

A CIVIL AVIATION POLICY FOR MALTA

2022



2030

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2022-2030 



MINISTRY FOR TRANSPORT, INFRASTRUCTURE AND CAPITAL PROJECTS

Foreword by the Minister for Transport, Infrastructure and Capital Projects

Aviation has become a fundamental pillar for the Maltese economy and will maintain this role for the years to come. It is the fastest and the most convenient mode of transport that connects us to the rest of the world, a vital enabler for many other economic activities, and it ensures the provision of many of the goods that we all depend on. Before the emergence of the COVID-19 pandemic the sector contributed no less than €600 million towards the Maltese economy and carried over 7 million passengers. Today, the aviation sector directly employs over 5,500 jobs..

As a Government, we are committed to ensure that we take the necessary actions that allow the Maltese aviation sector to remain not only one of the best in Europe but also globally. To achieve this we are focused on what lies ahead. This draft policy document explains the roadmap that this Government intends to follow to facilitate the sector's needs and to ensure continuous growth in the local aviation sector.

Malta's Civil Aviation Policy for 2022-2030 is geared towards reaping the best possible share of the forecast growth in global aviation. At the same time, the Policy has been formulated in such a way that makes it flexible enough to adapt to market changes. The Policy identifies five broad long-term strategic objectives targeted not only to address the current needs of the aviation sector in Malta, but also to prepare for the future needs and opportunities that this sector offers. These overarching objectives will be achieved through the implementation of the sub-listed tactical objectives. Together, these objectives will ensure that once the aviation sector recovers from the backlash of the COVID-19 pandemic, the Maltese aviation industry will continue to develop and prosper.

The success of the Government's vision is dependent on the collaboration and involvement of all aviation stakeholders. To this end, I invite all stakeholders to contribute and provide their feedback through the public consultation, so that together we can further develop and drive the Maltese aviation sector forward.

Dr. Ian Borg

MALTA'S CIVIL AVIATION POLICY AT A GLANCE

Vision		Purpose		Core Values	
To build back better a sustainable and resilient aviation sector in Malta on the basis of economic, social and environmental considerations that will transform Aviation Malta into a globally renowned sector.		To give strategic direction and specific objectives to the sector. To highlight and strengthen the critical role of the aviation sector in Malta.		To foster sustainable growth within the aviation sector by striking the right balance between the economic, social and environmental dimensions; to create direct and indirect jobs; and to position Malta as a recognised global leader in aviation	
Capacity Building	Economic Benefits	Stakeholders	Legal and Regulatory	Sustainability	
1.1 Improving Inter-Ministerial Coordination	2.1 Optimising the Economic Impact of Aviation	3.1 Facilitating synergy between stakeholders	4.1 Enacting Effective National Aviation Law	5.1 Ensuring the provision and utilisation of SAF	
1.2 Maintaining Aviation Safety and Security	2.2 Synergising Aviation with relevant sectorial policies	3.2 Enhancing connectivity	4.2 Updating and consolidating National Aviation Legislation	5.2 Making airport operations more environmentally sustainable	
1.3 Optimising the use of resources within the Airport Zone	2.3 Exploiting the potential of the Aviation Sector in Gozo	3.3 Enhancing business development and FDI		5.3 Prioritising flight efficiency	
1.4 Ensuring the provision of necessary technical and professional training	2.4 Exploring the potential of developing an intermodal Cargo Hub	3.4 Supporting general and business aviation			
1.5 Advancing research and innovation	2.5 Monitoring and containing costs across the aviation value chain				
1.6 Developing a cyber-resilient aviation sector	2.6 Promoting and supporting emerging niches				



