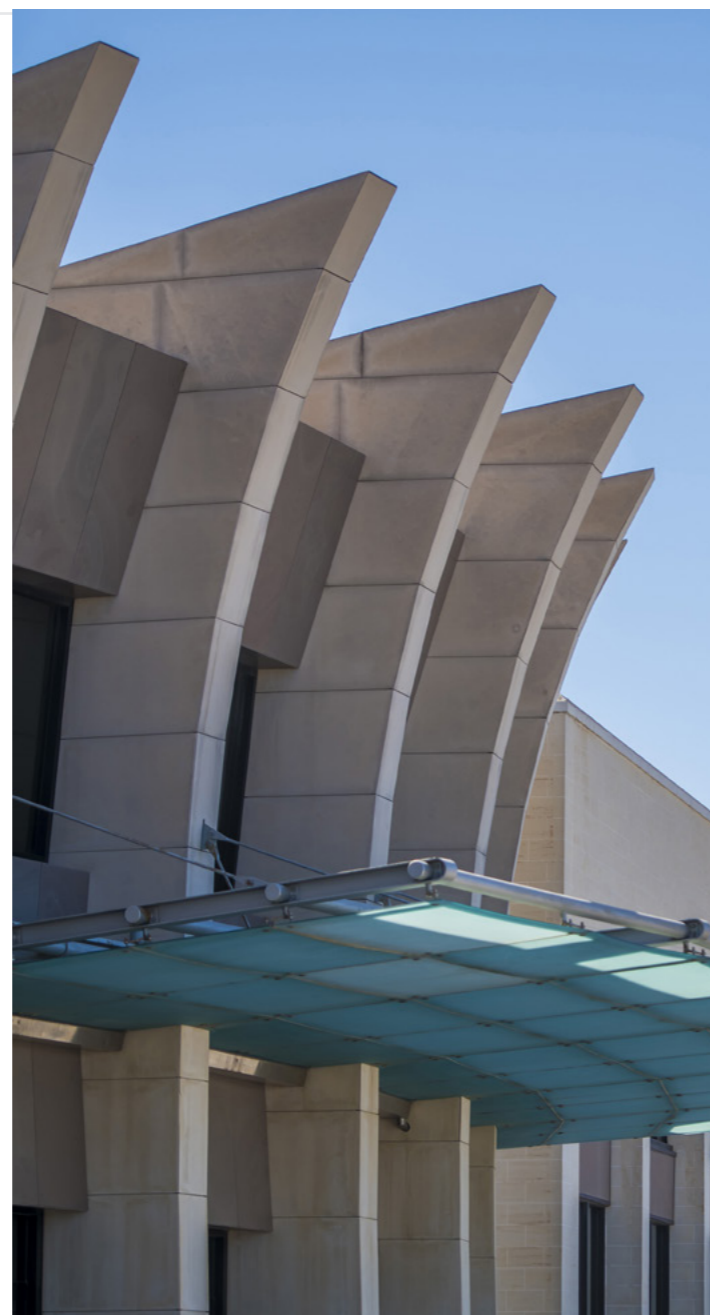
Dear Shareholder,

We hope that you are adjusting to 'the new normal'. Little did we know back in February, when we met at the Maritime Museum in Birgu for our shareholders' event, that it would only be a matter of weeks before such gatherings were banned and museums closed their doors, seeing many of us resort to online platforms for our entertainment and to communicate with our loved ones.

As was recently announced on the Malta Stock Exchange, this year's Annual General Meeting too will be held virtually, on 11 November 2020, with an aim to safeguard your health. We would like to take this opportunity to remind you that, given that the meeting will be streamed online, shareholders wishing to vote on the resolutions put to the Annual General Meeting would need to appoint the Chairman as their proxy and indicate their voting preferences. The relevant documents, together with the annual report, will be mailed to all shareholders who are on the members' register at close of business on 12 October 2020, at a later date.

Until we meet virtually, we hope to welcome you at Malta International Airport. We have left no stone unturned in our efforts to create a safe airport environment that allows travellers to enjoy the start of their trip. If you are not ready to take to the skies again just yet, you can still pay us a visit. You may find several vouchers that can be used at the outlets around the terminal and SkyParks Business Centre at the back of this newsletter, as a small token of our appreciation for your support, especially over the past few months.

Should you wish to send us suggestions on how we can improve this newsletter or feedback in relation to other matters, you may get in touch with us on shareholders@maltairport.com.



Merħba għall-ħarġa ta' Ottubru tal-MIA Link

Għażiż Azzjonist,

Nittamaw li, xi ftit jew wisq, qed tidra l-hafna bidliet li gabet magħha l-imxija tal-Covid-19. Min kellu jgħidilna fi Frar li għadda, meta l-tqajna għall-avveniment tal-azzjonisti fil-Mużew Marittimu tal-Birgu, li biss ftit ġimgħat wara, avvenimenti bħal dawn kienu ser jitwaqqfu u l-mużewijiet kienu ser jagħlqu l-bibien tagħhom? Minhabba dawn il-miżuri, hafna minna spiċċaw daru lejn mezzji virtwali sabiex iżommu ruħhom okkupati u f'kuntatt mal-ħbieb u l-graba.

Kif habbarna ftit ilu fuq il-Borża ta' Malta, il-Laqqha Annwali Generali tal-kumpanija ta' din is-sena ser tkun waħda virtwali wkoll u ser issir fil-11 ta' Novembru 2020. Filwaqt li nafa li din il-laqqha tkun mistennija minn hafna mill-azzjonisti tagħna, hassejna li ma kienux prudenti li niltaqqu bħal ma dejjem għamilna fi snin oħra minhabba s-sitwazzjoni bla precedent li ninsabu fiha. Nixtiequ nfakkruk li, minhabba li l-Laqqha Annwali Generali ser tkun tista' ssegwiha biss onlajn, l-azzjonisti li jixtiequ jivvutaw fuq ir-riżoluzzjonijiet ipprezentati waqt din il-laqqha ser jintalbu

jahtru liċ-Ċermen bħala l-proxy tagħhom u jindikaw kif jixtiequ jivvutaw fuq il-formola tal-proxy. Id-dokumenti rilevanti, flimkien ma' kopja tar-rapport annwali, ser jintbagħtu lill-azzjonisti li isimhom jidher fuq ir-registru tal-membri fi tmiem il-jum tat-12 ta' Ottubru 2020, aktar 'il quddiem.

Sakemm niltaqqu b'mod virtwali f'Novembru, nittamaw li nkunu nistghu nilqgħuk fl-Ajruport Internazzjonali ta' Malta. Il-kumpanija hadet kull miżura possibbli sabiex il-passiġġieri jkunu jistghu jgawdu esperjenza tajba fl-ajruport minkejja s-sitwazzjoni kurrenti. Jekk għadek m'intix lest li terġa' tidda tivvjaġġa, nistednuk tiġi sal-ajruport xorta waħda u tagħmel użu mill-kupuni li jinsabu fuq wara tal-fuljett.

Jekk tixtieq tibgħatilna s-suggerimenti tiegħek dwar kif nistghu ntejbju l-fuljett jew dwar kwistjonijiet oħrajn li jirrigwardaw l-ajruport, tista' tgħaddihomlna fuq shareholders@maltairport.com.

MESSAGE FROM THE CEO

2020 started on a promising note, with the first two months of the year registering double-digit passenger growth, in line with our strategy to attract year-round tourism, and further growth in passenger traffic being forecast. However, the Covid-19 pandemic quickly put paid to our traffic projections and constrained us to announce - just months after its unveiling - that we would be putting on hold an ambitious investment in a 5-star airport for the Maltese islands until we gained better visibility of the way ahead.

While this crisis has taken a severe toll on us, I believe that there have been some silver linings to the doom and gloom. There are lessons that this crisis has taught us or highlighted, such as the importance of having diversified revenue streams. Fortunately, diversification has long been etched in our business strategy, and has helped us build some of the resilience needed to face this unprecedented crisis. As travel bans practically paralysed air traffic to and from our airport, dealing a staggering blow to our main revenue stream in the process, non-aviation activities that were not impacted by the crisis generated a financial lifeline for the company.

This, together with the cost-cutting measures announced in April, buoyed us up in uncharted waters and helped us keep all our employees on board. It was certainly not easy to announce and implement measures that directly impacted two of our most esteemed stakeholder groups - namely our employees and shareholders. However, the support and understanding received from both parties has strengthened our resolve not to let the crisis throw our business into disarray.

While days are much quieter in terms of passenger traffic, we are still keeping busy. Works on two projects that were at an advanced stage when the pandemic struck - the expansion of the cargo village and the construction of the multi-storey car park - have progressed well,



and we are also currently analysing the bids received in response to a call for a hospitality partner for the management of the SkyParks 2 hotel. Choosing the winning bid would constitute another step towards getting this project off the ground. We also sought to do our bit for the environment through two sea-bed clean-ups organised by the Malta Airport Foundation in Birzebbuga and Wied iz-Zurrieq, and the approval of the company's comprehensive Environmental Plan, through which we have formalised our eco-commitments.

