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THE SHAREHOLDERS'
NEWSLETTER

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Message from the CEO

Dear Shareholders,

The year 2025 has seen us hit the ground running. Not only did we inaugurate the new Schengen arrivals corridor in March, but we also edged closer to the completion of two large projects: the new VIP Terminal and Apron 8 South. Not ones to rest on our laurels, we threw another ball in the air last month, unveiling plans for the next phase of growth for Malta International Airport, as part of a 345-million-euro investment programme for the next five years.

On the one hand, our vision for the airport respects the concepts that have stood the test of time for more than three decades. On the other, it is forward-looking enough to anticipate future challenges, be they operational or sustainability related. The expansion of our footprint towards the east will allow us to address one of the most pressing issues for airports across Europe – capacity limitations, while providing a revamped guest experience that blends newness with the familiar.

We were proud to see our airport's name among the top performers in the EU+ zone, in Airports Council International's annual passenger traffic round-up for 2024. However, we also recognise that growth comes with big responsibilities. One such responsibility is the execution of the eastward expansion project with minimal disruptions to the guest experience. This is a huge commitment, but I am confident that the team of professionals at Malta International Airport will come through as they have time and again.

Another proud moment was when we were named one of the best airports in Europe in the 5-15 million passenger category, based on the passenger feedback collected in 2024. We have been awarded this title for seven consecutive years now, but we cannot grow complacent to our guests' needs and expectations. To keep flying high among our peers, we are committed to keep listening to what our guests have to say, innovating in line with key trends, and investing in our facilities.

The company has always been ambitious in its endeavours to modernise and bolster the airport infrastructure. However, the projects lined up for the next five years will be truly game-changing for Malta International Airport. We are in a position to embark on our multi-million investment programme thanks to the company's efforts to keep its finances in check, particularly when the going got tough a couple of years ago.

Another vintage year, 2024 saw our revenues almost reach €143 million, up 19% from the previous year. Passenger traffic was the main driver of this growth. However, our non-aviation activities, ranging from rents to the operation of the airport's car parks, were important contributors to our revenues. As Airports Council International have warned, airports' failure to decouple financial viability from traffic growth could spell trouble in the coming years, as the aviation landscape becomes more and more complex. We have long understood the importance of diversifying our revenues, and the construction of SkyParks Business Centre more than a decade ago is testament to this. With 35% of our investment programme dedicated to retail and property, our intention to keep strengthening our non-aviation portfolio with projects such as SkyParks Business Centre II is very clear.

But there's little sense in having healthy coffers and long-term plans, if we have a planet that cannot support us and future generations. For this reason, sustainable operations will continue to take centre stage at Malta International Airport. With a solid net zero carbon plan to guide our environmental efforts and several energy-related initiatives in the offing, we are confident that we can continue to minimise our company's footprint and reach the ambitious environmental targets that are being eyed by airports collectively.

If the first three months of the year are anything to go by, we are in for an exciting 2025, the successes of which we are eager to share with you – our shareholders. •



Messaġġ mill-Kap Eżekuttiv

Għeżież Azzjonisti,

Is-sena 2025 bdiet bil-kbir. Mhux biss inawgurajna l-kuritur il-ġdid biex jintuża mill-passiġġiera li jasl minn pajjiżi taż-Żona Schengen, imma anke ninsabu qrib li nlestu żewġ proġetti ohra kbar, jiġifieri l-VIP Terminal il-ġdid u Apron 8 South. Iżda dan ma kienx biżżejjed. Ix-xahar li għadda żvelajna wkoll il-pjan għall-fażi li jmiss tat-tkabbir tal-Ajruport Internazzjonali ta' Malta, bħala parti minn programm ta' investiment ta' €345 miljun għall-hames snin li ġejjin.

Minn banda, il-viżjoni tagħna għall-ajruport tirrispetta l-kunċetti li qdewna tajjeb immens fl-aħħar tliet diċennji, iżda mill-banda l-oħra hija viżjoni li thares 'il quddiem, u tantiċipa sfidi futuri, kemm jekk mill-aspett tal-operat u anke dak sostenibbli. It-tkabbir tat-terminal lejn in-naħa tal-Lvant se jkun qed jgħinna nindirizzaw wahda mill-akbar sfidi li qed jiffaċċjaw l-ajruporti madwar l-Ewropa, jiġifieri l-limitazzjonijiet tal-ispazju, filwaqt li se joffri lill-viżitaturi tagħna esperjenza isbah u aħjar, li tinsew il-ġdid ma' dak li jagħti identità lill-Ajruport Internazzjonali ta' Malta.

Kburin naraw l-ajruport tagħna fuq quddiem fil-kategorija UE+ fil-klassifika tal-Airports Council International li tiġbor it-tkabbir fit-traffiku tal-passiġġiera fl-2024. Madanakollu, nirrikonoxxu li t-tkabbir iġib miegħu responsabbiltajiet kbar. Wahda minn dawn ir-responsabbiltajiet hija l-eżekuzzjoni tal-programm ta' investiment tagħna, partikolarment it-tkabbir lejn in-naħa tal-Lvant, mingħajr xkiel għall-esperjenza tal-viżitaturi. Din hija mira importanti u ninsab kunfidenti li għal darb'ohra, it-tim ta' professjonisti li jaħdmu fl-Ajruport Internazzjonali ta' Malta, se jerġghu jqumu għall-okkażjoni.

Mument ieħor li ninsab kburi bih huwa meta l-Ajruport Internazzjonali ta' Malta, għal darb'ohra, kien iddikjarat fost l-aqwa ajruporti fl-Ewropa, fil-kategorija ta' dawk l-ajruporti li jilqgħu bejn 5 u 15-il miljun passiġġier fis-sena. Dan huwa riżultat importanti meta tqis li huwa bbażat fuq dak li qalu l-passiġġiera tagħna. Anke jekk hadna dan it-titlu għas-seba' sena konsekuttiva, ma nistghux inserrihu rasna. Biex nibqgħu mal-aqwa ajruporti, jehtieġ inkomplunismigħu dak li l-viżitaturi tagħna għandhom xi jgħidu, intejbu fejn hemm bżonn u ninvestu fil-facilitajiet tagħna.

Il-kumpanija dejjem kienet ambizzjuża fil-hidma tagħha biex timmodernizza u ssahħa l-infrastruttura tal-ajruport. Minkejja dan, il-proġetti li hemm ippjanati għall-hames snin li ġejjin se jiehdu lill-Ajruport Internazzjonali ta' Malta fil-futur. Ninsabu f'pożizzjoni li ninvestu f'dan il-programm multi-miljunarju bis-saħħa tal-ghaqal tal-kumpanija biex inżommu finanzi sostenibbli, partikolarment fl-aktar mumenti diffiċli li esperjenzajna riċentament.

Matul is-sena li għaddiet, id-dhul tagħna lahaq kważi il-€143 miljun, zieda ta' 19% fuq is-sena ta' qabel. Dan kien primarjament riżultat ta' tkabbir b'saħħtu fit-traffiku tal-passiġġiera. Madanakollu, attivitajiet ohra li mhumix direttament marbuta mal-avjazzjoni, inkluż id-dhul mill-kirjiet u l-operat tal-parkeġġi, kienu kontributuri importanti. Kif wissa l-Airports Council International, jekk l-ajruporti ma jiddiversifikawx il-mezzi ta' dhul tagħhom u jibqgħu jiddependu biss mit-tkabbir fit-traffiku, se jkun qed jiffaċċjaw sfidi fis-snin li ġejjin, hekk kif is-settur tal-avjazzjoni jsir aktar u aktar kumpless. Il-kumpanija fehmet dan snin ilu. Il-bini ta' SkyParks Business Centre, aktar minn għaxar snin ilu, huwa l-akbar ċertifikat f'dan l-aspett. Fil-fatt, parti sostanzjali minn dan il-programm ta' investiment, jew aħjar 35% hija ddedikata għal dan is-settur, hekk kif il-mira tagħna hija li nkomplu nsahħu d-dhul mhux mill-avjazzjoni, bi proġetti li jsahħu l-opportunità tan-negozju, bħalma huwa SkyParks Business Centre II.

Iżda x'jiswa li jkolna dan kollu, imbagħad ikolna dinja li minnha ma jistghux igawdu l-ġenerazzjonijiet ta' warajna? Għal din ir-raġuni, is-sostenibbiltà ambjentali se tibqa' fiċ-ċentru tad-deċiżjonijiet tal-Ajruport Internazzjonali ta' Malta. Bi pian b'saħħtu biex nilhqu l-istatus net zero sal-2050, flimkien ma' inizjattivi ohra ambjentali u proġetti għal enerġija aktar nadifa, ninsabu kunfidenti li nistghu nkomplu nnaqqsu l-impatt ambjentali u nilhqu l-miri ambizzjużi tagħna, flimkien ma' ajruporti ohra.

Jekk l-ewwel tliet xhur tas-sena kienu impenjattivi u importanti, il-bqija tal-2025 se tkun sena storika u mimlija suċċessi li nixtiequ nkomplu naqsmu magħkom – l-azzjonisti tagħna. •



THE TRAFFIC ROUND-UP FOR 2024:

Growing in the Off-Season

In 2024, Malta International Airport not only sustained growth in passenger traffic that made for another record year, but made significant gains during the winter months, as monthly passenger movements have begun to gradually even themselves out.

Full-Year Traffic Results

In total, the airport saw a 15% increase in passenger volumes over 2023, with 8,957,451 passengers welcomed, which translates to an additional 1.15 million passenger movements recorded. This growth was largely found to be driven by increased capacity and record seat load factors, which reflect the strong demand that persisted throughout the year.

Data from Airports Council International shows that Malta not only maintained its strong position within the Southern European aviation market, but even outpaced lead peers, including Italy, Spain and Cyprus.

While seat capacity saw an increase of 13.8% for a total of 10,420,162 available seats, seat occupancy rates also increased marginally to 86% up from 85.2% in 2023.

This upward trend was particularly noticeable through the impressive 21% increase in passenger traffic during the winter months, with the summer season growing by 12%. The highest year-on-year growth was seen in March, which grew by 30%, with both March and November surpassing 600,000 passengers for the first time. Passenger movements exceeded the 800,000-mark for the first time in May, June and October, while July and August set new records as the busiest summer months in the airport's history, with over 900,000 passengers travelling through the airport each month.

Route Development and Top Markets

When it comes to connectivity, Malta International Airport was connected to 109 destinations in 2024, with notable new route additions including Basel and Norwich.

Italy remained the dominant market for travel covered by the airport, followed by the United Kingdom - which grew by 24% and surpassed 2019 levels with lower capacity but higher seat load factors - Germany, France and Poland.

Traffic to Poland grew by a remarkable 53%, with the destination reporting a seat load factor of 93% - the highest among the top five markets. France, conversely, saw a 3% reduction in passenger traffic, with a drop in both capacity and seat load factor registered.

Ryanair remained the dominant partner airline, taking up some 50% of the market share and seeing an increase of 25% in passengers from 2023. This was followed by Air Malta/KM Malta Airlines, easyJet, Wizz Air and Lufthansa.

Air Malta ceased operating on March 30, 2024 and was replaced by a new flag carrier, KM Malta Airlines. This saw the airline lose 5% of its passenger traffic as it strategically its operations on primary airports.

As part of the airport's commitment to liaising with key local stakeholders and international partners to strengthen air connectivity to Malta, Malta International Airport will so far be debuting seven new routes in 2025.

These are **Copenhagen** (SAS) in March, **Rzeszów** (Ryanair) and **Warsaw** (LOT) in April, **Bordeaux** (Volotea) in May, **Helsinki** (Norwegian) and **Stuttgart** (Eurowings) in June and **Doha** (Qatar Airways) in July.