Table of Contents

INTRODUCTION

Global Outlook

Local Outlook

FOUNDATION

Vision

Purpose

Core Values

POLICY OBJECTIVES

Capacity Building Objectives

Economic Objectives

Stakeholder Objectives

Legal Objectives

Sustainability Objectives

ROADMAP FOR THE IMPLEMENTATION OF THE POLICY

LIST OF ABBREVIATIONS

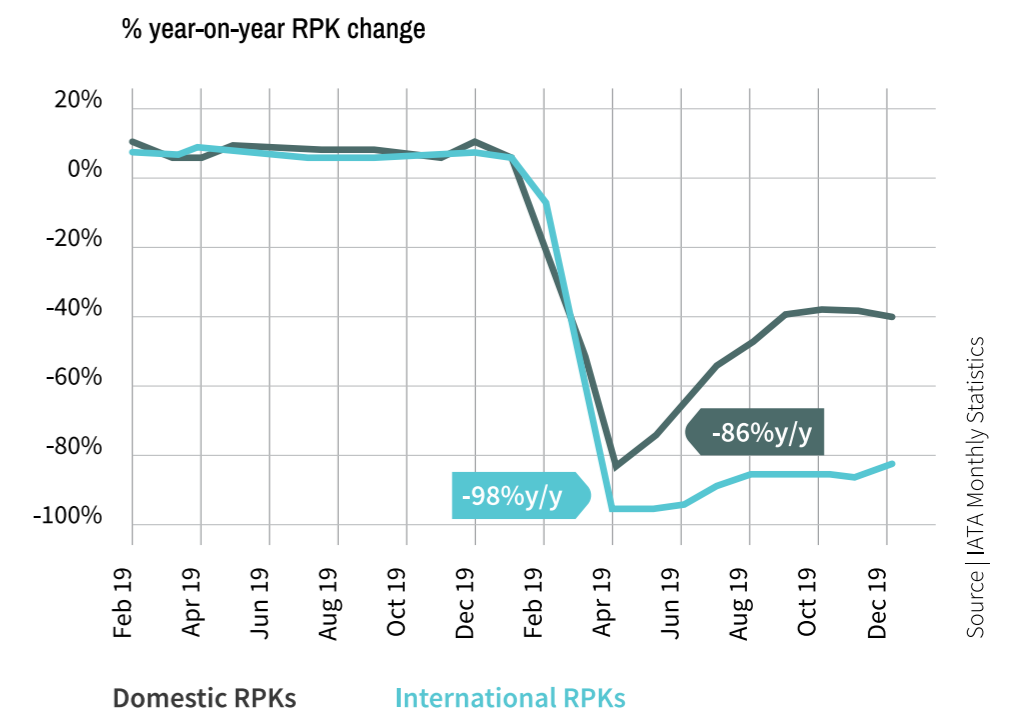
INTRODUCTION

The aviation industry is, by its nature, a highly dynamic sector where change is a constant. Moreover, the global pandemic that kicked off this decade brought the sector to an almost complete halt, and in the process led industry stakeholders to either throw in the towel or take the opportunity to build back better a sustainable and more resilient aviation sector. The Government of Malta, inspired by the Ministry for Transport, Infrastructure and Capital Projects (MTIP), chose the latter path. This draft Policy is only one of many actions, albeit an important one, taken by the Maltese Government to help the aviation sector develop into a stronger and better industry. The Policy is also aimed as a recovery plan from the foundations up to help the Aviation sector in Malta recover from the impacts of COVID-19 in a coordinated manner among all local and foreign stakeholders.

Global Outlook

The year 2020 gave rise to unprecedented challenges in the global aviation industry as a result of closed borders, strict travel controls - including quarantine restrictions - and depressed travel demand. During 2020, the industry-wide airline revenue passenger-kilometres (RPKs) fell by 66% globally, made up of a 48.8% drop in domestic RPKs and a drop of 75.6% in international traffic (IATA, 2021). This led to the grounding of over 20,000 aircraft worldwide. The aviation industry is a value chain with a strong domino-effect stretching from demand for travel, to airline capacity (ASKs), to aircraft and component manufacturing, to maintenance, repair and overhaul (MRO), to airport services, to air navigation services and a myriad of other indirect activities. The only two aviation sectors that maintained a modicum of economic activity during the year were the cargo sector and private aircraft flying.