Our topmost priority, however, remains the health of our employees; stakeholders working on the airport campus; travelling and non-travelling guests; and the wider local public. As has been highlighted by the pandemic, striking just the right balance between a healthy economy and a healthy population is a very delicate task at this point in time. As a company, we thus remain committed to contributing to the re-start of our economy in a responsible manner, by addressing our short-term challenges whilst not losing sight of the company's long-term objectives.

Our industry is a resilient one and will eventually recover. It will, however, take time, hard work, stakeholder collaboration, and foresight before we can experience better days.

IL-MESSAĠĠ TAS-CEO

Is-sena 2020 bdiet fuq nota inkoraggjanti, hekk kif l-ewwel xahrejn irregistraw zieda fin-numri tal-passiġġieri, f'konformità mal-istrateġija tagħna li nindirizzaw l-istagjonalità, u bassarna li ser ikollna aktar tkabbir sal-aħħar tas-sena. Hekk kif faqqgħet il-Covid-19, iżda, il-projezzjonijiet tagħna malajr inbidlu, u kellna anki nħabbu li ma konniex ser nagħtu bidu għall-proġett tal-espansjoni tat-terminal, li konna żvelajna f'Janjar 2020.

Filwaqt li din il-kriżi kellha impatt kbir fuqna, nemmen li kien hemm ukoll affarijiet kemxejn pożittivi li harġu minnha. Din il-kriżi fakkritna, pereżempju, kemm hu importanti li kumpanija bħal tagħna ma tiddependix biss fuq sors wiehed ta' dhul. Id-diversifikazzjoni ilha mnaqqxa fl-istrateġija tan-negozju tagħna għal għadd ta' snin u żgur għenitna sabiex nibnu r-reziljenza tagħna għal sitwazzjonijiet bħal dawk li qegħdin naffaċċjaw bħalissa. Hekk kif il-projbizzjonijiet fuq l-ivvjaġġar ipparalizzaw it-traffiku kummerċjali minn u lejn l-Ajruport Internazzjonali ta' Malta, b'konsegwenzi negattivi fuq is-sors ta' dhul prinċipali tagħna, attivitajiet li mhumieq marbutin mal-avjazzjoni u li ma ntaqtux mill-kriżi komplew jirrendulna dhul, għalkemm limitat.

Dan, flimkien ma' miżuri sabiex innaqqsu in-nefqa tal-kumpanija, għenna ninnavigaw il-kurrenti tal-kriżi u nżommu lill-impjegati kollha tagħna abbord. Ċertament li ma kienux faċili li nħabbu u nimplimentaw miżuri li laqtu b'mod dirett lill-impjegati u lill-azzjonisti tagħna, iżda l-appoġġ li rċevajna mingħand dawn iż-żewġ partijiet interessati kompli saħħah id-determinazzjoni tagħna li negħlbu l-isfidi li kellna quddiemna.

Filwaqt li mill-aspett ta' passiġġieri, ninsabu hafna aktar kwiet, il-jiem tagħna xorta huma mimlijin bil-hidma. Żewġ proġetti li kienu waslu fi stadju avanzat meta laqitna l-Covid-19, jiġifieri l-estensjoni tal-cargo village u l-kostruzzjoni tal-parkeġġ il-ġdid tagħna, qorbu aktar lejn l-aħħar stadji tagħhom. Attwalment qegħdin niflu wkoll il-proposti li rċevajna wara li għamilna

sejha għal hospitality partner sabiex jiġġestixxi l-lukanda li ser tkun parti mill-kumplex SkyParks 2. Ladarba tintgħazel l-offerta rebbieha nkunu għamilna pass iehor lejn il-bidu ta' dan il-proġett. Sodisfatti wkoll li sibna ċ-ċans naghmlu xi haġa siewja għall-ambjent permezz ta' inizzjattiva tal-Malta Airport Foundation, li biha rnexxielna nnaqdu qiegħ il-baħar f'Wied iz-Zurrieq u Birzebbuga. Barra minn hekk, bl-approvazzjoni ta' Pjan Ambjentali komprensiv tal-kumpanija, ifformalizzajna l-impenn ekoloġiku tagħna.

Ir-responsabbiltà prinċipali tagħna, madankollu, tibqa' li nħarsu s-saħħa tal-impjegati, ta' kull min jahdem l-ajruport, tal-passiġġieri u ta' persuni oħrajn li jżuruna, u tal-pubbliku lokali b'mod usa'. Il-pandemija wrietna li hija biċċa xogħol delikata immens li tilhaq il-bilanċ ideali bejn ekonomija b'saħħitha u poplu b'saħħtu. Għaldaqstant, aħna ser nibqgħu naghmlu l-almu tagħna sabiex nikkontribwixxu b'mod responsabbli għall-irkupru tal-ekonomija tagħna, filwaqt li nkomplu niehdu approċċi li jagħtu riżultati fit-tul kif dejjem għamilna.

L-industrija tagħna hija waħda reziljenti u għad tirkupra. Hemm bżonn, iżda, taż-żmien, l-impenn, il-kollaborazzjonijiet bejn l-atturi tal-industrija u l-abbiltà li nħarsu fit-tul sabiex inkunu nistghu naslu għal jiem aħjar.

INTERM FINANCIAL REPORT AND COVID-19 COST-CUTTING MEASURES

FINANCIAL PERFORMANCE

As published in Malta International Airport's interim financial report in July 2020, the Company's total revenue for the first six months of the year decreased by 67%; namely from EUR 44.6 million in the first half of 2019 to EUR 14.9 million in the first half of 2020. This decrease was largely due to the significant downturn in passenger traffic resulting from a ban on all commercial flights, which came into effect on 21 March 2020.

The coming to a standstill of commercial airport operations resulted in a decrease in revenues from the airport segment - which dropped by 73% from EUR 31.0 million in the first half of 2019 to EUR 8.4 million in the first half of 2020. The retail and property segment too was impacted by measures taken on a national level to curb the spread of Covid-19, with a decrease of 51% - equivalent to EUR 6.8 million - in revenues generated by this segment being registered during the period under review.

During the first half of the year, operating costs were reduced by EUR 4.3 million (-34.2%) when compared to 2019, as variable costs for customer services, security, maintenance, and VIP products were in line with passenger volumes, registering a double-digit decrease. Nevertheless, overall cost discipline, including the steering of fixed costs,

was of utmost importance to mitigate the decrease in revenues. The total expenditure during the reporting period amounted to EUR 12.4 million, translating into a decrease of EUR 5.2 million (-29.7%) when compared to the first half of 2019.

Notwithstanding, EBITDA of the Group decreased by 90.5% over the previous year; from EUR 27.0 million to EUR 2.6 million, translating in a net loss of EUR 2.0 million.

INITIATIVES TO PRESERVE LIQUIDITY AND MAINTAIN FINANCIAL STABILITY

With Malta International Airport temporarily closing down to all commercial flight operations, immediate measures were taken to stabilise the financial position of the Group. The Company started by evaluating several scenarios to enable it to assess the ramifications of the airport closure on the overall business, and to identify measures that could be adopted with a view to mitigate the adverse impact on the Company as a result of the Covid-19 crisis as well as the post-pandemic recovery.

In an effort to preserve liquidity to see Malta International Airport plc through the current year, the Company implemented several strict cost-cutting

measures targeting an initial reduction of overall operating costs of 30%. To this end, the Board of Directors of the Company, including the Chief Executive Officer and the Chief Financial Officer, took a voluntary 30% reduction in their remuneration. Moreover, the management team of Malta International Airport accepted the Company's proposed temporary salary reductions of 25%, effective from April until July.

In addition to the contributions of the Board of Directors and the management team, temporary salary reductions based on a 4-day working week for the period stretching from April to July were agreed to by the two Unions representing Malta International Airport's employees. These measures led to a decrease of EUR 0.9 million (-18.4%) in staff costs during the first half of 2020 when compared with the same period last year.

In addition to these internal measures, the Directors also re-considered their original recommendation for the payment of a final net dividend to shareholders of EUR 0.10 cents per share, announced on 26 February 2020. After having evaluated the overall position, the Board of Directors announced that, with a view to manage the Company's cash reserves in a moment of severe curtailment of revenue generation, it would be prudent to withdraw its recommendation for the declaration of a dividend.

CAPEX ADJUSTMENT AND INVESTMENT UPDATE

The Company also made drastic adjustments to its original capital expenditure programme for 2020 and suspended all non-essential projects, resulting in a decrease in the capital expenditure from EUR 7.0 million in the first half of 2019 to EUR 5.4 million during the reporting period. The Company's focus was shifted to works that are essential to maintain its assets in good condition and the completion of major projects, which were at an advanced stage when the Covid-19 pandemic broke out.

The first of these projects is the expansion of the cargo village, which is aimed at scaling up Malta International Airport's cargo handling capabilities, whilst furnishing the area with a car park

that can accommodate 330 vehicles. The second ongoing project is the construction of the new multi-storey car park, which is envisaged to be completed in 2020. Besides introducing 1,300 covered parking spaces on the airport campus, the complex will provide airport-based car rental companies with a more convenient operating and office space.