TOP MARKETS FOR 2024

Country	Market Share
1. ITALY	23%
2. UNITED KINGDOM	19%
3. GERMANY	9%
4. FRANCE	7%
5. POLAND	6%
6. SPAIN	5%
7. GREECE	3%
8. BELGIUM	3%
9. SWITZERLAND	3%
10. AUSTRIA	2%

2024

TOTAL NUMBER OF PASSENGERS

8,957,451

TOP AIRLINES FOR 2024

Airline	Passenger Movements 2024
1. RYANAIR	4,487,135
2. AIR MALTA/ KM MALTA AIRLINES	1,898,628
3. EASYJET	460,389
4. WIZZ AIR	416,096
5. LUFTHANSA	324,038
6. JET2	228,745
7. TURKISH AIRLINES	201,038
8. BRITISH AIRWAYS	149,073
9. EMIRATES	132,342
10. ITA AIRWAYS	81,892

2024

AVERAGE SEAT LOAD FACTOR

86%

RAPPORT TAT-TRAFFIKU GĦALL-2024:

Tkabbir matul is-sena kollha

Fl-2024, l-Ajruport Internazzjonali ta' Malta mhux biss irreġistra tkabbir fit-traffiku tal-passiġġiera, li fisser sena oħra rekord, imma rreġistra wkoll riżultati b'saħħithom fix-xhur tax-xitwa, li normalment ikunu aktar kwieti mill-bqija.

Ir-Riżultati Tat-Traffiku għall-2024

Matul is-sena li għaddiet, l-ajruport irreġistra tkabbir ta' 15% fit-traffiku tal-passiġġiera fuq is-sena ta' qabel, hekk kif laqa' 8,957,451 passiġġier. Dan ifisser li għaddew mill-ajruport 1.15-il miljun passiġġier aktar mill-2023. Il-fatturi ewlenin li wasslu għal dan it-tkabbir kienu ż-żieda fil-postijiet disponibbli fuq it-titjiriet u l-okkupanza tagħhom (seat load factor), li jirriflettu d-domanda b'saħħitha għall-ivvjaġġar li kienet evidenti matul is-sena kollha.

Ċifri mill-Airports Council International (ACI) juru li Malta mhux biss żammet pożizzjoni b'saħħitha fis-settur



tal-avjazzjoni fin-Nofsinhar tal-kontinent Ewropew, iżda saħansitra qabżet kompetituri tagħha bħall-Italja, Spanja u Ċipru.

Filwaqt li l-postijiet disponibbli fuq it-titjiriet żdiedu bi 13.8%, għal 10,420,162 post, ir-rati tal-okkupanza raw żieda marginali għal 86%, minn 85.2% fl-2023.

Dan it-tkabbir kien evidenti b'mod partikolari fix-xhur tax-xitwa li esperjenzaw żieda ta' 21% fit-traffiku tal-passiġġiera, filwaqt li x-xhur bieżla tas-sajf raw żieda ta'

12%. Meta wiehed jikkumpara r-rati tal-2024 ma' dawk tas-sena ta' qabel, Marzu esperjenza l-akbar tkabbir, b'żieda ta' 30%. Fil-fatt, għall-ewwel darba f'Marzu u f'Novembru, l-ajruport laqa' aktar minn 600,000 passiġġier. Apparti minn hekk, għall-ewwel darba fix-xhur ta' Mejju, Ġunju u Ottubru, għaddew mill-ajruport aktar minn 800,000 passiġġier. Anke Lulju u Awwissu raw rekord ta' passiġġiera, hekk kif matulhom l-ajruport ra aktar minn 900,000 passiġġier, biex saru l-aktar xahrejn impenjattivi fl-istorja tal-Ajruport Internazzjonali ta' Malta.

It-Tkabbir fil-Konnettività u l-Aqwa Swieq

Fejn tidhol il-konnettività, matul is-sena li għaddiet, l-Ajruport Internazzjonali ta' Malta kien magħqud ma' 109 destinazzjonijiet. Fost dawn, żdiedu r-rotot lejn Basel u Norwich.

L-Italja żammet postha fuq nett fil-klassifika tal-aktar swieq importanti, segwita mir-Renju Unit, li esperjenza tkabbir ta' 24%, biex qabeż il-livelli tal-2019, b'inqas postijiet disponibbli fuq it-titjiriet, iżda b'okkupanza akbar. Il-Ġermanja, Franza u l-Polonja kienu t-tielet, ir-raba' u l-hames l-aktar swieq importanti, rispettivament.

It-traffiku lejn is-suq Pollakk ra tkabbir sostanzjali ta' 53%, b'seat load factor ta' 93%, l-aktar wiehed b'saħħtu fost il-hames l-aktar swieq importanti. Mill-banda l-oħra, Franza

rat tnaqqis ta' 3% fit-traffiku tal-passiġġiera, bit-tnaqqis kien evidenti wkoll kemm fil-postijiet disponibbli fuq it-titjiriet u anke l-okkupanza tagħhom.

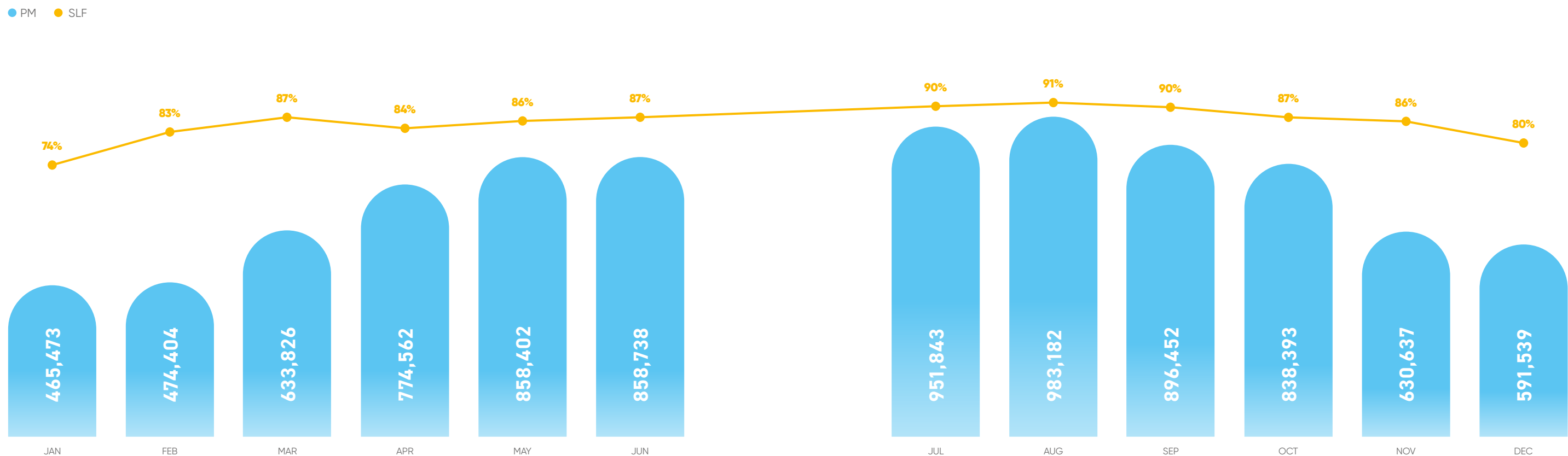
Il-linja tal-ajru l-aktar b'saħħitha għall-Ajruport Internazzjonali ta' Malta baqgħet Ryanair, li kienet responsabbli għal madwar 50% tat-traffiku tal-passiġġiera, filwaqt li rat żieda ta' 25% fil-passiġġiera fuq is-sena 2023. Din kienet segwita mill-Air Malta/KM Malta Airlines, easyJet, Wizz Air u Lufthansa.

L-Air Malta waqfet topera fit-30 ta' Marzu, 2024 u mill-ghada bdiet topera l-linja nazzjonali tal-ajru l-ġdida, KM Malta Airlines. Din il-bidla wasslet sabiex din il-linja tal-ajru rreġistrat tnaqqis ta' 5% fit-traffiku tal-passiġġiera, hekk kif strategikament iffukat l-operat tagħha fuq ajruporti primarji.

Bhala parti mill-impenn tiegħu li jkompli jahdem ma' msieħba lokali biex isaħħah il-konnettività għall-Gżejjer Maltin, l-Ajruport Internazzjonali ta' Malta se jkun qed iniedi seba' rotot ġodda fl-2025.

Dawn huma **Copenhagen** (SAS) f'Marzu, **Rzeszów** (Ryanair) u **Varsavja** (LOT) f'April, **Bordeaux** (Volotea) f'Mejju, **Helsinki** (Norwegian), **Stuttgart** (Eurowings) f'Ġunju u **Doha** (Qatar Airways) f'Lulju. •

Passenger Movements and Seat Load Factor for 2024



MALTA INTERNATIONAL AIRPORT Reports Record Profit of €46 Million for 2024

Malta International Airport plc published its financial statements for the year ended on the 31st of December 2024 in February, as the annual financial reporting season commenced. The group netted a record-high profit of €46.3 million, corresponding to an increase of 15% over the previous year.

Financial Key Performance Indicators

The group's profit was generated on the back of revenues amounting to €142.9 million. Translating to an increase of 18.8% over 2023, the growth in revenues was largely driven by record traffic, which totalled 8.96 million passenger movements in 2024. With a share of 69.4%, the aviation segment was the main contributor of these revenues.

The share stemming from the non-aviation segment, which includes the company's car parks, VIP products, rents and non-aviation concessions among other activities, amounted to 30.4%. Having generated €22.6 million, non-aviation concessions were the main contributors of this segment, strengthened by higher passenger volumes and a full year in operation of two outlets that commenced operations in the second quarter of 2023.

On the other hand, revenues from the company's VIP products were among the fastest growing, seeing an uplift of 21.2% over 2023. This was partly the result of an increase in one-time visits to the La Valette lounge,

whose terrace underwent an extension to accommodate more guests in 2024. The company is currently working on further enhancing its VIP offering through the construction of a new VIP Terminal, which is envisaged to welcome its first guests in the second quarter of 2025.

Another indicator of a successful year for the company was the group's Earnings before Interest, Taxation, Depreciation and Amortisation (EBITDA), which increased by 15.8% over 2023 to amount to €87.1 million.

Proposal for the Payment of Dividend

During the board meeting at which the group's financial statements were approved, the Board of Directors recommended the payment of a final net dividend of €0.12 per share (gross: €0.1846), further to the net interim dividend of €0.06 per share (gross: €0.0923) paid in 2024. This dividend will be paid on all shares settled as at close of business on the 14th of April 2025 by no later than the 31st of May 2025.

Announcement of the Annual General Meeting Date

The Board of Directors also scheduled the company's Annual General Meeting for the 14th of May 2025. Shareholders on the register of members at the Central Securities Depository at close of business on the 14th of April 2025 shall be eligible to receive notice of, attend and vote at the Annual General Meeting. •



L-AJRUPORT INTERNAZZJONALI TA' MALTA J'habbar Profitt Rekord ta' €46 Miljun għas-Sena 2024

Malta International Airport plc ippubblikat id-dikjarazzjonijiet finanzjarji tagħha għas-sena li ntemmet fil-31 ta' Diċembru 2024 fi Frar, hekk kif lokalmment fetiħ l-istaġun ta' rrapportar finanzjarju annwali. Il-grupp kellu profitt nett rekord ta' €46.3 miljun, jiġifieri żieda ta' 15% fuq is-sena ta' qabel.

Indikaturi tal-Prestazzjoni Finanzjarja

Il-profitt tal-grupp ġie iġġenerat b'mod parallel ma' dħul ta' €142.9 miljun, li sarraf f'żieda ta' 18.8% fuq l-2023. Ir-raġuni prinċipali għal din iż-żieda kienet sena rekord f'termini ta' traffiku, bi 8.96 miljun moviment tal-passiġġieri rreġistrati fl-2024. Attivitajiet relatati mal-avjazzjoni kienu l-akbar kontributur għal dan id-dħul, hekk kif kienu responsabbli għal sehem ta' 69.4%.

Is-sehem iġġenerat minn attivitajiet ta' negozju mhux marbut mal-avjazzjoni, li jinkludi l-parkeġġi tal-kumpanija, il-prodotti VIP, il-kirijiet u l-konċessjonijiet, ammonta għal 30.4%. Il-konċessjonijiet mhux marbutin mal-avjazzjoni kienu l-akbar kontributur f'dan ir-rigward, fejn iġġeneraw €22.6 miljun matul l-2024. Il-prestazzjoni b'saħħitha tal-konċessjonijiet kienet xprunata min-numru rekord ta' passiġġieri matul is-sena inkwistjoni flimkien ma' sena shiħa ta' operat minn żewġt iħwienet li fethu fit-tieni kwart tal-2023.