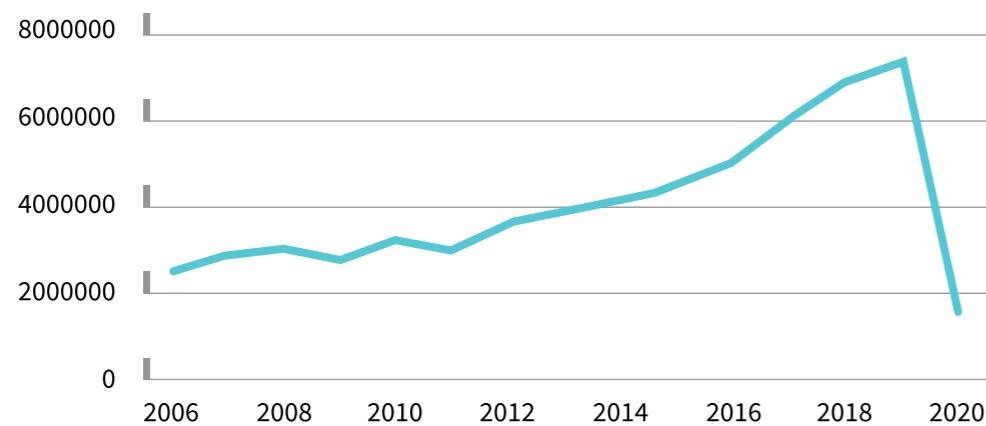
Fig. 1. 2019-2020 Year-on-year change in international and domestic RPKs.



Local Outlook

The Maltese Islands were no exception. Year-on-year passenger movements at Malta International Airport (MIA) fell by 76% from 7.3 million in 2019 to 1.7 million in 2020. Aircraft movements fell from 51,916 in 2019 to 18,982 in 2020. Cargo movements maintained previous years' levels at 15.8 million kilos (MIA Annual Statistical Summary 2020).

Fig. 2. Malta International Airport – Passenger Movements 2006-2020



It is encouraging to note, however, that despite the drop in air connectivity, other sectors of the local aviation industry, such as in MRO, the aircraft register and a number of AOCs, managed to remain partly active and retain workers thanks to Government's support.

With experts forecasting that global air traffic will not return to pre-pandemic levels until at least 2024, Malta cannot be considered an exception. Reinstating air connectivity post COVID-19 is vital for the successful revival of civil aviation in Malta and, indeed, for the Maltese economy. This entails navigating complex logistical, operational, financial and political hurdles by a number of state entities, businesses and industry organisations, whilst safeguarding safety and security standards. Allowing for a phased recovery requires a coordinated effort in a number of disciplines by the relevant Maltese civil aviation authority, regulators and aviation entities, including but not limited to the implementation of health (preventive and remedial) measures, adaptation to new market conditions, and the introduction of new measures aimed to decarbonise the aviation sector and embrace innovation and digitalisation.

FOUNDATION

Vision

To build back better a sustainable and resilient aviation sector in Malta on the basis of economic, social and environmental considerations that will transform the Maltese aviation sector into a globally renowned sector.

Purpose

The aim of this Policy is to give strategic direction and specific objectives to a critical sector typical of an island nation state. Apart from advancing clear economic benefits deriving from a thriving civil aviation sector, the policy aims to highlight and strengthen the critical role of aviation in terms of connectivity with continental land masses vital to ensure a steady flow of visitor numbers, apart from the export and import of critical resources, including a modicum of food supply security. This is clearly illustrated in the following quote from the UN-WTO Réunion Declaration on Sustainable Tourism in Islands (UN-WTO, 2013):

Article 4. "Island destinations are dependent on air transport to provide effective access to source markets. Tourism and transport policies must be coordinated to pursue optimal growth in connectivity and secure economic benefits for island communities"

In light of this declaration, the Policy seeks to synergise with other separately launched strategies, including the Malta Tourism Strategy 2021-2030 and the business strategy of Malta International Airport plc. Moreover, the Policy seeks to bring Malta's aviation development in parallel with the vision, aims and objectives of global and regional institutions and aviation agencies, such as ICAO, the European Union (EU), EASA, Eurocontrol, and IATA, amongst others. The Policy seeks to roadmap the way forward in a coordinated manner, towards the further development of a broad spectrum of aviation activities, including but not limited to maintenance, repair and overhaul (MRO), air navigation services, aviation training, and business and private aviation.