In relation to its SkyParks 2 investment in a multi-purpose building encompassing office, food and beverage, and commercial space, as well as a business hotel, the Company issued a call for proposals from potential hospitality partners to operate this hotel in the first quarter of 2020. A number of bids that were received in relation to this call are presently being evaluated, with the eventual choice of the winning bid signalling another step towards the start of this project. •

RAPPORT FINANZJARJU TA' NOFS IS-SENA U MIŻURI MMIRATI LEJN IT-TNAQQIS TAN-NEFQA TAL-KUMAPNIJA

PRESTAZZJONI FINANZJARJA GHALL- EWWEL NOFS TAL-2020

Kif għe ppubblikat f'Lulju fir-rapport finanzjarju ta' nofs is-sena tal-Ajruport Internazzjonali ta' Malta, id-dhul totali tal-Kumpanija għall-ewwel sitt xhur tas-sena naqas b'67%; jgħifieri minn EUR 44.6 miljun fl-ewwel nofs tal-2019 għal EUR 14.9 miljun fl-ewwel nofs tal-2020. Dan it-tnaqqis kien prinċipalment riżultat ta' tnaqqis sinifikanti fit-traffiku tal-passiġġieri li, min-naha tiegħu, irriżulta minhabba l-projizzjoni fuq it-titjriet kummerċjali kollha lejn Malta li dahlet fis-sehh fil-21 ta' Marzu 2020.

Il-fatt li l-operat kummerċjali tal-ajruport dam wieqaf għal ftit aktar minn tliet xhur wassal għal tnaqqis ta' 73% fid-dhul mill-attivitàjiet relatati mal-avjazzjoni, jgħifieri minn EUR 31.0 miljun fl-ewwel nofs tal-2019 għal EUR 8.4 miljun fl-ewwel nofs tal-2020. Is-segment tal-proprietà u l-bejgħ tal-Kumpanija wkoll għe affettwat minn miżuri li ttiehdu fuq bażi nazzjonali fi sforz sabiex jitwaqqaf it-tixrid tal-Covid-19. It-telf minn dan is-segment tul il-perjodu inkwistjoni kien ta' 51%, ekwivalenti għal EUR 6.8 miljun.

Tull-ewwel nofs tas-sena, in-nefqa marbuta mal-operat tnaqqset b'EUR 4.3 miljun (-34.2%) meta mqabbla man-nefqa għall-istess perjodu fl-2019. L-ispejjeż varjabbli għas-servizzi tal-klijenti, is-servizzi ta' sigurtà, il-manutenzjoni u l-prodott VIP naqsu b'mod parallell mat-tnaqqis fil-volumi tal-passiġġieri. Madankollu, kienet mehtieġa wkoll dixiplina fiskali, inkluż tnaqqis fl-ispejjeż fissi, sabiex ikun hemm mitigazzjoni tat-tnaqqis fid-dhul. L-ispiża totali tul il-perjodu inkwistjoni kienet ta' EUR 12.4 miljun, jgħifieri tnaqqis ta' EUR 5.2 miljun (-29.7%) meta mqabbel mal-ewwel nofs tal-2019.

Minkejja dan, l-EBITDA tal-Grupp naqas b'90.5% fuq is-sena ta' qabel; jgħifieri minn EUR 27.0 miljun għal EUR 2.6 miljun, li jsarraf f'telf nett ta' EUR 2.0 miljun.

INIZJATTIVI SABIEX TIĠI PPRISERVATA L-LIKWIDITÀ U TINŻAMM STABILITÀ FINANZJARJA

Hekk kif it-titjriet kummerċjali li setghu jastu jew jittilqu mill-Ajruport Internazzjonali ta' Malta għe sospiżi b'mod temporanju, fil-pront ittiehdu miżuri sabiex il-pożizzjoni finanzjarja tal-Grupp tiġi stabbilizzata. Il-Kumpanija bdiet billi analizzat diversi xenarji sabiex tkun tista' tevalwa bir-reqqa l-implikazzjonijiet tal-gheluq tal-ajruport fuq in-negożju kollu, u tipproċedi billi tidentifika l-aktar miżuri effettivi għall-mitigazzjoni tal-impatt negattiv tal-kriżi tal-Covid-19 fuq il-Kumpanija.

Sabiex tiġi ppriservata l-likwidità tal-Ajruport Internazzjonali ta' Malta, il-Kumpanija implimentat diversi miżuri mmirati sabiex jitnaqqsu l-ispejjeż, bil-mira inizjali tkun it-tnaqqis tan-nefqa marbuta mal-operat bi 30%. Għal dan il-ghan, il-Bord tad-Diretturi tal-Kumpanija, inklużi l-Kap Eżekuttiv u l-Kap Finanzjarju, aċċettaw li r-rimunerazzjoni tagħhom titnaqqas bi 30%. Barra minn hekk, il-membri tal-manigment tal-Ajruport Internazzjonali ta' Malta aċċettaw il-proposta tal-Kumpanija li l-pagi tagħhom jitnaqqsu b'25%, miżura li damet fis-sehh minn April sa Lulju.

Barra minn dawn il-kontribuzzjonijiet, għe affettwat ukoll tnaqqis temporanju fil-pagi li kien ibbażat fuq ġimgha tax-xogħol imqassma fuq erbat ijiem għall-perjodu ta' bejn April u Lulju. Dan it-tnaqqis kien approvat miż-zewġ unjins li jirrapprezentaw il-bqija tal-haddiema tal-ajruport.

Dan kollu wassal għal tnaqqis ta' EUR 0.9 miljun (-18.4%) fi spejjeż relatati mal-persunal għall-ewwel nofs tas-sena, meta kkumparat mal-istess perjodu s-sena li għaddiet.

Barra minn dawn il-miżuri interni, id-Diretturi reġghu kkunsidraw ir-rakkomandazzjoni originali tagħhom għall-pagament ta' dividend nett finali

lill-azzjonisti ta' EUR 0.10 cents għal kull sehem, li thabbret fis-26 ta' Frar 2020. Wara li evalwa l-pożizzjoni ġenerali tal-Kumpanija, il-Bord tad-Diretturi habbar li, bil-ghan li jiġu ġestiti r-riservi tal-Kumpanija f'sitwazzjoni fejn il-ġenerazzjoni tad-dhul kienet wahda limitata hafna, kien ser jirtira r-rakkomandazzjoni tiegħu għad-dikjarazzjoni ta' dividend.

AGĠUSTAMENT TAL-CAPEX U AGĠORNAMENT FUQ L-INVESTIMENTI

Il-Kumpanija għamlet ukoll agġustamenti drastici fil-programm ta' nefqa kapitali originali tagħha għall-2020 u ssospendiet kull proġett li ma kienx essenzjali. Dan wassal biex in-nefqa kapitali naqset minn EUR 7.0 miljun fl-ewwel nofs tal-2019 għal EUR 5.4 miljun waqt il-perjodu inkwistjoni. Il-fowkus tal-Kumpanija dar fuq xogħlijiet li huma essenzjali sabiex iżzomm l-assi tagħha f'kundizzjoni tajba u t-tlestija ta' proġetti kbar li kienu diġà fi stadju avanzat meta faqqgħet il-pandemija.

L-ewwel wiehed minn dawn il-proġetti huwa l-estensjoni tal-cargo village; investiment li ser jghin lill-Ajruport Internazzjonali ta' Malta jtejjeb il-kapaċità tiegħu li jiġġestixxi l-merkanzija u johloq parkeġġ li jista' jakkomoda 330 vettura għal din iż-żona. It-tieni proġett li għadu għadde, u li huwa mistenni jitlesta fl-2020, huwa l-kostruzzjoni ta' parkeġġ b'diversi sulari. Dan il-kumpless ser jipprovidi 1,300 spazju ta' parkeġġ mgħotti, kif ukoll ufficini u spazju għall-operat għal kumpaniji li joffru s-servizz tal-kiri tal-karozzi mill-ajruport.

Fir-rigward tal-investiment fi SkyParks 2 - binja li ser toffri spazju għal ufficini ta' kwalità, ristoranti u hwienet kummerċjali, u lukanda - il-Kumpanija harġet sejha għal proposti minghand hospitality partners potenzjali fl-ewwel kwart tal-2020. Il-Kumpanija rċeviet għadd ta' proposti f'dan ir-rigward li bħalissa qegħdin jiġu evalwati sabiex tkun tista' tintgħazel l-offerta rebbeha. •



A DETAILED TRAFFIC UPDATE

FOR THE FIRST EIGHT MONTHS OF THE YEAR

2020 started on a positive note for Malta International Airport, with January and February registering double-digit growth in passenger numbers of 14.2% and 17.3% respectively. By the end of the first quarter, however, Malta International Airport was looking at a different picture, as were tourism and aviation stakeholders across the globe, due to the Covid-19 crisis. Airports Council International (ACI) reported that whereas with the financial crisis it took European airports 12 months to lose 100 million passengers, with the Covid-19 pandemic, European airports suffered bigger losses in traffic in a matter of 31 days.

Introduction of Travel Restrictions and their Impact

A declining travel demand was reflected in drops in seat load factors (SLF), particularly on routes between Malta and Italy, as early as the last week of February, as Europe reeled from the initial shock waves of the Covid-19 pandemic.