Min-naħa l-oħra, id-dħul iġġenerat mill-prodott VIP tal-kumpanija rreġistra tkabbir b'saħħtu ta' 21.2% fuq l-2023. Dan it-tkabbir oriġina parzjalment minn żieda fin-numru ta' vjaġġaturi

li żaru l-La Valette lounge, li matul is-sena 2024 ibbenefika minn estensjoni tat-terrazzin sabiex ikunu jistghu jiġu akkomodati aktar nies. Il-kumpanija qiegħda tkompli ssahħah il-prodott VIP tagħha permezz tal-bini ta' terminal VIP ġdid, li mistenni jiftaħ il-bibien tiegħu fit-tieni kwart tal-2025.

Indikatur ieħor li jixhed kemm il-kumpanija kellha sena finanzjarja b'saħħitha kien il-Qligh qabel l-Imghaxx, it-Taxxi, id-Deprezzament u l-Amortizzazzjoni (EBITDA), li żdied bi 15.8% fuq l-2023 sabiex laħhaq is-€87.1 miljun.

Proposta għall-Hlas ta' Dividend

Waqf il-laqgħa tal-bord li fiha ġew approvati d-dikjarazzjonijiet finanzjarji tal-grupp, il-Bord tad-Diretturi rrakkomanda wkoll il-hlas ta' dividend finali nett ta' €0.12 għal kull sehem (gross: €0.1846). Dan wara li fl-2024, thallas dividend interim nett ta' €0.06 għal kull sehem (gross: €0.0923). Dan id-dividend ser jithallas fuq l-ishma stabbiliti sa tmiem il-jum tan-negozju tal-14 ta' April 2025 sa mhux aktar tard mill-31 ta' Mejju 2025.

Tithabbar id-Data tal-Laqqgħa Ġenerali Annwali

Il-Bord tad-Diretturi skeda wkoll il-Laqqgħa Ġenerali Annwali tal-kumpanija għall-14 ta' Mejju 2025. L-azzjonisti mniżżla fir-reġistru tal-membri tad-Depożitarju Ċentrali tat-Titoli sa tmiem il-jum tan-negozju tal-14 ta' April 2025 għandhom id-dritt li jirċievu l-avviż dwar din il-laqqgħa, jattendu għaliha u jivvotaw fiha. •



INCREASING EFFICIENCY, REDUCING WAIT TIMES AND HEIGHTENING SECURITY:

Investing in Six New CT Scanners

One of the primary investments undertaken by Malta International Airport in recent months was the procurement of six new baggage and passenger scanners. Thanks to this investment, we have increased efficiency and reduced waiting times in one of the airport's most important processes, while continuing to bolster security.



Patrick Murgo

We spoke about this €3 million investment with Patrick Murgo, Senior Vice President for Security, who explained that the airport is now equipped with the most advanced technology on the market, which has tripled the number of passengers that the security system is able to process.

What's the difference between the new scanners and the old ones?

The new scanners are CT scanners, the same technology one might encounter at a hospital. While the old scanners could only take one photograph of a bag at a time, the new scanners can take several pictures from different angles to create a 3D image of the bag's contents.

"In a few seconds, security officials are being given a clearer image of the contents of the luggage. This means that they can assess the contents better and quicker," Murgo said.

"These scanners can also identify chemicals that could potentially be used to create explosives, something that the old machines were not capable of doing."

The new machines can also be programmed to comply with new rules or directives about what is or isn't permissible on an airplane that may be enforced in the future. In the event that new explosive chemicals are discovered, these machines can be programmed to identify them.

Additionally, while previously only one security officer could screen baggage on a single carriageway, the process is now carried out by two security officials. This enables two people to carry out separate inspections on the same carriageway while also being able to assist each other with analysis if doubt ever arises.

So why are liquid restrictions still in place?

Since these machines are so advanced and can identify dangerous chemicals, why shouldn't a passenger be allowed to take up more than 100ml of liquid in their hand luggage?

Murgo explained that right now, discussions are ongoing between security authorities in the United States, the United Kingdom and the European Commission to reach an agreement about what testing should be carried out on the scanners, with the goal of achieving harmonised standards among all the countries that make use of them.

The European Commission is currently preparing a methodology for common testing standards that can be used by all European airports that want to invest in this technology.

"Once the Commission presents this structure, we know for a fact that the manufacturers are already equipped to send out tests for the machines to be certified. Once this happens and there is approval from the Commission, we will be able to relax liquid restrictions immediately," Murgo explained.

'We're already saving a lot of time'

Murgo said that the production of 3D-images during security screenings has already made the process much easier. Contrary to what happened with the older machines, passengers travelling with laptops, tablets or other electronics no longer need to take them out of their bags for screening.

"Where previously a passenger would have to open their luggage, put their laptop in a tray, their bag in another tray and their jacket, passport and keys in yet another tray all while remaining vigilant about not leaving anything behind, now the bag doesn't even need to be opened. We've already drastically reduced waiting times, which means we can screen more passengers," Murgo said.

'Tripling passenger throughput'

This coming summer will be the first with all six CT scanners in use where they will be put to the test during the airport's busiest time.

Murgo is optimistic that passengers will notice the increased efficiency. He explained that the old machines would process around 140 passengers per hour. Today, thanks to the upgrade, we have tripled passenger throughput.

'MIA among the first to invest in new technology'

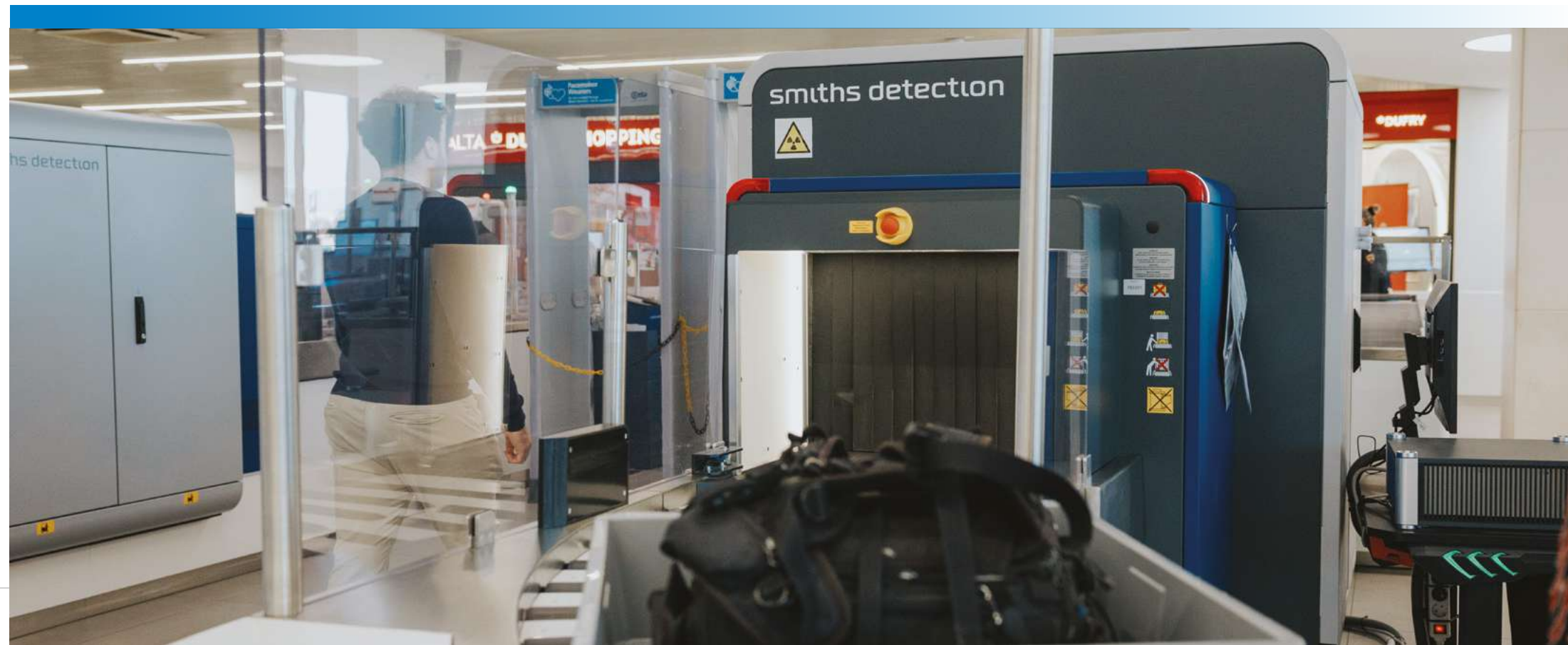
It's also worth noting that Malta International Airport is among the first airports to invest in these advanced machines, with Murgo explaining that long-term vision and planning have been instrumental for the company to invest without obstacles.

He observed that smaller airports have found it easier to install this machinery largely due to two factors. Firstly, there's the matter of cost. The Maltese airport has six carriageways in the security zone, while larger airports have more.

"To install the machines and train the security officials to use them is no small task. We only have six machines and it still took us around six months, let alone larger airports," Murgo continued.

Secondly, there's the weight factor. Whereas the old machines weighed 400 kilos, the new ones weigh around three tonnes. This means that the airport infrastructure must be equipped to support the additional weight.

"At our airport, we lay the groundwork for this investment as early as seven years ago when we were undertaking our Terminal Reconfiguration Project. Back then, we had reinforced the ceiling to be able to carry the additional weight. When it came time to install the scanners, we had already overcome this challenge. This is why planning for the long-term is so important," concluded Murgo. •



AKTAR EFFIĊJENZA, INQAS STENNIJA U SIGURTÀ MSAĦĦA:

L-Investment F'Sitt CT Scanners Godda

Wiehed mill-investimenti ewlenin li l-Ajruport Internazzjonali ta' Malta għamel fl-aħħar xhur kien ix-xiri ta' sitt magni godda għall-iskenjar tal-bagalji u l-passiġġiera. Bis-saħħa ta' dan l-investment, żdiedet l-effiċjenza u naqqas il-hin tal-istennija f'wiehed mill-aktar proċessi importanti għall-ajruport, filwaqt li komplet tissaħħaħ is-sigurtà.

Dwar dan l-investment ta' tliet miljun ewro, MIALink tkellmet mal-Viċi President Ewlieni, responsabbli mis-Sigurtà, Patrick Murgo, li spjega kif l-ajruport Malti illum huwa mgħammar bl-aktar teknoloġija avvanzata fis-suq li tripplat l-għadd tal-passiġġiera li jgħaddu mis-sistema tas-sigurtà.

X'differenza hemm bejn l-iscanners il-godda u l-antiki?

Dawn l-iscanners huma tat-tip CT, li jużaw l-istess teknoloġija bħall-iscanners li wiehed isib fl-isptarijiet. Għall-kuntrarju tal-iscanners l-antiki li kienu jiehdu ritratt wiehed tal-bagalji, l-iscanners il-godda jiehdu diversi ritratti minn angoli differenti biex tinholoq stampa 3D tal-kontenut.

"Fi tfit sekondi, l-uffiċjali tas-sigurtà qed jingħataw stampa iżjed ċara tal-kontenut tal-bagalja. Dan ifisser li tista' ssir interpretazzjoni aħjar u iżjed malajr," kompla jispjega Murgo. "Dawn l-iscanners għandhom ukoll il-kapaċità li jidentifikaw kimiċi li jistgħu jintużaw biex jinholoq splussiv, xi haġa li l-magni ta' qabel ma kinux jagħmluha."

Il-magni l-godda jistgħu wkoll jiġu pprogrammati f'każ li jinħarġu direttivi jew regolamenti godda dwar dak li huwa permessibbli jew le fuq l-ajruplani. Anke f'każ li tiġi żviluppata xi kimika ġdida li tista' tintuża għall-isplussivi, dawn il-magni jistgħu jiġu pprogrammati biex jidentifikawha.