Core Values

The core values in drafting the Policy are based on the ethical consideration of the summum bonum in search of those aims and objectives that are best for society in general or the common good. These core principles include:

- To foster sustainable growth within the aviation sector by striking the right balance between the economic, social and environmental dimensions;
- To create direct and indirect jobs; and
- To position Malta as a recognised global leader in aviation.



POLICY OBJECTIVES

All public and private organisations require a clear future vision with a number of clearly defined objectives. In a highly dynamic industry such as Aviation, objectives might change according to changing circumstances. It is, however, important to build a structure around the definition of objectives that must meet SMART criteria in terms of them being specific, measurable, attainable, relevant and time-bound. The Malta Civil Aviation Policy 2022-2030 seeks to achieve its vision and purpose through five broad longer-term strategic objectives which, in turn, are attained via a number of short-term tactical objectives. All objectives are important in such a balancing act.



OBJECTIVE AREA 1: CAPACITY BUILDING

Capacity-building is the process of developing and strengthening the structures, processes, resources, skills, abilities, processes and resources that nations, industries, organisations and communities need in order to survive, innovate, adapt, and thrive in a fast-changing world. An essential ingredient in capacity-building is transformation. Successful transformation goes beyond performing tasks to changing mindsets and attitudes. To enhance capacity building within the aviation sector, this Policy sets out to:

1.1 Improve Inter-Ministerial coordination

Effective coordination between public stakeholders is of the utmost importance to build on existing measures and to address opportunities and challenges faced by the aviation sector. The Aviation Advisory Committee (AAC) on behalf of the Ministry responsible for aviation will coordinate and oversee all aviation business by bringing together and supporting the work of public entities involved in the aviation sector, thereby enhancing the long-term success of the sector. Furthermore, surveillance and periodic reviews of all stakeholders' operations and infrastructure by the responsible entities ensure that all stakeholders are operating as per international standards and national regulations.

Regular monitoring and enforcement of commitments by private entities related to aviation are essential to ensure good governance standards and compliance with all aviation standards and regulations.

1.2 Maintain aviation safety and security

Ensuring long-term aviation safety and security is crucial for continued trust in the sector as a safe and reliable means of transport.

The Civil Aviation Directorate (CAD) as the regulatory body, together with all operational stakeholders, continuously strives to ensure civil aviation safety in accordance with ICAO standards and recommended practices, as well as EU regulatory requirements. The national aviation safety programme requires routine review to ascertain that it is always up to date and to ensure the continued safety of the aerodrome and its users.

The Aviation Security Department (AVSEC Malta) provides for a secure aviation industry for passengers, aviation employees and the general public. To continue developing, regulating, and managing a secure aviation system, as well as providing adequate security services for all stakeholders, AVSEC will continue working in partnership with the aviation community and advising the Government on technical issues. Furthermore, the Department will continue to ensure the implementation of both the Standards and Recommended Practices of Annex 17 (Security) and the common rules in the field of civil aviation security established under EU Regulation No 300/2008.

1.3 Optimise the use of resources within the airport zone

The Government's commitment to the sector includes a new Airport Zone Strategic Plan (AZSP) which has reached its final drafting stage. Through this plan the Government aims to address the challenges being experienced within the area, such as lack of aircraft parking facilities, inefficient manoeuvring of aircraft onto and off the runways, and hangarage. Better utilisation of airport land resources will allow for further growth, while at the same time attract local and foreign investment.

1.4 Ensure the provision of necessary technical and professional training

The aviation sector can only grow if supported by a well-trained workforce. Conducting periodic analysis to measure the direct and indirect employment supported by the aviation sector, while identifying skills-shortfalls is essential to eliminate barriers to growth in the medium and long term.