When the first travel bans were introduced in the second week of March by government, in an effort to rein in the spread of Covid-19 in Malta, four of Malta International Airport's top markets, namely Italy, Germany, France and Spain, were dealt a direct blow. Each one of these top drivers of traffic registered

drops in March passenger numbers, which ranged between 62.4% and 87.4%.

Mounting travel restrictions culminated in the ban of all commercial flights, which came into effect on 21 March 2020, and contributed to a drop of 64.5% in March passenger traffic when compared to the same month in 2019.

Quarter 2 and Mid-Year Traffic

The afore-mentioned ban led Malta International Airport to shift the focus of its operation to the facilitation of humanitarian, repatriation and cargo flights. In the second quarter of the year, Malta International Airport handled 822 flights, translating into a decrease of 94.3% over the same comparable period in 2019. Of this total, 62% were cargo flights and 38% were humanitarian and repatriation flights, ferrying 8,799 passengers between Malta International Airport and a number of countries.

June brought to an end the first half of an unusually quiet year at Malta International Airport, as well as the travel ban on commercial flights, which had been in place since March. As a consequence of commercial air traffic having been at a stand-still for over three months, passenger traffic for the first six-month period of 2020 decreased by 68.7%

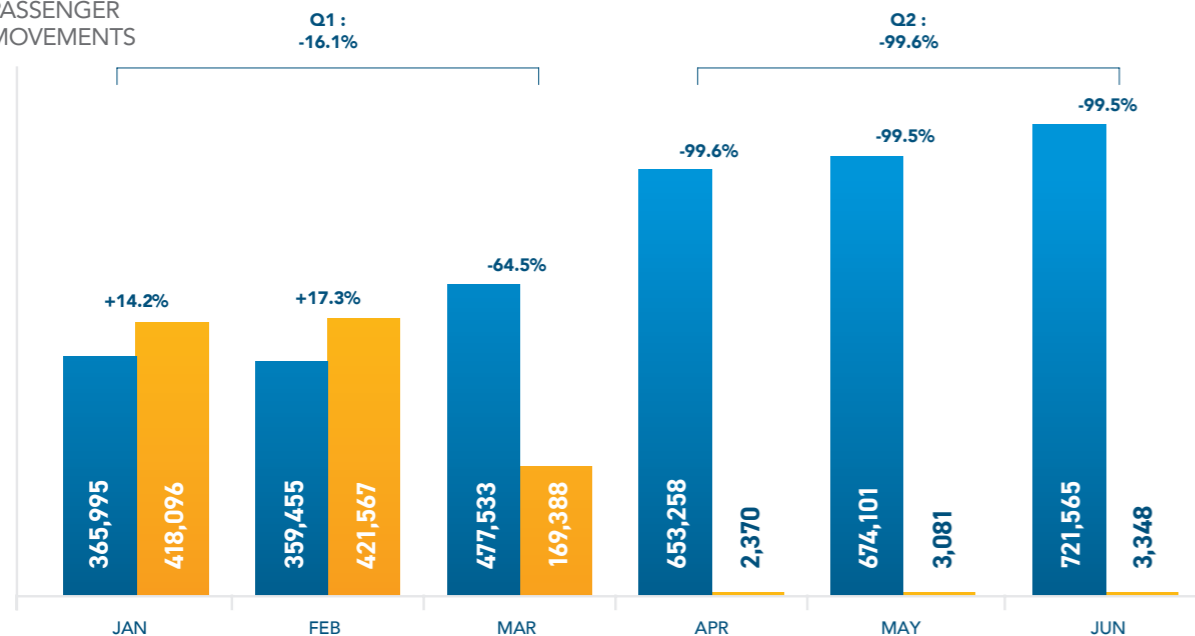
Resumption of Operations

On 1st July, Malta International Airport reopened to commercial flights and saw passengers starting to trickle in as travel restrictions were lifted in phases. Throughout the month, the airport welcomed 152,818 passengers, which translates into a drop in traffic of 80.9%.

August traffic was more promising as 252,022 passengers passed through Malta International Airport throughout the month, equating to a drop of 69.4% in traffic over August 2019. While the first two weeks of August were the busiest in terms of passengers handled by Malta International Airport since its reopening, a weaker traffic performance was registered in the second half of the month as Malta introduced its amber list and a number of countries announced travel restrictions for passengers travelling to and from the island.

With several aviation organisations predicting that, in a best-case scenario, pre-Covid figures will be reached in 2023, Malta International Airport remains committed to working with local tourism stakeholders and its partner airlines to rebuild the airport's route network in a sustainable manner over the coming years. •

PASSENGER MOVEMENTS



RAPPORT TAT-TRAFFIKU DDETTALJAT

GHALL-EWWEL TMEN XHUR TAS-SENA

Is-sena 2020 bdiet fuq nota pozittiva għall-Ajruport Internazzjonali ta' Malta, bix-xhur ta' Jannar u Frar jirregstraw zieda fil-passiġġieri ta' 14.2% u 17.3%, rispettivament. Sa tmiem l-ewwel kwart tas-sena, madankollu, l-istampa kienet wahda differenti kemm għall-Ajruport Internazzjonali ta' Malta u kemm għall-maġġoranza tal-operaturi fil-qasam tat-turizmu u l-avjazzjoni madwar id-dinja minhabba l-Covid-19. Airports Council International (ACI), fil-fatt, irrapporta li filwaqt li l-kriżi finanzjarja wasslet lill-ajruporti Ewropej sabiex jirrapportaw li t-traffiku tagħhom naqas b'100 miljun passiġġier f'temp ta' 12-il xahar, fil-każ tal-imxija tal-Covid-19, fi żmien 31 jum biss, it-tnaqqis fin-numru tal-passiġġieri kien akbar.

Introduzzjoni ta' Restrizzjonijiet fuq l-Ivvjaġġar u l-Impatt Tagħhom

Domanda għall-ivvjaġġar li bdiet tiddghajef sarrfet f'seat load factors (SLF) aktar baxxi, partikolarment fuq rotot bejn Malta u l-Italja, lejn l-ahhar ta' Frar, hekk kif l-Ewropa bdiet thoss l-ewwel effetti tal-imxija tal-Covid-19.

L-ewwel restrizzjonijiet fuq l-ivvjaġġar li ġew introdotti fit-tieni ġimgħa ta' Marzu mill-awtoritajiet, sabiex tiġi kkontrollata l-imxija tal-Covid-19 f'Malta, kellhom impatt dirett fuq erbgħa mill-aqwa swieq tal-Ajruport Internazzjonali ta' Malta, jiġifieri l-Italja, il-Ġermanja, Franza u Spanja. Kull wiehed minn dawn is-swieq

ra tnaqqis fin-numri ta' passiġġieri għax-xahar ta' Marzu li varja bejn 62.4% u 87.4%.

Ir-restrizzjonijiet li ġew introdotti b'mod gradwali laħqu l-quċcata tagħhom meta fil-21 ta' Marzu 2020 ġew sospizi t-titjiriet kummerċjali kollha lejn Malta. Din is-sospensjoni wasslet għal tnaqqis ta' 64.5% fit-traffiku tal-passiġġieri għax-xahar ta' Marzu meta mqabbel mal-istess xahar fl-2019.

It-Tieni Kwart tas-Sena u s-Sitwazzjoni sa Nofs is-Sena

Il-projbizzjoni fuq l-ivvjaġġar li ssemmiet aktar kmieni fissret li l-uniċi titjiriet li setghu jaslu u jitilqu mill-Ajruport Internazzjonali ta' Malta kienu dawk umanitarji, ta' ripatriazzjoni u ta' ġarr tal-merkanzija. Fit-tieni kwart tas-sena, l-Ajruport Internazzjonali ta' Malta rreġistra 822 titjira, jiġifieri tnaqqis ta' 94.3% fuq l-istess perjodu kumparabbli fl-2019. Minn dan it-total, 62% kienu titjiriet ta' ġarr tal-merkanzija u 38% kienu titjiriet umanitarji u ta' ripatriazzjoni, li ġarrew 8,799 passiġġier bejn l-Ajruport Internazzjonali ta' Malta u għadd ta' pajjiżi.

Ġunju ġab fi tmiemu l-ewwel nofs ta' sena tassew kwieta għall-Ajruport Internazzjonali ta' Malta, u ġab fi tmiemha wkoll il-projbizzjoni fuq it-titjiriet kummerċjali, li wasslet sabiex it-traffiku tal-passiġġieri għall-ewwel sitt xhur tas-sena jonqos bi 68.7%.

Il-ftuħ mill-Ġdid tal-Ajruport

Fl-1 ta' Lulju, l-Ajruport Internazzjonali ta' Malta laqa' l-ewwel titjiriet kummerċjali u reġa' beda jara s-swali jimtlew bil-passiġġieri bil-mod il-mod, hekk kif ir-restrizzjonijiet fuq l-ivvjaġġar bdew jiġu llaxkati gradwalment. Tul ix-xahar, għaddew mill-ajruport 152,818-il passiġġier; total li jsarraf fi tnaqqis ta' 80.9% fuq Lulju 2019.