Apparti minn hekk, ma' kull karreġġjata, fejn qabel kien ikun hemm uffiċjal wiehed li jissorvelja l-kontenut tal-bagalji, issa għandek żewġ uffiċjali. Hekk, iż-żewġ uffiċjali jagħmlu interpretazzjoni separata u anke jgħinu lil xulxin fl-analiżi jekk ikun hemm xi dubju.

"Dan kollu jnaqqas il-bżonn li bagalja tinfetah għalxejn. Għandek stampa iżjed ċara u dettaljata tal-kontenut u interpretazzjoni aktar fil-fond tiegħu, anke jekk f'inqas hin," spjega Murgo.

Mela għaliex baqgħu fis-seħħ ir-regoli dwar il-likwidi?

Ġaladarba dawn il-magni huma daqshekk avvanzati u jistgħu jidentifikaw kimiċi perikolużi, passiġġiera għaliex għadhom ma jistgħux itellgħu magħhom fuq l-ajruplan kontenituri b'aktar minn 100ml likwidu?

Murgo spjega kif bħalissa għadhom għaddejjin diskussjonijiet bejn l-awtoritajiet tas-sigurtà għat-trasport tal-Istati Uniti, ir-Renju Unit u l-Kummissjoni Ewropea biex ikun hemm qbil dwar l-ittestjar li għandu jsir fuq dawn il-magni, bil-għan li jkun hemm armonija fost il-pajjiżi kollha dwar il-kapaċità ta' dawn il-magni li jidentifikaw kimiċi perikolużi.

Li qed jiġri bħalissa huwa li l-Kummissjoni Ewropea qed thejji metodoloġija ta' ttestjar komuni biex tkun tista' tintuża minn dawk l-ajruporti Ewropej li qed jinvestu f'dawn il-magni.

"Malli l-Unjoni Ewropea tippreżenta din l-istruttura, nafu biċ-ċert li l-manifatturi ta' dawn il-magni għandhom kollox imhejji biex ikunu jistgħu jibagħtu t-testijiet biex jiġu ċċertifikati. Malli dan iseħh u jkun hemm l-approvazzjoni tal-Kummissjoni Ewropea, inkunu nistgħu nirrilassaw ir-restrizzjoni dwar il-likwidi minnufih," spjega Murgo.



'Diġà qed niffrankaw haġna hin'

Murgo kompla jfakkar li għax il-magni jipproduċu stampa 3D tal-kontenut, il-proċess diġà sar iżjed faċli. Fil-fatt, għall-kuntrarju ta' dak li kien jiġri bil-magni l-antiki, issa passiġġiera li jkunu qed jivjaġġaw b'laptop, tablet jew tagħmir elettroniku iehor, ma għandhomx għalxiex joħroġu dawn mill-bagalja.

"Fejn qabel passiġġier ried jiftah il-bagalja, ipoġġi l-laptop fi tray, il-bagalja f'iehor u xi ġakketta, ċwieviet u l-passaport fit-tielet tray u joqghod attent li ma jhalli xejn warajh, issa l-bagalja ma hemmx bżonn tinfetah. Dan diġà naqqas il-hin ta' stennija, li jfisser li jistgħu jgħaddu aktar passiġġiera," qal Murgo.

'Jittripplaw il-passiġġiera li jgħaddu f'siegha'

Is-sajf li ġej se jkun l-ewwel wiehed b'dawn ic-CT Scanners godda u għalhekk se jkun ifisser l-ewwel test importanti għal dawn il-magni l-godda, fl-aktar perjodu impenjattiv għall-ajruport.

Murgo jinsab ottimist li l-passiġġiera se jkunu qed jinnotaw iż-żieda fl-effiċjenza. Spjega kif bil-magni l-antiki, kull karreġġjata kienet tipproċessa madwar 140 passiġġier fis-siegha. Illum, bit-tagħmir il-ġdid, tripplajna l-għadd ta' passiġġiera li jgħaddu f'siegha.

'L-MIA fost l-ewwel ajruporti li investa f'dawn il-magni'

Ta' min isemmi li l-Ajruport Internazzjonali ta' Malta kien fost l-ewwel ajruporti li investa f'dawn il-magni avvanzati, b'Murgo jispjega li l-ippjanar u l-viżjoni fit-tul kienu strumentali biex il-kumpanija setgħet tinvesti f'dan it-tagħmir mingħajr haġna xkiel.

Osserva li l-ajruporti iżgħar fid-daqs sabuha iżjed faċli li jixtru u jinstallaw dawn il-magni, minhabba żewġ fatturi. L-ewwel nett hemm il-prezz ta' dawn il-magni. L-ajruport Malti għandu sitt karreġġjati fiż-żona tas-sigurtà, filwaqt li ajruporti kbar ikollhom haġna iżjed.

"Biex tinstallahom u tharreg lill-uffiċjali mhuwiex faċli. Ahna li għandna sitta, ukoll għamilna dan fuq perjodu ta' sitt xhur, aħseb u ara ajruporti akbar," kompla Murgo.

Apparti minn hekk, hemm il-piż ta' dawn il-magni. Fejn qabel magna waħda kienet tiżen madwar 400 kilogramma, dawn jiznu kważi tliet tunnelli l-waħda, li jfisser li trid tkun ċert li l-infrastruttura tiflaħ għal dan il-piż.

"Ahna konna għaqdin biżżejjed li meta seba' snin ilu wettaqna l-Pjan għar-Rikonfigurazzjoni tat-Terminal, dan il-fattur żammejnief f'moħħna u saħħahna dan is-saqaf. Meta ġejna biex ninstallaw dawn il-magni, din l-isfida ahna konna diġà għelibnieha. Għalhekk importanti tippjana fit-tul," temm jghid Murgo.

PRIORITISING SAFETY:

The airport's efforts to safeguard its employees' well-being while strengthening services

A quick look around the airport grounds today will make it evident that there are various projects underway as part of our investment efforts – set in motion to meet rising travel demand. But even as Malta International Airport is transforming, its focus on ensuring smooth operations and employee safety has also intensified – because after all, the employees are airport's lifeblood.

In recent weeks, the company was awarded two important and internationally recognised certificates that reflect the dedication that the company has towards its employees' health and safety.

MIALink spoke with Health and Safety Lead Daniela Borg, who explained that the airport has achieved ISO 45001 and ISO 45003 certification. ISO 45001 ensures that MIA follows strong health and safety practices for major projects like construction, while ISO 45003 focuses on employees' mental health.



Daniela Borg

"Achieving ISO certification confirms that MIA has implemented best practices in safety management and is committed to maintaining a safe work culture that supports employees and partners while enhancing the passengers' journey through the airport," she said.

Upholding these safety standards in a dynamic and fast-paced environment like an airport includes having risk assessments, enforcing strict protocols and holding continuous training. MIA has also created a supportive work environment, promoting work-life balance and stress management while also giving employees access to counselling services and wellness programmes.



"Rather than waiting for incidents to occur, MIA has adopted a preventative and systematic approach to safety that ensures the well-being of both workers and passengers," Borg said.

'Investing in employee well-being ensures a more secure and productive work environment'

Head of People and Culture Alexia Aquilina also emphasised that the certification strengthens the company's commitment to a safe, healthy, and supportive workplace.

"It aligns with MIA's broader initiatives to enhance occupational health, mental well-being, and overall job satisfaction," she said, pointing to initiatives like free gym access, mental health first aid training and access to assistance from the Richmond Foundation and Caritas that helped earn the certifications.

Investing in employee well-being creates a safer and more productive workplace, because when risks are minimised and there are fewer incidents, employees feel that they can work with confidence. It also serves to enhance productivity, as a healthy and stress-free environment results in fewer sick days and higher efficiency levels.

"When employees feel their well-being is valued, they are more engaged, motivated, and committed to their work," Aquilina said.

Additionally, when a workplace visibly prioritises safety and well-being it becomes more attractive to both current and potential employees.

"By investing in employee well-being, MIA not only ensures compliance with safety standards but also creates an inclusive, thriving, and resilient work environment that benefits both employees and the company," Aquilina concluded. •

PRIJORITÀ LIS-SIGURTÀ:

L-impenn tal-ajruport għall-harsien tal-benessri tal-impjegati u t-tiżiħ tas-servizz

Min iżur l-ajruport, malajr jinduna li bħalissa għaddejn diversi proġetti bħala parti mill-programm ta' investiment li qed twettaq il-kumpanija biex tilqa' għat-ktabbir fid-domanda għall-l-ivvjaġġar. Mat-trasformazzjoni tal-Ajruport Internazzjonali ta' Malta, il-kumpanija saħħet ukoll l-impenn tagħha biex tassigura t-tiżiħ tal-operat u tissalvagwardja s-saħħa u s-sigurtà tal-haddiema tagħha. Għax wara kollox, l-impjegati huma l-pulmun tal-ajruport.

F'dan ir-rigward, fl-aħħar ġimgħat, il-kumpanija nġatat żewġ ċertifikati importanti, rikonnoxxuti madwar id-dinja u li jirriflettu d-dedikazzjoni tal-kumpanija lejn il-benessri tal-impjegati u s-sigurtà tagħhom.

MIALink tkellmet ma' Daniela Borg, L-Uffiċjal Kap tas-Saħħa u s-Sigurtà, dwar iċ-ċertifikati ISO 45001 u ISO 45003. Borg spjegat kif ISO 45001 huwa ċertifikat importanti, li jirrikonoxxi l-hidma tal-ajruport biex jassigura prattiki b'saħħithom ta' saħħa u sigurtà fi proġetti kbar ta' kostruzzjoni. Mill-banda l-oħra, ISO 45003 imur lil hinn u jiffoka fuq l-impenn tal-kumpanija biex thares u tippromwovi l-benessri tal-impjegati tagħha, inkluż is-saħħa mentali.



Alexia Aquilina

"Il-kisba taċ-ċertifikati ISO hija konferma li l-kumpanija implimentat l-aqwa prattiki ta' sigurtà u li qed taħdem biex iżżomm kultura pożittiva fuq il-post tax-xogħol li tappoġġja lill-impjegati u l-istakeholders kollha, filwaqt li tibqa' ttejjeb l-esperjenza tal-passiġġieri," saħqet Borg.

Li żżomm dawn l-istandards għolja f'ambjent dinamiku u dejjem jinbidel bħalma huwa l-ajruport, jirrikjedi hidma kontinwa, valutazzjoni kontinwa tar-riskji, infurzar ta' protokoll strett u taħriġ kontinwu.

Hawn ta' min isemmi li l-kumpanija tappoġġja lill-impjegati tagħha b'diversi modi, tippromwovi bilanċ b'saħħtu bejn ix-



xogħol u l-ħajja personali, toffri taħriġ dwar l-immaniġġjar tal-istress li x-xogħol jaf iġib miegħu u tipprovdi diversi servizzi oħra li l-impjegati jistgħu jgawdu minnhom b'xejn, inkluż programmi ta' konsulenza u benessri.

"F'dan ir-rigward, il-kumpanija ħadet approċċ preventiv u sistematiku li jassigura l-benessri kemm tal-haddiema tagħha kif ukoll tal-passiġġieri. L-isfidi nindirizzawhom qabel niltaqgħu magħhom, mhux wara," komplet Borg. "Kien għalhekk li ksibna dawn iċ-ċertifikati."

'L-investiment fil-benessri tal-impjegati ifisser xogħol aktar sikur u produttiv'

MIALink tkellem ukoll ma' Alexia Aquilina, responsabbli mill-Ambjent tax-Xogħol u l-Haddiema tal-ajruport li saħqet kif il-kisba ta' dawn iċ-ċertifikati tpoġġi fuq il-kumpanija responsabbiltà akbar biex tibqa' tinvesti f'ambjent tax-xogħol b'saħħtu, san u li joffri appoġġ lill-impjegati kollha.

"Dan jimxi id f'id ma' inizjattivi oħra li l-kumpanija twettaq biex ittejjeb is-saħħa u s-sigurtà fuq il-post tax-xogħol, is-saħħa mentali u l-motivazzjoni tal-haddiema," komplet Aquilina. Semmiet xi eżempji prattiċi, inkluż l-aċċess b'xejn għall-ġinnasju, taħriġ dwar is-saħħa mentali u l-appoġġ mogħti mill-Fondazzjoni Richmond u Caritas Malta.