Working within the aviation sector requires a significant amount of training, and certain jobs need highly skilled and qualified personnel. The Government's commitment to sustain investment within the local aviation sector will continue through the provision of the necessary support to private and public educational institutions in equipping the workforce with the required skills and expertise to service the needs of local aviation stakeholders.

1.5 Advance research and innovation

Through the responsible public entities, the Maltese Government remains committed to support, encourage and facilitate research and innovation and to inspire public and private entities to conduct aviation related research projects. Particular attention will be given to research activities that provide prospects for the creation of sustainable jobs and minimising environmental footprint.

1.6 Develop a cyber-resilient aviation sector

Throughout the years the aviation industry has reaped the benefits of digitisation, but this has also triggered new risks, including social and technical vulnerabilities. To help guard against cyber risks, the Government is committed to develop a cyber-resilient aviation sector through active coordination and response to current as well as future cybersecurity risks.

QUESTIONS FOR CONSULTATION

1. What other measures should the Government focus on to improve capacity building within the identified objectives?
2. What other objectives should the Government consider to improve capacity building in the aviation sector?

OBJECTIVE AREA 2: ECONOMIC BENEFITS

The challenges of this administration have been and remain related to the strengthening of the Maltese economy while improving fiscal governance, so that the economy of Malta and the nation's public finances become and remain sustainable. This administration can be credited with increasing the economy's potential to pursue ambitious economic, fiscal and social targets achieved through planned and sensible reforms. In recent years, the aviation sector has contributed to the creation of wealth in Malta. Now is the time to strengthen the Aviation sector in Malta in order to maximise its contribution to the economy, wealth creation and employment. The Policy sets out to:

2.1 Optimise the economic impact of aviation in Malta

Keeping the aviation sector economically sustainable for years to come will remain a fundamental priority. Establishing economic key performance indicators (KPIs) will help to identify the optimum level of activities and added value that the sector is delivering, and to understand how the sector's contribution to the Maltese economy could be improved.

2.2 Synergise aviation with relevant sectorial policies

Aviation benefits the Maltese economy in multiple ways. Among others, it provides a direct contribution towards tourism, facilitates trade, attracts foreign investment, provides better access to markets, and enhances communication and business interactions.

To encourage growth in a sustainable manner and produce inclusive and productive development, the sector must continue to develop coherent policies with tourism, trade, transport and other relevant sectors. Furthermore, the Maltese aviation sector will continue to develop in parallel with the vision, aims and objectives of global and regional aviation agencies and institutions, such as ICAO, IATA, EASA, Eurocontrol, and the EU.

2.3 Exploit the potential of the aviation sector in Gozo

The Government is committed to enhance aviation facilities in Gozo. This will help to re-establish communication by air to and from the island. Such projects will also create opportunities for aviation related activities that can create new jobs, new skills, and enhance creativity and innovation.

2.4 Analyse the potential of developing an intermodal cargo hub The Government seeks to expand regular scheduled air cargo services, and enhance the nation's airfreight handling capabilities.

Considering Malta's strategic location in the middle of the Mediterranean Sea, and its airport's vicinity to the Freeport, this policy aims to explore Malta's potential to become a leading regional cargo hub for air-sea cargo traffic between Europe, Africa and the Middle East. Striving to work with all stakeholders to remove any bureaucratic and legal hurdles that currently exist to improve efficiency of transfers is essential to unleash the potential of developing a leading regional air cargo hub.

2.5. Monitor and contain costs across the aviation value chain

The aviation sector is a major contributor to the economy, and the Government will continue to support its growth within a framework that maintains a balance between the derived benefits and costs. Furthermore, the Government will maintain its commitment to support competition as an effective way to meet the interests of air passengers and other users. This is to ensure that the Maltese aviation sector continues to enhance its competitive edge in the race for sustainable profitable growth.