It-traffiku ta' Awwissu kien aktar inkoraggjanti, hekk kif 252,022 passiġġier għaddew mill-Ajruport Internazzjonali ta' Malta tul ix-xahar. Dan isarraf fi tnaqqis ta' 69.4% fuq l-istess xahar is-sena li għaddiet. Filwaqt li l-ewwel ġimgħtejn ta' Awwissu kienu l-aktar impenjattivi għall-ajruport mill-1 ta' Lulju 'l hawn fir-rigward tan-numru ta' passiġġieri pproċessati, it-traffiku fit-tieni nofs tax-xahar kien aktar kajman hekk kif Malta introduċiet l-lista ambra tagħha u diversi pajjiżi habbru restrizzjonijiet għall-passiġġieri ġejjin minn jew sejrjn lejn Malta.

Hekk kif diversi organizzazzjonijiet tal-avjazzjoni qed ibassru li, fl-ahjar każ, iċ-ċifri rreġstrati qabel ma laqet il-Covid-19 jiġu rkuprati fl-2023, l-Ajruport Internazzjonali ta' Malta ser jibqa' jahdem mal-entitajiet lokali tat-turizmu u l-linji tal-ajru shab tiegħu sabiex jerga' jibni mill-ġdid in-netwerk ta' rotot tiegħu b'mod sostenibbli tul is-snin li ġejjin. •



RETAINING A HUMAN TOUCH IN THE AGE OF CONTACTLESS EXPERIENCES

Preparing for the reopening of Malta International Airport, following three months during which commercial air traffic to and from the islands stood still, was certainly no mean feat. While guidelines from the European Aviation Safety Agency (EASA) and the local Public Health Authority were in place, the company sought to go a step further to create the safest airport environment and put travelling guests at ease as the world was gripped by uncertainty.

The weeks in the run-up to the resumption of operations on 1st July, saw the company's many departments work closely together on a set of health and safety measures combining better hygiene, innovative technologies and more traditional devices such as signage. Over 2,100 signs and floor markings were installed to remind guests to keep safe distances, and around 180 metres of partition walls were erected to segment the terminal into zones, in order to limit the crossing of paths of travelling guests and visitors.

A crowd-detection technology, which was already in place prior to the pandemic, was upgraded and programmed to send notifications when signs and floor markings are missed or ignored. The system is fed information from 67 cluster-detection cameras and sends real-time alerts to a team of front-liners, enabling them to take immediate action when social distancing is not practised. Other technologies are being used for the non-invasive thermal screening of inbound and outbound passengers, and to allow for the scanning of travel documents by guests themselves in order to limit interaction with front-line staff.

With protective panes at customer service desks, distances and contactless solutions set to become intrinsic to the travel experience in the Covid-19 era, Malta International Airport felt that it was equally important to retain a human touch throughout the journey. This led to the formation of the Airport Care Team, which is composed of 16 specially trained members. Their day-to-day responsibilities range from the more logistical aspect of replenishing the 120 hand sanitising stations found around the terminal, to the more human aspects of reassuring anxious guests and escorting passengers with reduced mobility.

Talitha Vella, who is leading this team, explained that while most travelling guests are both cooperative and appreciative of the airport's efforts to safeguard their health, in some cases it takes more convincing to get someone to wear a mask or keep a safe distance. However, she expressed her satisfaction at how the Airport Care Team has been handling difficult situations on the floor and helping guests in general enjoy a pleasant airport experience despite the current circumstances.

If you are travelling through Malta International Airport soon and need assistance, do look out for members of the Airport Care Team, who don a blue high-visibility vest for easy identification. It is recommended that you also have a browse through Malta International Airport's Covid-19 page on www.maltairport.com, which gathers practically all information you need ahead of your next trip in one place. •



PREŻENZA UMANA FL-ERA TAD-DISTANZI SOĊJALI U T-TEKNOLOĠIJA

It-tnejn għall-ftuh mill-gdid tal-Ajruport Internazzjonali ta' Malta, wara tliet xhur li matulhom la waslu u la telqu titjriet kummerċjali, fihom infushom kienu ta' sfida sinifikanti. Filwaqt li kien hemm disponibbli linji gwida tal-Aġenzija tas-Sikurezza tal-Avjazzjoni tal-Unjoni Ewropea (EASA) u anki tal-Awtorità tas-Saħha Pubblika lokali, il-kumpanija fittxet li tmur pass lil hinn minn dak li għe preskritt sabiex tohloq l-aktar ambjent sikur possibbli u toffri serhan il-mohh lill-passiġġieri fi sfond ta' incertezza.

Fil-gimghat li wasslu għall-bidu mill-gdid tal-operat fl-1 ta' Lulju, hafna mid-dipartimenti tal-kumpanija hadmu mill-qrib u bla waqfien sabiex ifasslu, u eventwalment jimplimentaw, sett ta' miżuri tas-saħha u s-sigurtà li jikkumbinaw livelli oghla ta' iġjene, l-użu ta' teknoloġiji innovattivi u l-użu ta' mezzi aktar tradizzjonali bhat-tabelli. Fil-fatt, twahhlu 'l fuq minn 2,100 tabella u sinjal mal-art sabiex, fost l-ohrajn, ifakkr u lill-passiġġieri jzommu distanzi xierqa bejniethom. Ittellighu wkoll hitan ta' diviżjoni temporanji li qasnu t-terminal f'żoni sabiex dawk li jkunu ser jivvjaġġaw u dawk li jkunu qeghdin biss iżuru l-ajruport, kemm jista' jkun, ma jiltaqgħux.

Teknoloġija, li digà kienet tintuża qabel l-imxija tal-Covid-19, giet aġġornata

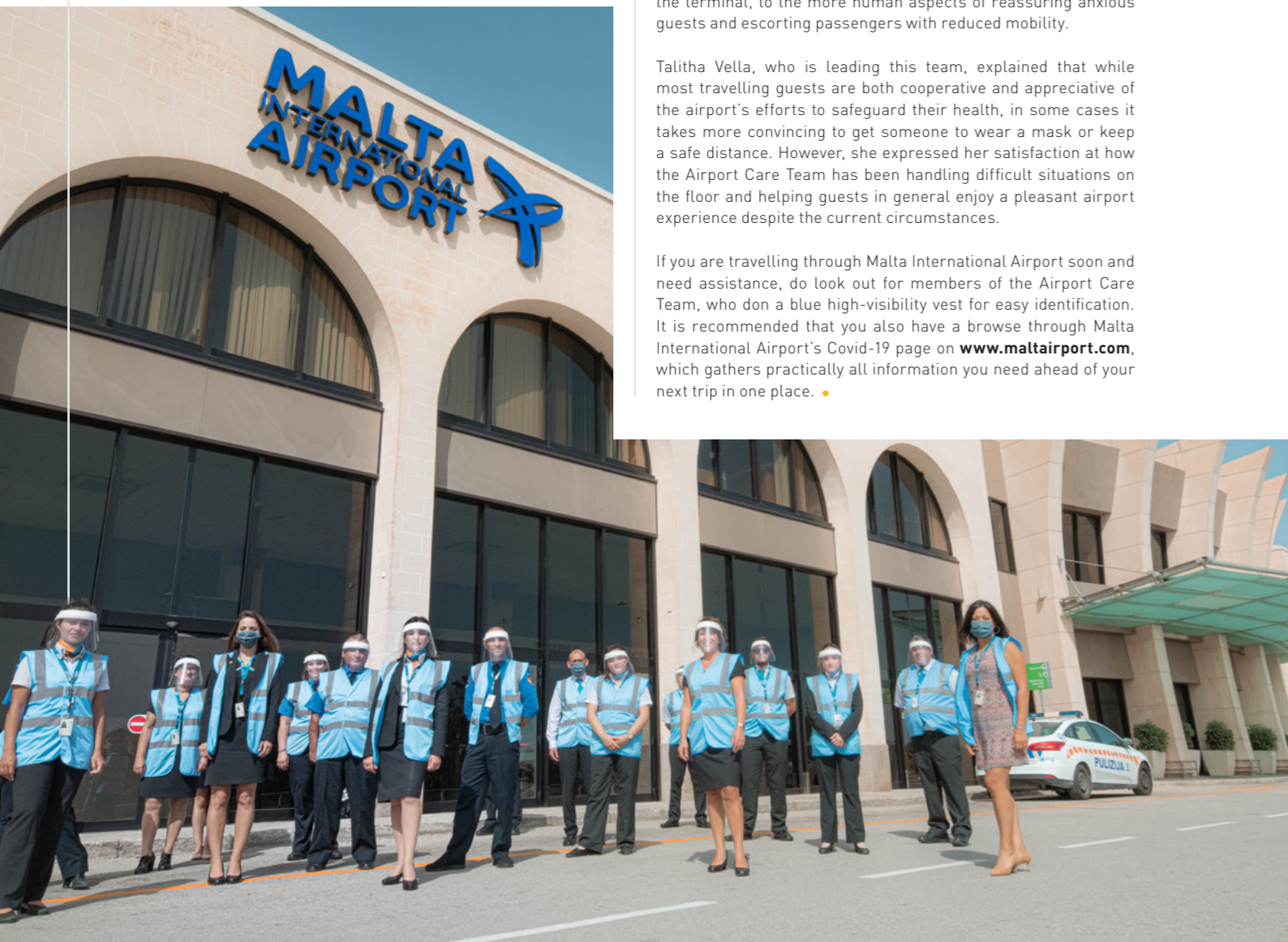
u programmata sabiex tibghat notifikasi meta xi passiġġieri ma josservawx id-distanzi soċjali. Din is-sistema tiehu l-informazzjoni minn 67 kamera li jinsabu f'postijiet strateġiċi fit-terminal u tibghat notifikasi f'hin reali lil tim ta' impjegati li, min-naha tagħhom, ikunu jistgħu jiehdu azzjoni fil-pront meta d-distanzi xierqa ma jinżammux. Teknoloġiji oħrajn qeghdin jintużaw sabiex isir l-iskrining termiku tal-passiġġieri, u sabiex dokumenti tal-ivvjaġġar ikunu jistgħu jiġu skennjati mill-passiġġieri nfushom u b'hekk jiġu limitati interazzjonijiet mhux essenzjali mal-istaff.