Aquilina komplet tishaq dwar l-importanza tal-investiment fl-impjegati għal post tax-xogħol aktar sigur u produttiv. Fi kliemha, meta jonqsu r-riskji, jonqsu l-incidenti u l-impjegati jaħdmu b'aktar kunfidenza. Dan iwassal għal titjib fil-produttività, għax ambjent b'saħħtu u b'inqas stress jirriżulta f'inqas sick leave u livelli oghla ta' effiċjenza.

"Meta l-impjegati jhossu li l-benessri tagħhom qed tingħata prijorità, ikunu iżjed motivati u dedikati fix-xogħol tagħhom," qalet Aquilina.

Apparti minn hekk, meta jkun ċar li kumpanija tagħti prijorità lill-benessri tal-impjegati tagħha, awtomatikament tattira lejha talent ġdid u iżjed fiduċja mill-impjegati tagħha.

"Billi tinvesti fil-benessri tal-impjegati, il-kumpanija mhux biss qed tiżgura li tkun konformi mal-istandards tas-sigurtà, iżda tkun qed tohloq ukoll ambjent tax-xogħol inklussiv, b'saħħtu u reżiljenti li minnu jgawdu kemm l-impjegati, il-kumpanija u anke l-passiġġieri u l-viżitaturi tagħna," temmet tgħid Aquilina. •

DESTINATION 2050:

The Airport Community is Working Towards Net Zero Carbon Emissions

The benefits arising from aviation are unquestionable. Air connectivity does not only allow for the expansion of one's horizons. It is also directly linked to economic growth, with a 10% increase in connectivity yielding a 0.5% increase in GDP per capita. But on the downside, flying is a carbon-intensive activity. Understanding the importance of minimising the industry's impact, aviation stakeholders have been working towards the Paris Agreement 1.5°C goal. In this article, MIALink looks at how the airport community is leading the charge.

Airports Leading Climate Action

Aviation accounts for around 3% of global carbon emissions, with airports being responsible for a comparatively small share. Yet, the airport community is on a firm path towards decarbonisation. In 2019, Airports Council International (ACI) adopted the landmark Net Zero Resolution, with signatories, including Malta International Airport, committing to achieving net zero carbon status by 2050. This was a watershed moment for the industry, making European airports the first aviation stakeholders to formally commit to this ambitious target and align themselves with the European Commission's climate neutral economy goal.

Yearly updates to this resolution ensure that its requirements hold signatory airports accountable to translating their commitment into concrete action. The 2023 update required airports that had not yet submitted their net zero roadmap to do so by the following year, in line with the UN Guidance recommending that non-State entities publish actionable net zero plans. As a result, the ACI online repository now features over 90 roadmaps covering more than 300 airports, including Malta International Airport.

However, airports' efforts to operate more sustainably predate the Net Zero Resolution. The year 2009 saw the inception of

Airport Carbon Accreditation (ACA), a carbon management programme for airports endorsed by several institutions, including the European Commission. From humble beginnings, with only 17 European airports represented, the seven-level programme now has more than 600 member airports worldwide, accounting for almost 54% of global air traffic. In 2023, these airports succeeded in removing 1.2 million tonnes of CO₂ compared to the previous year, which is equivalent to taking around 250,000 cars off the road.

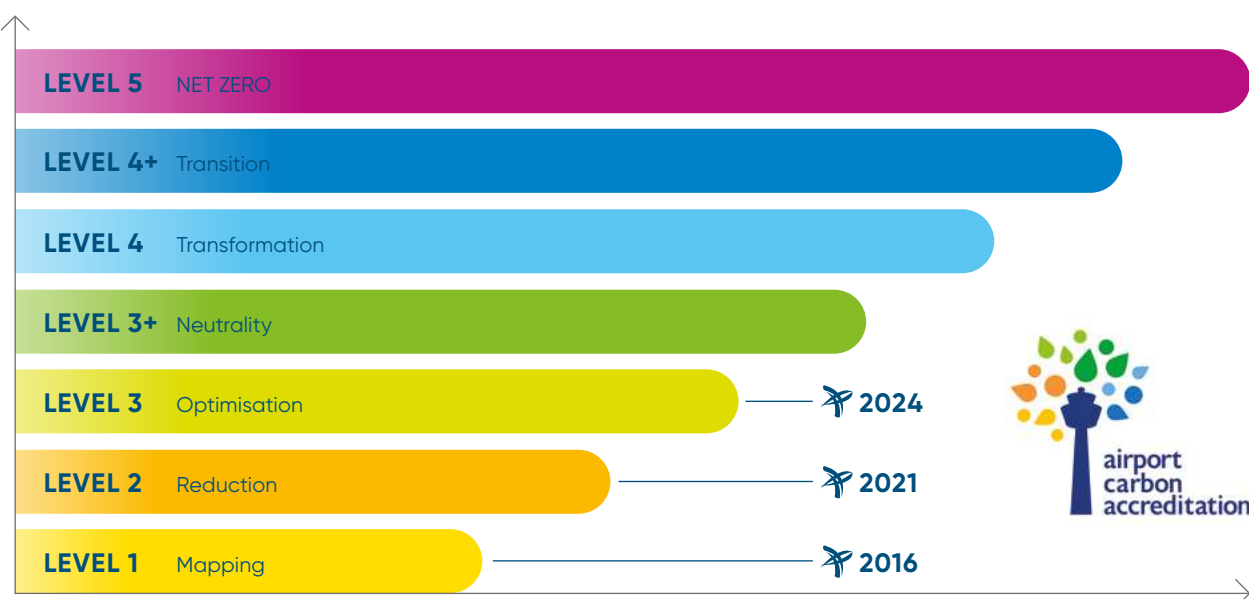
Where's Malta International Airport at?

Having joined the programme at Level 1 in 2016, Malta International Airport's most recent stride in its ACA journey was made in 2024, when it was admitted to Level 3. Climbing the rungs of this programme is no mean feat, with Malta International Airport having had to demonstrate an understanding of where its Scope 1 and 2 – emissions under its control – stem from and present a carbon management plan to show how it is curbing them together with proof of emission reductions.

Most recently, the airport had to demonstrate its engagement with third parties, from outlet operators to employees, to gather Scope 3 – emissions out of the airport's control – data. Through its engagement with around 110 stakeholders, the airport has been collecting information about employees' and stakeholders' commutes, employees' business trips, stakeholders' fuel and electricity consumption, as well as other carbon-emitting activities undertaken by stakeholders, such as the use of liquefied petroleum gas (LPG) and engine test runs.

Essentially this means that Malta International Airport is now mapping the carbon footprint of the entire airport operation. This puts the company in a better position to achieve carbon neutrality by the end of this year and proceed to Level 3+ of the ACA Programme.

7 Levels of the Carbon Accreditation Programme



DESTINAZZJONI 2050:

Il-Vjaġġ tal-Komunità tal-Ajruporti Lejn l-Istatus Net Zero

Il-benefiċċji li ġgħib magħha l-avjazzjoni huma hafna. Il-konnessjoni bl-ajru, mhux biss tghin persuni biex ikabbru l-orizzonti tagħhom, imma hija intrinsikament marbuta mat-tkabbir ekonomiku. Fil-fatt, zieda ta' 10% fil-konnettività bl-ajru, tfisser zieda ta' 0.5% fil-GDP għal kull persuna. Mill-banda l-oħra, din tfisser ukoll zieda fl-emissjonijiet. Għax fehm l-importanza li jitnaqqas dan l-impatt fuq l-ambjent, l-imsieħba kollha fis-settur tal-avjazzjoni ilhom jaħdmu biex jilhq u l-mira ta' 1.5°C, bħala parti mill-Ftehim ta' Pariġi. F'dan l-artiklu, MIALink se jkun qed ihares lejn il-hidma proattiva tal-ajruporti biex jonqsu l-emissjonijiet.

L-Ajruporti Fuq Quddiem fl-Azzjoni Klimatika

L-avjazzjoni hija responsabbli għal madwar 3% tal-emissjonijiet globali tal-karbonju, bl-ajruporti għandhom sehem relattivament iżgħar. Minkejja dan, il-komunità tal-ajruporti tinsab determinata biex tasal għad-dekarbonizzazzjoni tas-settur. Fl-2019, Airports Council International adotta r-reżoluzzjoni storika, magħrufa bħala Net Zero, li permezz tagħha, l-ajruporti firmatarji, inkluż l-Ajruport Internazzjonali ta' Malta, impenjaw ruħhom biex jilhq u l-istatus net zero għal emissjonijiet tal-karbonju sal-2050. Dan kien mument kruċjali għal din l-industrija, għax l-ajruporti Ewropej saru l-ewwel imsieħba tas-settur tal-avjazzjoni li uffiċjalment impenjaw ruħhom biex jilhq u din il-mira ambizzjuża, anke id f'id mal-miri stabbiliti mill-Kummissjoni Ewropea għal ekonomija newtrali għall-klima.

Aġġornamenti annwali għal din ir-reżoluzzjoni jiżguraw li r-rekwiżiti tagħha jżommu lill-ajruporti firmatarji responsabbli biex ibiddlu l-impenn tagħhom f'azzjonijiet konkreti. Fil-fatt, l-aġġornament tal-2023 insista mal-ajruporti li kienu għadhom ma pprezentawx il-pjan ta' azzjoni tagħhom dwar kif se jilhq u l-istatus net zero, karbonika, biex jagħmlu dan fis-sena ta' wara, anke f'konformità mal-Linji Gwida tal-Ġnus Magħquda li jirakkomandaw lil dawk l-entitajiet mhux statali biex jagħmlu l-istess. Sal-lum, ir-registru tal-ACI aktar minn 90 pjan ta' azzjoni, li jkopru aktar minn 300 ajruport, inkluż l-Ajruport Internazzjonali ta' Malta.

Madanakollu, l-isforzi tal-ajruporti biex joperaw b'mod aktar sostenibbli jibdeu ferm qabel ir-Reżoluzzjoni Net Zero. Fl-2009, twaqqaf dak magħruf bħala Airport Carbon Accreditation (ACA), programm ta' ġestjoni tal-emissjonijiet tal-karbonju għall-ajruporti approvat minn diversi istituzzjonijiet, inkluż mill-Kummissjoni Ewropea. Minn 17-il ajruport Ewropew biss involut, dan il-programm b'seba' livelli issa għandu aktar minn 600 ajruport membru madwar id-dinja, li jirrappreżentaw kważi 54% tat-traffiku tal-ajru globali. Fl-2023, dawn l-ajruporti rnexxielhom inaqqsu 1.2 miljun tunnellata ta' CO₂ meta mqabbel mas-sena ta' qabel – ekwivalenti li tneħhi madwar 250,000 karozza mit-toroq.

Fejn wasal l-Ajruport Internazzjonali ta' Malta?

L-Ajruport Internazzjonali ta' Malta nqas għad fl-Airport Carbon Accreditation (ACA) fl-2016, f'Livell 1 u sas-sena li għaddiet kiseb il-Livell 3. Li wiehed jitle' fil-livelli ta' dan il-programm mhuwix faċli anke għax l-ajruport kellu juri b'mod ċar li jifhem minn fejn joriġinaw l-emissjonijiet taht il-kontroll tiegħu (Scope 1 / 2 emissions) u jissottometti pjan ċar biex juri kif qed jaħdem biex inaqqaqshom, flimkien ma' provi ċari li qiegħed fil-fatt jirnexxilu jagħmel dan.

Riċentement, l-ajruport kellu wkoll juri x'hidma qed iwettaq ma' terzi, minn operaturi tal-hwienet għall-impjegati, biex jiġbor l-informazzjoni dwar l-emissjonijiet li mhuwix taht il-kontroll dirett tiegħu (Scope 3 emissions). Fil-fatt, l-ajruport qed jaħdem ma' madwar 110 entità biex jiġbor informazzjoni dwar il-mezzi ta' trasport li jużaw ta' kuljum l-impjegati, it-trasport li jużaw għax-xogħol, il-konsum tal-fjuwil u l-elettriku tal-imsieħba tiegħu u attivitajiet oħra li jiġġeneraw l-emissjonijiet tal-karbonju, inkluż l-użu tal-LPG.