2.6 Promote and support emerging aviation niches

Aircraft Leasing

In line with a growing aircraft register, Malta's regulatory and fiscal system has led to the setting up of aircraft leasing arrangements. Thanks to a revamped Aircraft Registration Act and efficient fiscal procedures, Malta has seen an extensive interest in the setting up of new companies engaged in aircraft leasing transactions in the last few years. In this respect, the Government seeks to maintain its commitment to keep building on this strategy and to ensure that Malta remains a jurisdiction of choice for the aircraft leasing sector. The Government also seeks to identify further concepts that may better assist this sector to continue growing and developing, not just in quantity but also in quality.

Artificial Intelligence

The aviation sector stands on the edge of significant transformation. Emerging technologies such as artificial intelligence are revolutionising the flying experience and digitally transforming it to a tech-savvy and customer centric industry. Despite being in its conception stage on the international sphere, the use of AI in the aviation sector will be given priority in the years to come. In this respect, the Government will encourage industry stakeholders to take proactive measures to assess how AI can be utilised to boost efficiency, cut costs, and achieve even higher customer satisfaction.

Remotely Piloted Aircraft System (RPAS)

Commercial and public sector demands are helping to accelerate advancements in unmanned systems and the development of drones. Malta offers significant benefits for the expansion of the RPAS industry, mainly owing to its strategic location, operational climate, the ease of the necessary coordination between different supporting stakeholders, and the presence of a technical workforce. Maintaining a close partnership with both public and private stakeholders, as well as with regulatory bodies, is essential to ensure the establishment of proper air traffic management, adequate training, and infrastructure, that enable the possibility to reap benefits from this new and emerging niche. The Government will therefore ensure that Malta takes advantage of the opportunities offered through this growing niche through continuous development of necessary national legislation and infrastructure, aimed to attract related businesses for RPAS demonstrations, flight testing and certification services.

QUESTIONS FOR CONSULTATION

3. Within the identified niche sectors, are there any other specific measures that can be taken into consideration to enhance economic benefits?

4. Are there additional sectorial areas that can lead to further economic benefits?

OBJECTIVE AREA 3: STAKEHOLDERS

An industry's stakeholders are the public entities, enterprises, community groups and individuals that influence or have an interest in how the industry performs, and deserve a role in the industry's policy setting, decisions, and tactical actions that might impact them. Different stakeholders may have different aims and objectives based on their diverse interests within the industry. Objectives are what the stakeholders aspire to and seek to achieve. It is accepted that each stakeholder seeks to protect their own interests by ensuring that the set objectives are met. Having said that, the synergistic value of cooperation, that is industry players cooperating though at times in competition with each other, is indisputable. The Policy sets out to:

3.1 Facilitate synergy between all aviation stakeholders

The continuous growth of the aviation sector in Malta depends on harmonisation and collaboration among the various aviation activities and stakeholders. In April 2021, the Government launched the Aviation Stakeholders Forum, a common platform open to all aviation stakeholders in Malta. The ASF aims to stimulate and strive for better coordination and cooperation among all stakeholders, both private and public. It also provides room for stakeholders to interact and communicate on their synergies and common interests. Through this forum the Government is consulting with all stakeholders on the development of public policies that can have a bearing on the Maltese aviation sector. Such a process ensures effective coordination to oversee aviation business planning which, when implemented, would subsequently lead to an efficient and attractive aviation sector.

3.2 Enhance connectivity

Malta has always been an outward-looking nation: an island economy that for centuries has owed its prosperity to the transport and trade routes linking it with the rest of the world and to the benefits accruing from multimodality. With the increasing globalisation of our economy and society, the future of Malta will continue to be shaped by the effectiveness of its international transport links.

The Maltese Islands are connected by direct flights to several major European and regional cities. Connectivity for an island state like Malta is fundamental, and the Government strongly believes that effective aviation connectivity vastly improves Malta's attractiveness for travel, business, and trade purposes. Malta's air connectivity has been accomplished through numerous bilateral air service agreements that Malta has signed and through rights acquired by joining the European Union in 2004. These rights and agreements have enabled Malta to become well-connected, facilitating passenger and cargo flow to and from the country. In this context, the Government is committed to strengthen Malta's connectivity both within and outside Europe.