Hekk kif id-distanzi u t-teknoloġiji li qeghdin jiehdu post interazzjonijiet umani qed isiru parti inevitabbli mill-ivvjaġġar fl-era tal-Covid-19, l-Ajruport ta' Malta hass li kien daqstant iehor importanti li jinżamm element uman tul il-vjaġġ kollu. Dan wassal sabiex inholoq l-Airport Care Team, li huwa kompost minn 16-il membru mharrġin apposta. Ir-responsabbiltajiet ta' dan it-tim ivarjaw minn kompiti ta' natura loġistika, bħal ma hu l-kompitu li l-120 stazzjon tas-sanitizzatur tal-idejn li wiehed isib madwar it-terminal dejjem ikunu mimlijin, għal dawk li għandhom xejra aktar umana. Il-membri tat-tim, fil-fatt, sikwit ikollhom joffru kliem ta' serhan il-mohh lil passiġġieri li forsi jkunu xi ftit anzjużi minhabba

s-sitwazzjoni preżenti u joffru għajnuna addizzjonali lil passiġġieri b'mobbiltà mnaqqa, fost il-hafna affarijiet oħrajn.

Talitha Vella, il-persuna li qiegħda tmexxi lil dan it-tim, spjegatilna li filwaqt li hafna mill-passiġġieri qegħdin jikkoooperaw u juru l-apprezzament tagħhom għall-mod kif l-ajruport qiegħed jagħmel sforz sabiex jiproteġi s-saħha ta' min ikun qed jivvjaġġa, il-persuni li ma jsewgu ir-regoli, u jkollhom b'żonn tfakkira sabiex jilbsu l-maskri u jzommu d-distanzi, ma jonqsux. Minkejja dan, hija esprimiet is-sodisfazzjon tagħha għall-mod kif l-Airport Care Team qiegħed jindirizza s-sitwazzjonijiet diffiċli u jgħin lill-passiġġieri b'mod ġenerali jkollhom esperjenza tajba fl-ajruport minkejja l-hafna incertezzi attwali.

Jekk ser tivvjaġġa mill-Ajruport Internazzjonali ta' Malta fil-gimghat li ġejjin u tiġi b'żonn l-għajnuna, fittex lill-membri tal-Airport Care Team li jingħarfu faċilment mill-gkieket blu li jilbsu. Nirrakkomandaw ukoll li qabel il-vjaġġ tiegħek tagħti titwila lill-pagna fuq is-sit elettroniku www.maltairport.com li toffri informazzjoni ddettaljata dwar dak kollu li għandu x'jaqsam mal-ivvjaġġar mill-Ajruport Internazzjonali ta' Malta u l-Covid-19. •



THE NEWLY RESTORED TRIPTYCH OF THE MADONNA DEL SOCCORSO IS RETURNED TO THE MDINA CATHEDRAL MUSEUM



Housed in an imposing Baroque building within the walls of Malta's old and silent capital, is the Mdina Cathedral Museum. The museum, which is a prominent edifice in Mdina's main square, recently welcomed back the newly restored Triptych of the Madonna del Soccorso, which dates back to the late 1490s. The restoration and research work carried out on this triptych - one of three almost complete Renaissance altarpieces by artist Antonio de Saliba to survive anywhere in the world - was supported by the Malta Airport Foundation in line with its commitment to safeguard the island's heritage in its various forms.

In the past, this unsigned triptych was attributed to artists Giovannello d'Itala and Salvo d'Antonio. However, more recent studies, led researcher Dr Charlene Vella from the Department of Art and Art History at the University of Malta to attribute this triptych to Antonio de Saliba. The Triptych of the Madonna del Soccorso constitutes three of the eight paintings by Antonio de Saliba and Salvo d'Antonio, which are found in Maltese public collections. Having reached Malta before the arrival of the Knights of the Order of St John in 1530, these paintings highlight that the islands'

artistic renaissance predated the arrival of the Knights.

This makes the Triptych of the Madonna del Soccorso an important part of Malta's artistic heritage, with the work conducted on this painting constituting a number of firsts locally. Besides the invasive and non-invasive diagnostic tests which provided information on the make-up of the paintings, the type of wood employed, and the pigments and binders used, the triptych was also scanned in 3D. While 3D-scanning has been carried out locally on archaeological sites and

on sculptural objets d'art, the Triptych of the Madonna del Soccorso was the first painting to be assessed in this manner in Malta. The data gathered through this scanning process will eventually be made available to the public online.

The triptych, which has survived without its original gilded late Gothic framework, has been mounted onto a backing support and will soon be protected by museum-quality glass. Dr Charlene Vella, together with an architectural designer, are now working on the hypothetical reconstruction of the original framework, which will eventually be presented in the form of a frosted sticker placed onto the protective glass.

The Triptych of the Madonna del Soccorso may now be viewed by the public during the Mdina Cathedral Museum's opening hours, from Monday to Saturday between 9.30am and 5.00pm. •

IT-TRITTIKU TAL-MADONNA TAS-SOKKORS LI ĠIE RRESTAWRAT REĊENTEMENT JERĠA' JSIB POSTU FIL- MUŻEW TAL-KATIDRAL TAL-IMDINA

F'binja imponenti b'arkitettura Barokka, li tolqot l-għajn hekk kif tasal fil-pjazza prinċipali tal-Imdina, wiehed isib il-Mużew tal-Katidral tal-Imdina. F'dan il-mużew, reġa' sab postu t-Trittiku tal-Madonna tas-Sokkors li jmur lura għall-aħħar parti tal-1490s, u li reċentement ġie rrestawrat u studjat bir-reqqa. Ix-xogħol ta' restawr u l-istudju li saru fuq dan it-trittiku - li huwa wiehed mill-uniċi tliet ankoni kważi kompluti ta' Żmien ir-Rinaxximent tal-artist Antonio de Saliba li jeżistu fid-dinja - ġew appoġġjati mill-Malta Airport Foundation bħala waħda mill-inizjattivi tagħha sabiex tissalvagwardja l-wirt kulturali Malti fid-diversi forum tiegħu.

Fil-passat, dan it-trittiku mhux iffirmit kien attribwit lill-artisti Giovannello d'Itala u Salvo d'Antonio. Madankollu, studji aktar reċenti mmexxija mir-riċerkatrici Dr Charlene Vella mid-Dipartiment tal-Arti u l-Istorja tal-Arti fi hdan l-Università ta' Malta, wassluha sabiex tattribwixxi dan it-trittiku lil Antonio de Saliba. It-Trittiku tal-Madonna tas-Sokkors jikkostitwixxi tlieta mit-tmien xogħlijiet ta' arti ta' Antonio de Saliba u Salvo t'Antonio li jinsabu f'kollezzjonijiet pubbliċi f'Malta. Il-fatt li dawn ix-xogħlijiet waslu f'pajjiżna qabel il-wasla tal-Kavallieri tal-Ordni ta' San Ġwann fl-1530 juri li l-perjodu ta' qawmien artistiku tal-gżejjer Maltin beda anki minn qabel il-migja tal-Kavallieri.

Dan kollu diġà jagħmel lit-Trittiku tal-Madonna tas-Sokkors parti tassew importanti mill-wirt artistiku ta' Malta, u l-istudju innovattiv li sar fuq mhu xejn anqas importanti jew interessanti. Barra mit-testijiet dijanjostiċi li provdew informazzjoni dwar l-elementi li jsawru dan it-trittiku kif ukoll it-tip ta' injam u ta' pigmenti użati, it-trittiku ġie skennjat bit-3D. Filwaqt li l-metodu ta' skennjar intuża qabel f'Malta fuq siti arkeoloġiċi u objets d'art tal-iskultura, it-Trittiku tal-Madonna tas-Sokkors kien l-ewwel tpingija li giet analizzata b'dan il-mod f'pajjiżna. L-informazzjoni li ngabret permezz ta' dan il-proċess ta' skennjar eventwalment għandha ssir disponibbli għall-pubbliku onlajn.