Essenzjalment dan ifisser li l-Ajruport Internazzjonali ta' Malta issa qed ikollu stampa iżjed ċara tal-emissjonijiet li l-operat kollu tal-ajruport qed jipproduċi. Dan ipoġġi lill-kumpanija f'pożizzjoni aħjar biex tilhaq in-newtralità karbonika sal-aħhar tas-sena u tkompli tiela' għal Livell 3+ tal-programm ACA.

A €345 million investment that will take the Airport into the future

Investiment ta' €345 miljun li se jieħu lill-Ajruport fil-futur



While 2024 was a record year for passenger traffic, 2025 is expected to be another historic year for Malta International Airport, as the end of important infrastructural projects and the start of others are paving the way for the company to embrace the future and ready itself for increased passenger movements, while continuing to offer guests the excellent service it has become renowned for.

In this edition of MIALink we wanted to share more details about the second phase of the Terminal Expansion Project, as well as an update on other important projects that are set to be completed ahead of the busy summer period.

Jekk is-sena 2024 kienet sena rekord f'termini ta' traffiku tal-passiġġiera, is-sena 2025 mistennija tkun sena oħra storika għall-Ajruport Internazzjonali ta' Malta, hekk kif se tkun qed tara t-tlestija ta' proġetti infrastrutturali importanti u l-bidu ta' proġetti oħra essenzjali li se jippermettu lill-kumpanija tkompli thares 'il quddiem, tilqa' għat-tkabbir fil-moviment tal-passiġġiera, filwaqt li tibqa' toffri lill-passiġġieri u l-visitaturi tagħha servizz eċċellenti kif hija magħrufa għalih.

Għalhekk, f'din l-edizzjoni ta' MIALink hsibna li nagħtukom id-dettalji dwar it-tieni fażi tal-proġett tat-Tkabbir tat-Terminal, filwaqt li nagħtukom aġġornament dwar proġetti oħra importanti li mistennija jkunu lesti fil-ġimghat li ġejjin, qabel jibda ż-żmien impenjattiv tas-sajf.



32 new check-in desks and more open spaces

The second phase of the Terminal Expansion Project

Last month, Malta International Airport announced details of the second phase of the Terminal Expansion Project which will involve the construction of a new building to the east of the existing terminal over some 6,000 square metres of land.

The goal of this phase is to equip the airport with more spacious, modern and sustainable infrastructure in order to better manage passenger traffic departing Malta. Eventually, this new building will be joined up with the existing terminal, so that the check-in and departures halls can also grow substantially.

How will the new building be laid out?

The new building will be split into five storeys. New, larger stores will be built on the underground level, which will be critical for operations such as baggage handling as well as for the important equipment that underpins the systems that run the airport.

At street level, which will link up with the existing building, there will be enough space for the inclusion of 32 new check-in desks, more space for retail and catering outlets as well as other facilities critical to running the airport.

Here a new tunnel will also be built that will link the terminal directly with Park East, so that passengers that make use of rental cars will have a more efficient and secure way to cross from the parking area into the terminal.

The first floor will see an enlargement of the departures lounge as well as the expected addition of five new gates, another gate for crew members and enough space for the airport to be able to increase the variety of food and shopping outlets available to passengers who are waiting for their flight.

The second and third levels will introduce new offices for the airport's administration and other open spaces that can be used by companies and third parties that are integral to the airport's work.

Prioritising on open spaces and natural light

The existing terminal building was built more than 30 years ago, at a time when the tourism industry was still blossoming. Now that the industry is booming, it is clear that the space has become too small, especially during the busier months.

This is why the upcoming extension prioritises unencumbered open spaces and natural light. New terraces will be constructed to expand on the outdoor space and with aesthetic sensibilities that evoke openness, which in turn will reduce the feeling of a crowded space, especially during our busiest hours.

It is also worth mentioning that the general design of the building was developed to strike a balance between modern aesthetics – featuring the use of glass and large windows to let in more natural light – as well as the airport's iconic façade, which meant continuing the arched portico build with Maltese limestone. The goal is for Malta International Airport to offer tourists a taste of Maltese architecture.

Massive investment that will change the face of the airport

During a press conference at which the project was unveiled, Malta International Airport CEO Alan Borg said that strong financial and traffic results have made it possible for the company to revise the original investment plan announced in 2023 upwards, with the investment amount now totalling €345 million.

This phase is a bit more complex than the first phase of the expansion project as it not only includes a brand-new building but will have to see the relocation of some establishments.

However, all the teams involved in the project are constantly updating their logistics planning so that the running of the airport can continue uninterrupted.

32 Check-in desk godda u aktar spazji miftuħa

It-tieni fażi tat-Tkabbir tat-Terminal

Matul ix-xahar li għadda, l-Ajruport Internazzjonali ta' Malta habbar id-det-talji tat-tieni fażi Proġett tat-Tkabbir tat-Terminal. Din il-fażi tikkonsisti fil-bini ta' struttura ġdida, fuq in-naħa tal-Lvant tal-binja eżistenti, mifruxa fuq xejn inqas minn 6,000 metru kwadru.

L-għan huwa li din il-fażi tgħammar lill-ajruport b'infrastruttura aktar spazjuża, moderna u sostenibbli biex ikun jista' jimmaniġġa ahjar it-traffiku tal-passiġġieri li jkunu se jhallu Malta. Eventwalment, din il-binja l-ġdida se tkun qed titniffed mat-terminal eżistenti biex hekk jikbru b'mod sostanzjali s-swali taċ-check-in u tat-tluq.

Kif se tkun imqassma l-binja l-ġdida?

Il-binja l-ġdida se tkun maqsuma fuq hames sulari. Fil-livell ta' taht l-art se jkunu qed jinbnew imħażen ġodda u akbar, importanti kemm għall-operat, bħalma huma s-servizzi tal-bagalji, u anke għat-tagħmir tas-sistemi li jhaddmu l-ajruport.

Il-livell ta' mat-triq, minfud mal-binja eżistenti, se jkun qed joffri biżżejjed spazju biex jizdiedu 32 check-in desk, aktar spazji għall-ħwienet u l-istabbilimenti tal-ikel u faċilitajiet oħra importanti għall-operat tal-

ajruport. Hawnhekk se tkun qed tinbena mina li tgħaqqad it-terminal ma' Park East, biex hekk il-passiġġieri u t-turisti li jagħmlu użu mill-karozzi tal-kiri jkunu jistgħu jaqsmu b'mod aktar effiċjenti u sigur mill-parkeġġ għat-terminal.

L-ewwel livell se jara t-tkabbir tas-sala tat-tluq u mistenni jinkludi hames gates oħra, gate għall-membri tal-ekwipaġġ u biżżejjed spazju biex l-ajruport ikun jista' jżid il-varjetà tal-istabbilimenti tal-ikel u l-ħwienet għall-passiġġieri li jkunu qed jistennu it-titjira.

It-tieni u t-tielet livell se jkunu jinkludu l-uffiċini l-ġodda għat-tmexxija tal-ajruport u spazji oħra li jistgħu jintużaw minn kumpaniji u entitajiet terzi li huma parti integrali mill-hidma tal-ajruport.

Enfasi fuq l-ispace miftuħa u d-dawl naturali

B'kuntrast mat-terminal eżistenti, mibni 30 sena ilu meta s-settur tat-turiżmu f'pajjżna kien għadu fil-bidu tiegħu, il-binja l-ġdida se tkun tinkludi aktar spazji miftuħa, terazzini akbar u se tkun mibnija b'estetika li tohloq iżjed sens ta' kobor u spazji wiesgħa, anke biex is-swali ma jidhrux okkupati fl-aktar hinijiet impenjattivi.

Ta' min isemmi wkoll li d-disinn ġenerali

tal-binja l-ġdida ntgħażel b'tali mod li johlq bilanċ bejn estetika moderna, bl-użu tal-ħġieġ u twieqi kbar (għal iżjed dawl naturali) u l-istruttura ikonika tal-ajruport, jiġifieri t-tkomplija tal-portiku bl-arkati fil-ġebela Maltija. L-għan huwa li l-Ajruport Internazzjonali ta' Malta jibqa' joffri lit-turisti toghma tal-arkitettura Maltija.

Investment massiċċ li se jbidel il-wiċċ tal-ajruport

Waqf konferenza li saret fi Frar, il-Kap Eżekuttiv tal-Ajruport Internazzjonali ta' Malta, is-Sur Alan Borg, spjega li r-riżultati b'saħħithom, kemm f'termini ta' traffiku u anke f'termini finanzjarji, għamluha possibbli biex il-kumpanija tkun tista' tirrevedi 'l fuq il-pjan ta' investment oriġinali tagħha ta' €345 miljun.

Kif wiehed jista' jimmaġina, din il-fażi taf tkun xi f'tit iżjed ikkumplikata mill-ewwel fażi tat-tkabbir tat-terminal mhux biss għax tinkludi binja kompletament ġdida, imma anke għax xi stabbilimenti se jkollhom jiġu rilokati.

Madanakollu, it-timijiet involuti għaddejjin bl-ippjanar loġistiku biex waqt il-bini tal-estensjoni, l-operat tal-ajruport ma jkunx mittiefes.



The newly revamped Baggage Reclaim Hall. Id-dehra l-ġdida tal-Baggage Reclaim.

A fresh welcome for passengers

The end of the first phase of the Terminal Expansion Project

Travellers passing through our halls recently have definitely noticed that the first phase of the Terminal Expansion Project, that is the expansion towards the west side of the building, has progressed substantially and is almost finished.

Those who have been through the building may have noticed that the baggage reclaim hall has also been expanded. This area has grown by 650 square metres, which facilitated the installation of two additional belts. Simultaneously, works have begun for the hall to get a fresh and modern update, to complement the new building.

The most important part of this phase has been the construction of a new corridor – which became operational in March, that is leading passengers that arrive from a Schengen country directly from the airfield to the baggage reclaim hall.

This project, apart from offering a more efficient route for passengers that arrive from a Schengen country, will also be providing the airport with enough space to install new infrastructure that will be managing the arrival of passengers from third-counties as part of the European Union's Entry/Exit System.

This will be an automated system that will act as border control for passengers who are not from the EU. This will be substituting passport stamping with a digital system that registers the entry and exit of these passengers through biometric information. The goal is to increase security at EU borders.

Merħba ġdida u friska għall-passiġġieri

Tiġi fi tmiemha l-ewwel fażi Tkabbir tat-Terminal

Min siefer f'dawn l-aħħar xhur u ġimghat seta' jinnota li l-ewwel fażi tal-proġett tal-estensjoni tat-terminal, jiġifieri t-tkabbir lejn in-naħa tal-Punent, imxiet ġmleha u issa waslet biex tkun konklūza.

Fast dawn, dawkl li siefru fl-aħħar xhur, setghu jinnutaw it-tkabbir tas-sala minn fejn il-passiġġieri jiġbru l-bagalji. Fil-fatt, din is-sala tkabbret b'650 metru kwadru li taw lill-ajruport l-ispace neċessarju biex jiġu installati żewġ belts oħra. Fl-istess żmien, beda x-xogħol biex il-bqija tas-sala tingħata dehra ġdida u aktar moderna, biex tikkomplimenta l-parti l-ġdida.

L-aktar parti importanti ta' din il-fażi kien il-bini ta' kuritur ġdid, li beda jintuża f'tit tal-jiem ilu, u li issa qed iwassal lill-passiġġieri li jaslu minn pajjiżi taż-Żona Schengen direttament minn fuq il-mitjar għas-sala minn fejn jiġbru l-bagalji.

Dan il-proġett, apparti li joffri rotta iżjed effiċjenti lill-passiġġieri li jaslu minn pajjiżi taż-Żona Schengen, se jkun qed jipprova lill-ajruport biżżejjed spazju biex tiġi installata infrastruttura ġdida li se tkun qed timmaniġġa l-wasla tal-passiġġieri minn pajjiżi terzi, bħala parti mis-Sistema ta' Dhul/Ħruġ tal-Unjoni Ewropea.