It-trittiku issa jista' jerga' jibda jtgawda mill-pubbliku fil-hinijiet tal-ftuh tal-Mużew tal-Katidral tal-Imdina mit-Tnejn sas-Sibt bejn id-9:30am u l-5:00pm. Peress li l-qafas originali tat-trittiku fuq stil Gotiku bl-induratura ma nstabx, Dr Charlene Vella, flimkien ma' disinjatur tal-arkitettura, ser ikunu qegħdin jahdmu fuq rikostruzzjoni tal-qafas originali ipotetiku, li eventwalment għandu jiġi pprezentat f'forma ta' stiker imwahrha mal-ħgieġa li tiproteġi din il-biċċa xogħol ta' arti. •



HOW THE MALTA MET OFFICE EVOLVED OVER THE YEARS

On the 23rd of July, the Meteorological Office marked 18 years from the official inauguration of its new premises at Malta International Airport. However, the history of the national weather services provider goes back almost a century, with the first Meteorological Office having been opened in Guardamangia in 1922 and transferred to Valletta five years later.

In 1942, a new weather station – which was later expanded to include a forecasting office – was opened at the Luqa Airfield, in proximity to the Flight Information Centre and Air Traffic Control offices, both of which were located at Luqa Airport. With this move, the Met Office's focus shifted more to civil aviation, especially since activity within this segment of aviation was on the increase following the end of the war. This led the Meteorological Office to become part of the Department of Civil Aviation in 1979, before being taken over by Malta International Airport in 1998.

The Met Office, as it is more commonly referred to, has come a long way since the days of diligently hand-drawn weather charts and manually inputted records, largely due to a continuous investment in new technologies and frequent systems upgrades. This has enabled the Met Office to measure more weather parameters over the years, widen its portfolio of services, and improve the timeliness of their delivery to entities or individuals requiring meteorological information for

their day-to-day operations, or simply for planning a day by the beach in the case of the general public.

Many have got used to conveniently accessing a seven-day forecast on the weather pages of Malta International Airport's website. However, initially the Met Office's forecasting capabilities only allowed for the provision of a more limited three-day outlook, which was eventually extended to cover five days. Marine forecasting was also introduced in the past 18 years, following the completion of an extensive equipment upgrade project, which was complemented by a training programme that furnished forecasters with the skills needed to provide this type of service.

While innovation has enabled the Met Office to move with the times and enhance its offering, the office's archives, dating back to July 1922, provide an invaluable insight into how weather patterns have changed over

time. Understanding the importance of preserving this trove of historical weather data for generations to come, the Met Office recently entrusted the role of overseeing these historical records to its first archivist. The keeper of these archives shared with us some interesting weather events that have been documented over the years, including a yellowing note signed by a senior meteorological officer stating that snow showers were observed in Malta on 3 March 1949. Besides an archivist, the Met Office employs a number of forecasters, observers and administrators, whose combined skills and expertise allow people – from pilots and seafarers, to the general public – to take decisions that require accurate weather information.

As part of its endeavour to continue to evolve and educate the public about the weather, the Met Office recently enhanced its online presence with the opening of an Instagram page – **@maltametoffice** – on which regular updates and interesting facts about weather phenomena are shared. Individuals who are not social media savvy, can subscribe to the Office's free daily weather alerts sent via email on www.maltairport.com.

L-EVOLUZZJONI TAL-UFFIĊĊJU METEOROLOGĠIKU MATUL IS-SNIN



Fit-23 ta' Lulju, l-Uffiċċju Meteoroloġiku ċelebra 18-il sena minn meta ġew inawgurati l-uffiċċji l-ġodda tiegħu fl-Ajruport Internazzjonali ta' Malta. Madankollu, l-istorja tal-fornitur tas-servizzi meteoroloġiċi lokali tmur lura kwazi seklu. L-ewwel Uffiċċju Meteoroloġiku, fil-fatt, infetħa fi Guardamangia fl-1922 u għe trasferit lejn il-Belt Valletta hames snin wara.

Fl-1942, infetħa stazzjon tat-temp ġdid – li sena wara għe estiż sabiex jinkludi uffiċċju tat-tbassir tat-temp – fil-Mitjar ta' Hal Luqa, qrib iċ-Ċentru ta' Informazzjoni dwar it-Titjiriet u l-uffiċċji tal-Kontroll tat-Traffiku bl-Ajru, li kienu parti mill-Ajruport ta' Hal Luqa. Hawnhekk, l-Uffiċċju Meteoroloġiku beda jiffoka aktar fuq l-avjazzjoni civili hekk kif l-attività f'dan il-qasam bdiet tiżdied wara tmiem il-gwerra. Kien fl-1979 li l-uffiċċju beda jaqqa' taht ir-responsabbiltà tad-Dipartiment tal-Avjazzjoni Ċivili sakemm, fl-1998, beda jiffirma parti mill-Ajruport Internazzjonali ta' Malta.

L-Uffiċċju Meteoroloġiku, kif wiehed jista' jobsor, għamel avvanzi kbar miż-żmien meta hafna mix-xogħol, bhat-thejjija tal-mapep tat-temp, kien isir manwalment. Investiment kontinwu f'teknoloġiji u sistemi ġodda għen lill-Uffiċċju Meteoroloġiku sabiex ikun jista' jibda jkejjel aktar parametri tat-temp, iwessa' l-portafoll ta' servizzi li jipprovdi u jkun anki aktar effiċjenti fit-twassil ta' dawn is-servizzi lil entitajiet u individwi li xogħolhom jiddependi fuq informazzjoni meteoroloġika preċiża, kif ukoll lil membri tal-pubbliku ġenerali.

Il-paġni tat-temp fuq is-sit tal-Ajruport Internazzjonali ta' Malta huma mfittxija ferm mill-pubbliku, speċjalment it-taqsima tat-tbassir tat-temp għas-sebat ijiem li jkun għejjin. Inizjalment, il-kapaċitajiet tal-Uffiċċju Meteoroloġiku kienu jwasslu għal tbassir li kien ikopri biss tliet ijiem u li, eventwalment, ždiedu għal hamest ijiem. It-tbassir għall-bahhara wkoll għe introdott f'dawn l-aħhar

18-il sena, wara li hafna mis-sistemi użati ġew mibdulni jew agġornati, u l-bassara tal-uffiċċju segwew programm ta' tahrig sabiex kisbu l-hiliet mehtieġa għall-forniment ta' dan is-servizz.

Filwaqt li l-innovazzjoni għenet lill-Uffiċċju Meteoroloġiku jimxi maż-żminijiet u jtejjeb is-servizzi tiegħu, l-arkivji tal-uffiċċju, li jmorru lura għal Lulju 1922, jipprovdu informazzjoni imprezzabbli dwar kif it-temp inbidel matul iż-żmien. Bil-ghan li jippreserva din il-minjiera ta' informazzjoni meteoroloġika bl-aħjar mod possibbli, reċentement l-Uffiċċju Meteoroloġiku hatar l-ewwel arkivista tiegħu. Il-persuna li hija mharrġa apposta fil-qasam tal-arkivjar qasmet magħna xi dokumenti interessanti, fosthom nota li sferet sew biż-żmien u li tghid li fit-3 ta' Marzu 1949 ġew osservati f'Malta habbiet tas-silġ (snow showers). L-arkivista tal-Uffiċċju Meteoroloġiku tiffirma parti minn tim akbar ta' bassara, osservaturi u amministraturi, li l-hiliet u l-gharfen ikkumbinati tagħhom jippermettu lin-nies – minn piloti u bahhara sal-pubbliku ġenerali, sabiex jiehdu deċiżjonijiet importanti bbażati fuq informazzjoni preċiża dwar it-temp.

Bħala parti mill-impenn tiegħu li jkompli jevolvi u jeduka lill-pubbliku dwar it-temp, reċentement, l-Uffiċċju saħħah il-preżenza tiegħu onlajn billi fetħa paġna – **@maltametoffice** – fuq il-pjattaforma Instagram. Għal dawk li huma xi ftit aktar tradizzjonali, l-Uffiċċju joffri wkoll servizz bla hlas fejn jibgħat it-tbassir għal tliet ijiem permezz tal-email lil persuni li jabbonaw għalih fuq www.maltairport.com.



MALTA INTERNATIONAL AIRPORT

STRENGTHENS ITS RESCUE AND FIRE-FIGHTING CAPABILITIES

Malta International Airport continued to strengthen its rescue and fire-fighting capabilities, as part of a long-term investment programme, with the arrival of the Rosenbauer Panther 8x8 fire truck from Austria in July. The procurement of this low-emission rescue and fire-fighting vehicle, which is used at major international airports, forms part of Malta International Airport's fleet modernisation programme entailing an investment of around €2.9 million.

As part of this investment, two Panther six-wheel-drive fire trucks are currently on order and expected to be added to Malta International Airport's rescue and fire-fighting fleet in 2021. The modern design and optimised features of the Panther fire trucks - including enhanced extinguishing power and inbuilt thermal imaging technology for low-visibility conditions - will enable the Rescue and Fire-Fighting team at Malta International Airport to respond faster and more efficiently to emergency situations occurring in different scenarios.

Malta International Airport has drawn up a training programme aimed at familiarising the Rescue and Fire-Fighting team with the functional features of the Panther trucks. One such feature is the 8X8's high-reach extendable turret, which makes this vehicle ideal for high-precision response to emergencies at height.