Fi kliem sempliċi, din hija sistema awtomatizzata għall-kontroll tal-fruntieri għall-vjaġġaturi mhux mill-Unjoni Ewropea. Din se tkun qed tissostitwixxi l-istampar tal-passaporti b'sistema diġitali li tirreġistra d-dhul u l-ħruġ tal-passiġġieri permezz ta' informazzjoni bijometrika. L-għan huwa li tiżdied is-sigurtà fil-fruntieri tal-Unjoni Ewropea.

The design blends modern aesthetics with Maltese architecture, creating a warm environment for travellers. Id-disinn jgħaqqad estetika moderna ma' arkitettura Maltija, bil-għan li noffru toghma Maltija lill-viżitaturi kollha.



Other projects expected to be completed in the coming months

We also expect to be finished with another two massive and important projects for the airport in the next few months. Before the hustle and bustle of the summer season, we anticipate that the last phase of the Apron 8 South project will have been completed. This project will be increasing the airport's capacity to accommodate a mixed fleet of aircraft. Once concluded, this space will be able to host eight additional aircraft.

During the same period, works on the new VIP terminal are also expected to be concluded. This project will bring an altogether different look to this terminal, with an emphasis on natural light and open spaces to accommodate for the increase in the terminal's popularity in recent years. •

Proġetti oħra li mistennija jkunu konkluzi fix-xhur li ġejjin

Apparti minn hekk, fix-xhur li ġejjin, mistennija jkunu lesti żewġ proġetti oħra massiċi u importanti għall-ajruport. Fost dawn, sa ma jibda ż-żmien impenjattiv tas-sajf, mistennija tkun lesta t-tieni u l-aħħar fażi tal-bini ta' Apron 8 South. Dan il-proġett se jkun qed iżid il-l-ispazju fuq il-mitjar biex l-ajruport ikun jista' jilqa' flotta mħallta ta' ajruplani. Ġaladarba jkun konkluz, dan l-ispazju se jkun jista' jakkomoda tmien ajruplani adizzjonali.

Fl-istess perjodu, mistenni jkun lest ukoll ix-xogħol fuq il-bini mill-ġdid tat-terminal VIP. Dan il-proġett ta' dehra għalkollox differenti lil dan it-terminal, b'enfasi partikolari fuq id-dawl naturali u ż-żieda ta' spazji miftuħa. Apparti l-estetika, it-terminal VIP issa għandu wkoll iżjed spazju biex jilqa' għaž-żieda fil-popolarità tiegħu li kibret b'mod partikolari fl-aħħar snin. •

A new tunnel linking Park East to the terminal will make airport access smoother and safer.
Mina ġdida se tkun qed tghaqqad Park East mat-terminal għal aktar aċċess sigur u effiċjenti.



THE MALTA AIRPORT FOUNDATION

INVESTS IN THE RESTORATION OF THE SIEGE BELL WAR MEMORIAL

The Siege Bell War Memorial in Valletta is without a doubt one of the most iconic monuments in the Maltese Islands, a figure that has become an integral part of the picturesque face of the Grand Harbour and Valletta. As part of its duty to guard the country's cultural heritage and invest directly in the local tourism industry, the Malta Airport Foundation teamed up with Heritage Malta and will be contributing to the restoration of this important monument.



What does this monument commemorate?

The Siege Bell monument was unveiled on May 29, 1992, on the occasion of the 50th anniversary from the awarding of the George Cross to the Maltese Islands. Queen Elizabeth II had even visited Malta at the time and participated in the celebration.

The monument, based on the design of the renowned artist Michael Sandle, was built to commemorate the victims of World War II in Malta, of which there are 7,000. The relic is split into two levels. At the very top one finds a bell tower, housing the titular bell, while the lower level hosts an imposing bronze structure which symbolises the burial at sea of the Unknown Soldier.

The bell, which is also the largest bell in Malta, used to be rung every day at noon, not just to mark the passage of half the day, but to honour the victims of war. The bell is also rung annually to welcome the new year and has been rung at other moments of national importance.

But because of structural damage to the monument, the bell has lain silent for many years.

How will the Malta Airport Foundation support the project?

The project to restore this national monument has already begun. The Malta Airport Foundation will be financing its third phase with an investment of over €600,000. This continues to confirm the validity of the Foundation's goal to support direct investment in Malta's tourism product, especially when one considers that the monument is visited by hundreds of tourists every day.

Thanks to the Foundation's investment, Heritage Malta – which oversees the site – will be carrying out important upgrading work, including restoring the bronze statue and the surrounding bastions, installing new paving around the site and installing new security cameras and a new professional lighting rig.

Heritage Malta aims to finish this project by the end of 2026.

The Malta Airport Foundation's Legacy

This is not the first time the Malta Airport Foundation has invested in the preservation of the country's wartime heritage. Between 2017 and 2020, the Foundation collaborated with Fondazzjoni Wirt Artna to restore the Combined Operations Room, which is part of the large British-era war complex beneath the Upper Barrakka Gardens, spread over some 28,000 square metres.

In Valletta, one of the most important tourism hubs in the Maltese Islands, the Malta Airport Foundation has also invested in the restoration of the historic Via Crucis at the Franciscan Church of St Mary of Jesus, as well as contributed to the upgrading of the Victor Pasmore Gallery – which exhibits much of Pasmore's work as well as that of other 20th century and contemporary artists. •



IL-MALTA AIRPORT FOUNDATION

TINVESTI FIR-RESTAWR TAL-QANPIENA TAL-ASSEDJU FIL-BELT VALLETTA

Wiehed mill-monumenti ikoniċi tal-Gżejjer Maltin, bla dubju ta' xejn huwa dak tal-Monument tal-Assedju u s-Suldat Mhux Maghruf, monument li sar parti integrali mix-xena mill-isbaħ tal-Port il-Kbir u l-Belt Valletta. Bhala parti mill-impenn tagħha, li thares il-wirt storiku tal-Gżejjer Maltin u tinvesti direttament fis-settur tat-turiżmu, il-Malta Airport Foundation issiehbət ma' Heritage Malta u se tkun qed tgħin fir-restawr ta' dan il-monument importanti.

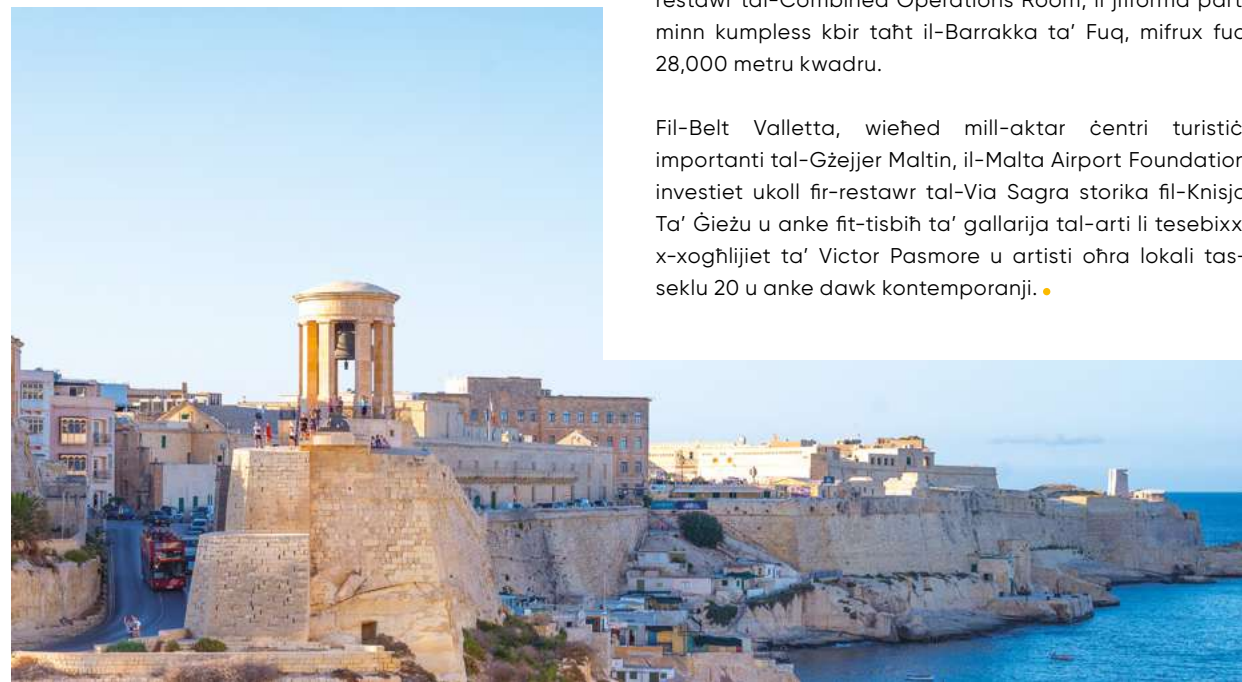
Xi jfakkar dan il-Monument?

Il-Monument tal-Assedju gie uffiċjalment inawgurat nhar id-29 ta' Mejju tal-1992, fl-okkażjoni tal-50 anniversarju mill-ghotja tal-George Cross lill-Gżejjer Maltin. Għal dawn iċ-ċelebrazzjonijiet u għal din l-okkażjoni, kien hawn f'Malta r-Reġina Elizabetta II.

Dan il-monument, fuq disinn tal-artist maghruf Ingliż Michael Sandle, inbena biex ifakkar il-vittmi tat-Tieni Gwerra Dinjija f'Malta, li jghoddu 'l fuq minn 7,000 ruh. Il-monument huwa mifruq fuq żewġ livelli. Fuq nett wiehed isib il-kampnar bil-qanpiena, u fuq in-naħa ta' isfel wiehed isib struttura imponenti tal-bronż li tissimbolizza d-dfin fil-baħar tas-Suldat mhux Maghruf.

Il-qanpiena, li hija wkoll l-akbar waħda f'Malta, kienet tindaqq kuljum f'nofsinhar biex mhux biss timmarka nofs il-jum, imma biex kuljum taghti wkoll ġieħ lill-vittmi tal-gwerra. L-istess qanpiena tindaqq kull sena biex timmarka l-bidu ta' sena ġdida u anke f'mument ohra ta' importanza nazzjonali.

Minhabba l-ħsara strutturali f'dan il-monument, il-qanpiena issa ilha diversi snin siekta.



X'se tagħmel il-Malta Airport Foundation?

Il-proġett ta' restawr fuq dan is-simbolu nazzjonali, diġà beda. Il-Malta Airport Foundation se tkun qed tiffinanzja t-tielet fażi tiegħu, b'investiment ta' aktar minn €600,000. Dan ikompli jikkonferma l-impenn tal-Fondazzjoni, jiġifieri li tinvesti direttament biex isahhah il-prodott turistikku tal-Gżejjer Maltin, aktar u aktar meta wiehed iqis li dan il-monument iżuruh mijiet ta' turisti kuljum.

Permezz tal-investment tal-Fondazzjoni, Heritage Malta li hija l-kustodja ta' dan is-sit, se tkun qed tawtaq xogħlijiet importanti ta' tisbiħ, inkluż ir-restawr tal-monument tal-bronż tas-Suldat mhux Maghruf u tas-swar li tidhol għalihom mill-istess sit, pavimentar ġdid mas-sit kollu, l-installazzjoni ta' kameras tas-sigurtà u sistema ġdida ta' dawl professjonali.

It-tir ta' Heritage Malta huwa li l-proġett kollu jkun konkluz sas-sena 2026.

Il-Legat tal-Malta Airport Foundation

Ta' min ifakkar li dan ir-restawr mhux se jkun l-ewwel investment tal-Malta Airport Foundation fil-harsien tal-patrimonju ta' żmien il-gwerra. Bejn l-2017 u l-2020, il-Fondazzjoni ssiehbət ma' Fondazzjoni Wirt Artna għar-restawr tal-Combined Operations Room, li jiffirma parti minn kumpless kbir taħt il-Barrakka ta' Fuq, mifruq fuq 28,000 metru kwadru.