Malta International Airport's investment in these top-quality fire trucks supplied by one of the world's leading providers of fire-fighting equipment further underscores the airport's strong commitment to safety and security. ●



L-AJRUPORT INTERNAZZJONALI TA' MALTA JKOMPLI JATTREZZA RUHU GHAS-SALVATAĠĠ U T-TIFI TAN-NAR

L-Ajruport Internazzjonali ta' Malta kompli jattrezza ruhu għas-salvataġġ u t-tifi tan-nar, bħala parti minn programm ta' investiment għat-tul, bil-wasla ta' vettura tat-tifi tan-nar ġdida mill-Awstrija tal-ghamla Rosenbauer Panther 8x8. L-akkwist ta' din il-vettura b'emissjonijiet baxxi, li tintuża minn bosta ajruporti internazzjonali, huwa parti mill-programm ta' modernizzar tal-flotta ta' vetturi ta' tifi tan-nar tal-kumpanija, b'investiment li jlaħhaq madwar €2.9 miljun.

Bħala parti minn dan l-investiment hemm ordnati wkoll żewġ vetturi ta' tifi tan-nar tal-ghamla Panther 6x6, li mistennjin jkomplu jattrezzaw lill-ajruport f'dak li għandu x'jaqsam ma' rispons għall-emerġenzi fis-sena 2021.

Il-vetturi ta' tifi tan-nar tal-ghamla Panther huma mfittxija għad-disinn modern tagħhom u għadd ta' funzjonijiet ġodda, inklużi potenza ta' tifi tan-nar imtejba u teknoloġija ta' immaġnijiet termiċi għal kundizzjonijiet ta' viżibbiltà baxxa. Dan ser jippermetti lit-tim tas-Salvataġġ u t-Tifi tan-Nar fi hdn l-ajruport jirrispondi għal emerġenzi differenti b'aktar heffa u effiċjenza.

L-Ajruport Internazzjonali ta' Malta issa fassal programm ta' taħriġ sabiex jiffamiljarizza lit-tim tas-Salvataġġ u t-Tifi tan-Nar mal-funzjonijiet kollha li joffru t-trakkijiet tal-ghamla Panther. Eżempju ta' wahda minn dawn il-funzjonijiet hija t-turretta estendibbli tal-Panther 8x8 li tagħmel lil din il-vettura ideali għal rispons bi preċiżjoni għal emerġenzi li jsehhu f'ċertu għoli.

L-investiment tal-Ajruport Internazzjonali ta' Malta f'dawn it-tliet vetturi tal-oghla kwalità, li qed jiġu provduti minn wiehed mill-fornituri ewlenin tat-tagħmir ta' tifi tan-nar, ser jgħin lill-kumpanija tkompli tipprovdi ambjent sigur għall-passiġġieri u l-viżitaturi kollha. ●

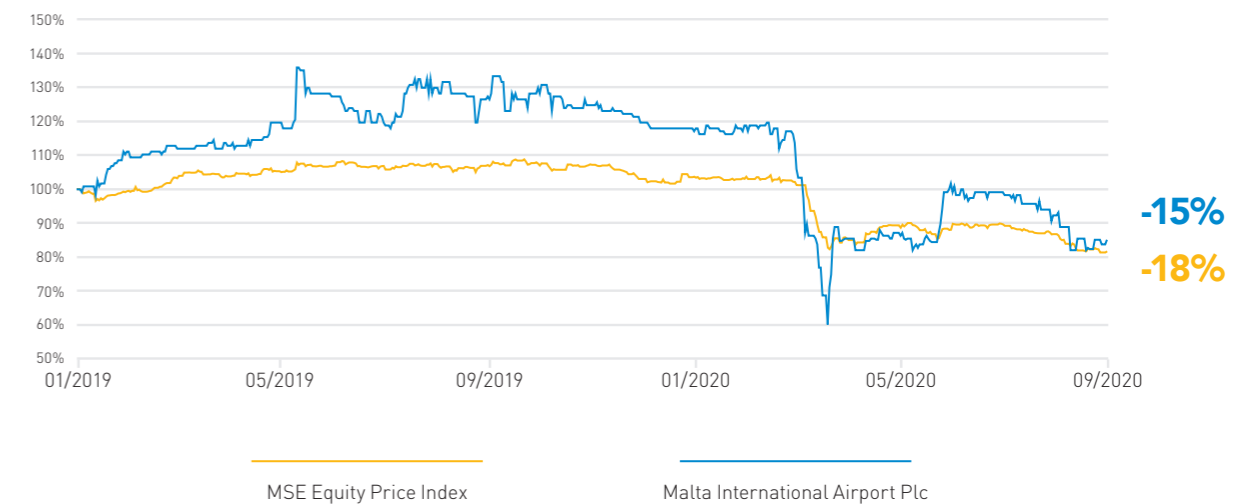


SHARE PRICE ANALYSIS FOR THE FIRST EIGHT MONTHS OF THE YEAR

2020 has so far been a very challenging year and all indicates that such challenges are likely to persist into the coming months. Malta International Airport's share price as at 31 August 2020 was €4.98, representing a contraction of more than 27% since the beginning of the year, largely reflecting the adverse effects of the Covid-19 pandemic, including significant travel restrictions. This resulted in the airport handling merely a fraction of the traffic it reported during the same comparable period last year. Nonetheless, the amount of trades in Malta International Airport that were executed since the start of 2020 amounted to 1,483 deals, 55% more than the amount of trades transacted during the whole of 2019.

The local equity market registered a broad sell-off which kicked off in late March and stretched to the beginning of April. Since then some equities have somewhat recovered although the rate of recovery varies from one equity to another. In the case of Malta International Airport, the equity has been volatile as it initially slumped to an almost 5-year low of €3.52 on 23 March before rebounding to recapture the €5.95 level in early June. However, as various countries implemented restrictive measures in connection with travelling to and from Malta, on the back of a surge in positive Covid-19 cases, the value of the MIA equity retracted to €4.98.

Although the travel ban that was enforced towards the end of March 2020 has now been lifted, passenger numbers at MIA are still low when compared to the same period last year. The outbreak of the Covid-19 pandemic has adversely impacted travel around the world, with many airlines either reducing frequencies on previously high-frequency routes or cancelling their routes to and from Malta. Nevertheless, MIA has reiterated its commitment to rebuild its route network to be able to offer both incoming and outgoing passengers the travel flexibility people had become accustomed to before the Covid-19 outbreak. ●



ANALIŻI TAL-PREZZ TAL-ISHMA GĦALL-EWWEL TMEN XHUR TAS-SENA

Is-sena 2020 sa issa offriet sfidi kbar, u kollox jindika li dawn l-isfidi ser jibqgħu jippersistu anki fix-xhur li ġejjin. Il-prezz tal-ishma ta' Malta International Airport fil-31 ta' Awwissu 2020 kien dak ta' €4.98, li jsarraf fi tnaqqis ta' aktar minn 27% mill-bidu tas-sena. Dan kien ir-riżultat tal-effetti tasew negattivi tal-Covid-19, inklużi bosta restrizzjonijiet fuq l-ivvjaġġar. Madankollu, ix-xiri u l-bejgħ ta' ishma ta' Malta International Airport mill-bidu tal-2020 ammonta għal 1,483, jiġifieri 55% aktar min-numru ta' tranżazzjonijiet ta' xiri u bejgħ tul l-2019.

Is-suq tal-ekwità lokali rreġistra volumi kbar ta' bejgħ (sell-off) li bdew lejn l-aħhar ta' Marzu sal-bidu ta' April. Minn

dakinhar l'hawn, ċerti ishma wrew sinjali ta' rkupru, għalkemm il-livell ta' rkupru jvarja. Fil-każ ta' Malta International Airport, l-ishma huma volatili, bil-prezz jinżel sa €3.52 fit-23 ta' Marzu, jiġifieri kważi l-aktar livell baxx tiegħu f'dawn l-aħhar hames snin, qabel ma reġa' rkupra sabiex lahaq il-livell ta' €5.95 fil-bidu ta' Ġunju. Madankollu, hekk kif diversi pajjiżi implimentaw miżuri li jirrestringu l-ivvjaġġar minhabba żieda fil-każijiet tal-Covid-19, il-valur tal-ishma tal-MIA reġa' niżel għal €4.98.

Għalkemm il-projbizzjoni fuq l-ivvjaġġar li għet infurzata lejn l-aħhar ta' Marzu 2020 tnehhiet f'Luġju, in-numru ta' passiġġieri li qed jivvjaġġaw mill-

Ajruport Internazzjonali ta' Malta għadu baxx meta mqabbel mal-istess perjodu s-sena li għaddiet. It-tifqigha tal-Covid-19 kellha impatt negattiv fuq l-ivvjaġġar madwar id-dinja, bil-konsegwenza li bosta linji tal-ajru qed inaqqsu l-frekwenzi tat-titjiriet tagħhom fuq ċerti rotot jew anki jikkancellaw rotot lejn Malta. Madankollu, il-kumpanija hadet l-impenn li terġa' tibni n-network ta' rotot tal-gzejjer Maltin sabiex kemm dawk li jkunu jixtiequ jtiru lejn Malta u kemm il-pubbliku lokali li jkun jixtieq jespjora pajjiżi oħrajn eventwalment jerġa' jibda jgawdi l-flessibbiltà fl-ivvjaġġar li kienet indrat qabel it-tifqigha tal-Covid-19. ●