Fil-Belt Valletta, wiehed mill-aktar ċentri turistiċi importanti tal-Gżejjer Maltin, il-Malta Airport Foundation investiet ukoll fir-restawr tal-Via Sagra storika fil-Knisja Ta' Ġiezu u anke fit-tisbiħ ta' gallarija tal-arti li tesebixxi x-xogħlijiet ta' Victor Pasmore u artisti ohra lokali tas-seklu 20 u anke daww kontemporanji. •



Share Buyback Programme

On 16 January 2025, MIA announced that the Board will be recommending to the company shareholders during the next Annual General Meeting a share buyback programme.

What is a share buyback?

A share buyback is when a company repurchases its own outstanding shares from the open market. This effectively reduces the total number of shares in circulation.

What are the main terms of the proposed share buyback programme?

The main terms of this programme are the following:

- The company may purchase on the market up to 1% of the total issued share capital, equivalent to 1,353,000 shares.
- The price at which MIA will buy back its shares may range between €3.00 and €7.38 per share.
- The buyback period will run from the 1st of June 2025 until the Annual General Meeting of 2026 (as may be extended, if approved by shareholders at the subsequent general meeting).

How can a share buyback benefit shareholders?

Share buybacks may benefit shareholders in several ways:

1. Increased Earnings Per Share (EPS): Given that a share buyback reduces the amount of outstanding shares, a company's profits will ultimately be split amongst less shares hence each remaining share represents a larger proportionate claim on future company profits.
2. Potential increase in share price: By reducing the number of shares available on the market, the level of demand for the shares has to be satisfied from a smaller number of available shares, potentially driving up the share price.
3. Potential increase in Dividend per Share (DPS): If the Board of a company maintains the same amount of total dividend following buyback, that same amount of dividend will be distributed amongst a lower number of shares hence leading to an increase in the dividend per share.
4. Signal of confidence: When a company repurchases its shares, it is likely to be an indication that the company's management and Board are confident in its future prospects and believe that the shares are undervalued.

Programm għax-Xiri Lura tal-Ishma

Fis-16 ta' Jannar 2025, l-Ajruport Internazzjonali ta' Malta habbar li waqt il-Laqqha Ġenerali Annwali li jmiss, il-Bord se jkun qed jirrakkomanda lill-azzjonisti programm għax-xiri lura tal-ishma.

X'inhu programm għax-xiri lura tal-ishma?

Dan huwa programm li permezz tiegħu kumpanija tixtri lura ishma tagħha mis-suq pubbliku. Dan effettivament inaqas in-numru ta' ishma disponibbli fis-suq.

X'inhuma t-termini ewlenin tal-programm propost?

It-termini ewlenin ta' dan il-programm huma dawn:

- Il-kumpanija tista' tixtri mis-suq sa 1% tal-kapital azzjonarju totali mahruġ, li huwa ekwivalenti għal 1,353,000 sehem.
- Il-prezz li bih il-kumpanija tista' tixtri lura l-ishma tagħha jvarja bejn €3.00 u €7.38 għal kull sehem.
- Il-programm se jkun mifruq bejn l-1 ta' Ġunju 2025 sal-Laqqha Ġenerali Annwali tal-2026 (bil-perjodu jista' jkun estiż, jekk l-azzjonisti jaqblu fil-Laqqha Ġenerali Annwali jkun imiss).

L-azzjonisti kif jistgħu jgawdu minn dan il-programm?

Minn dan il-programm l-azzjonisti jistgħu jgawdu b'ħafna modi:

1. Żieda fil-Qligh għal Kull Sehem (EPS): Meta kumpanija tixtri lura l-ishma tagħha, l-ammont ta' ishma li jibqgħu fis-suq jonqos. Dan ifisser li l-profiti tal-kumpanija jkunu mqassma fuq inqas ishma, u għalhekk kull sehem li jifdal jibbenefika minn proporzjon ikbar mill-profiti futuri tal-kumpanija.
2. Żieda potenzjali fil-prezz tal-ishma: Billi jitnaqqas in-numru ta' ishma disponibbli fis-suq, id-domanda għall-ishma trid tiġi sodisfatta minn ammont iżgħar ta' ishma disponibbli. Dan jista' jwassal għal żieda fil-prezz ta' kull sehem, peress li l-investituri jistgħu jkunu lesti jħallsu aktar biex jiksbu s-sehem li jkun sar aktar skars.
3. Żieda potenzjali fid-Dividend għal Kull Sehem (DPS): Jekk il-Bord ta' kumpanija jżomm l-istess ammont totali ta' dividends wara li jinxtaw lura ishma, dak l-ammont ta' dividend jitqassam fuq inqas ishma. Dan iwassal għal żieda fid-dividend għal kull sehem (DPS), u b'hekk kull azzjonist li jżomm ishma fil-kumpanija jibbenefika minn hlaas ogħla ta' dividend għal kull sehem.
4. Sinjal ta' fiduċja: Meta kumpanija tixtri lura l-ishma tagħha, dan jista' jkun sinjal li l-amministrazzjoni u l-Bord tal-kumpanija għandhom fiduċja fil-prospetti futuri tagħha u jemmnu li l-ishma huma sottovalutati.

Share Price Analysis

The number of trades in the shares of Malta International Airport plc registered a slight dip in 2024. However, with 759 trades executed throughout the year compared to 804 trades in 2023, a marked increase was registered in both the volume, with an almost 18% increase to 1.3 million shares, and value, up 22.4% to €7.6 million. Throughout 2024, MIA's share price fluctuated between €5.50 and €6.15.

The third quarter of 2024 proved particularly active, with 261 trades, culminating in a peak of 114 trades in August alone. The trades executed in August represented 20% of the year's total value. The heightened

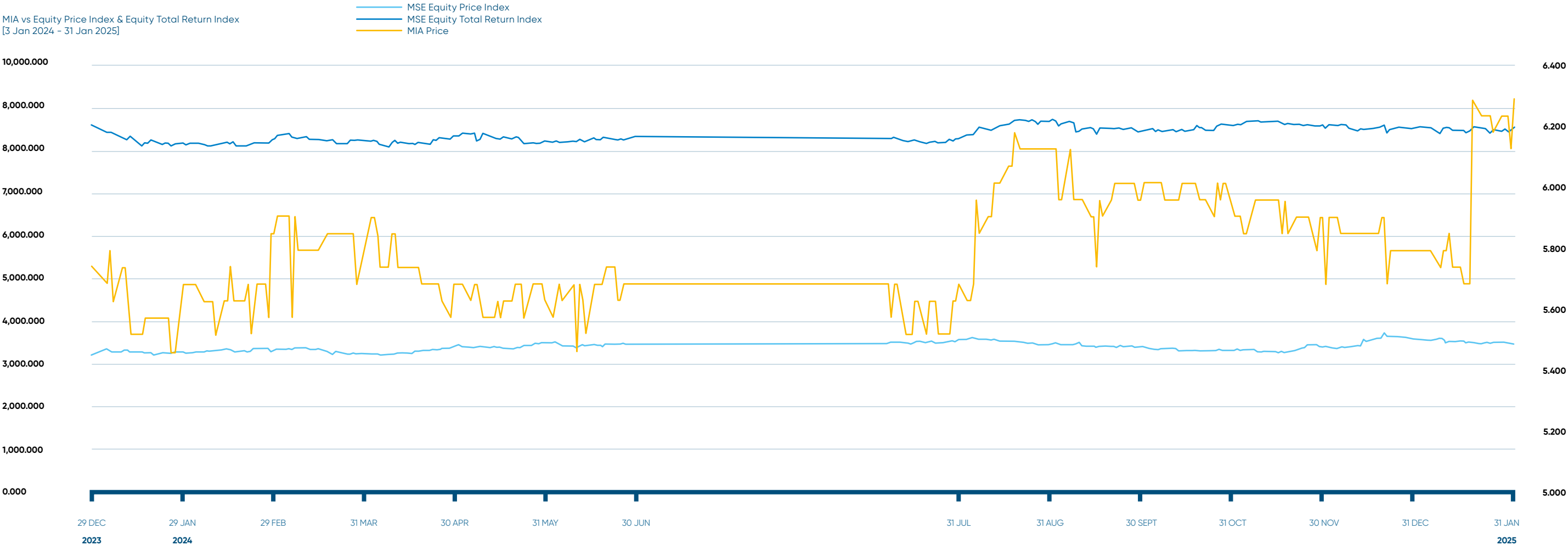
volumes and trades during the third quarter also led to an increase in the equity price as may be noticed in the graph below.

Although the share price subsequently eased back to end the year at the €5.80 (only marginally higher than the previous year end closing price), the share price once again sharply rebounded early in 2025, on the back of the key company announcement issued on 16 January. The announcement in relation to the share buyback programme, record passenger numbers in 2024 as well as the company's expectations of further growth in 2025 led to a notable jump in the share price to

€6.25, up from €5.70, on the following trading session and continued to trade above the €6.00 level for the period under review.

MIA also reported impressive passenger traffic growth for 2024, with 8.96 million passengers passing through the terminal, a nearly 15% increase year-over-year. Looking ahead to 2025, MIA's projections indicate an optimistic picture with passenger traffic expected to reach 9.3 million, revenue climbing to €147 million, EBITDA to €91 million, and net profit to €48 million, alongside a planned capital expenditure of €70 million to support the envisaged growth.

MIA vs Equity Price Index & Equity Total Return Index
[3 Jan 2024 - 31 Jan 2025]



Analizi tal-Prezz tal-Ishma

Għalkemm in-numru ta' tranżazzjonijiet fl-ishma ta' Malta International Airport plc naqas ftit fl-2024, b'759 tranżazzjoni matul is-sena, meta mqabbla ma' 804 fl-2023, kien hemm żieda sinifikanti kemm fil-volum kif ukoll fil-valur. Il-volum ta' ishma negozjati żdied bi kważi 18% għal 1.3 miljun sehem, filwaqt li l-valur totali tela' bi 22.4% għal €7.6 miljun. Matul l-2024, il-prezz tal-ishma tal-MIA varja bejn €5.50 u €6.15.

It-tielet kwart tal-2024 kien partikolarment attiv, b'261 tranżazzjoni, u lahaq l-ogħla livell f'Awissu b'114-il tranżazzjoni f'dan ix-xahar biss. It-tranżazzjonijiet li saru f'Awissu ammontaw għal 20% tal-valur

totali tas-sena. Il-volum u n-numru ta' tranżazzjonijiet oghla matul it-tielet kwart wasslu wkoll għal żieda fil-prezz tal-ekwità, kif jista' jiġi nnotat mill-grafika.

Għalkemm il-prezz tal-ishma naqas xi ftit wara t-tielet kwart u għalaq is-sena 2024 fil-livell ta' €5.80 (ftit oghla mill-prezz ta' għeluq tas-sena ta' qabel), dan reġa' rkupra b'saħħa fil-bidu tal-2025. Din ir-rimonta qawwija seħhet wara l-avviż importanti tal-kumpanija, mahruġ fis-16 ta' Jannar, dwar il-programm ta' xiri lura tal-ishma, in-numru rekord ta' passiġġiera fl-2024, kif ukoll l-aspettattivi ta' tkabbir għall-2025. Dan wassal għal żieda sinifikanti fil-prezz tal-ishma

għal €6.25 minn €5.70, f'inqas minn 24 siegħa. Wara dan, fil-perjodu analizzat, il-prezz tal-ishma baqa' jiġi nnegożjat 'il fuq mill-livell ta' €6.00.

Il-kumpanija rrapportat ukoll tkabbir b'saħħtu fit-traffiku tal-passiġġiera għall-2024, hekk kif għaddew mill-ajruport 8.96 miljun passiġġier, żieda ta' kważi 15% fuq is-sena ta' qabel. It-tbassir għall-2025 huwa wiehed ottimist, bl-ajruport jistenna li t-traffiku tal-passiġġieri jilhaq id-9.3 miljun. Id-dhul mistenni jiżdied għal €147 miljun, l-EBITDA għal €91 miljun, u l-profit nett għal €48 miljun. Barra minn hekk, il-kumpanija qed tippjana nefqa kapitali ta' €70 miljun biex tappoġġja t-tkabbir previst.