Air Traffic Management (ATM) is a key component in global air transport. Locally, the Malta Air Traffic Services (MATS) facilitates the safe movement of aircraft in an efficient and cost-effective way, in line with international obligations. The Government will continue to support MATS to further improve air traffic management procedures by investing in human resources, new systems and infrastructure to ensure that they maintain their excellent level of service and to observe their obligations under the Single European Sky (SES) framework.

3.3 Enhance business development and foreign direct investment

In recent years, Malta has experienced a significant increase in the number of aircraft listed on its aircraft register. The local regulatory authority, together with the legal framework regulating the sector, a revised Aircraft Registration Act and Malta being a signatory of the Cape Town Treaty, all helped Malta to become the jurisdiction of choice for several aircraft operators. Since most of the aircraft on the Maltese registry are business jets, Malta is directly affecting the EU and global air taxi networks. If managed properly and given high levels of legal, professional, technical and ethical standards, this activity can generate collateral activity in various other niches. To this end, the Government through the responsible entities, will seek to strive for a quality register that adds value in addition to volume.

The Government's commitment towards business development and foreign investment related to the aviation industry has been further demonstrated through the introduction of a series of amendments in its legal structure, increasing the attractiveness of Malta as an ideal state for setting up aviation operations. The Government will continue to further develop Malta's potential within the aviation sector as a strategic island jurisdiction.



3.4 Support general and business aviation General aviation activities offer numerous opportunities which Malta can exploit.

Further growth in this sector requires upgrading of the current facilities and infrastructure within the airport grounds, such as increased aircraft parking space. The Government will continue to support the provision of adequate general aviation related services and facilities, and to make the necessary efforts to ensure that this industry is given the necessary support. The Airport Zone Strategy Plan, will give due consideration to the needs of General Aviation, mainly in terms of parking space, hangarage and availability of runways.

QUESTIONS FOR CONSULTATION

5. Within the listed objectives, are there further measures that can be taken towards the benefit of all aviation stakeholders?

6. Are there further objectives that the Policy should include to further enhance the impact on stakeholders?

OBJECTIVE AREA 4: LEGAL AND REGULATORY FRAMEWORK

The further development of Malta's aviation ecosystem requires an efficient and effective legal and regulatory framework pursuant to international, regional and national aviation law, whilst safeguarding the interest and policies of the State, as well as the interests of aviation undertakings and individual consumers. This Policy sets out to:

4.1 Enact effective national aviation law

Aviation law impinges upon virtually every facet of the aviation sector, including but not limited to the day-to-day life of operational aviation professions. To this end, the Government seeks to harmonise efforts of public stakeholders to enact effective aviation law.

4.2 Update and consolidate national aviation legislation

Through the recasting of current national aviation law the Government aims to continue to ensure adherence with international aviation law, EU law and industry standards,

while providing for the safe, orderly and sustainable development of Malta's civil aviation sector.

QUESTIONS FOR CONSULTATION

7. What other legal and regulatory objectives should the Policy focus on?

8. What additional measure can the Government take to improve the identified legal and regulatory objectives?

OBJECTIVE 5: SUSTAINABILITY

One of the main objectives of Malta's aviation sector is to sustainably develop its economic, environmental and social dimensions, in the context of a small island state with one international airport and a large Flight Information Region (FIR).

In the coming decade, the Maltese aviation sector must reduce its impact on the environment and local communities. To this end, the sector must deliver on all the international obligations Malta has signed up to as well as Malta's own environmental and sustainability goals, particularly within the context of the Paris Climate Agreement, the EU Green Deal and the UN's Sustainable Development Goals (SDGs). In order to move towards these ambitious objectives, the Policy sets out to:

5.1 Ensure the provision of sustainable aviation fuel (SAF) and introduce a blended mandate for its use

In the last three years significant progress has been achieved in the commercialisation of alternatives to fossil fuels. Sustainable certified alternative aviation fuels can deliver key emissions savings from the aviation industry, offering a 70% reduction in net greenhouse gas emissions. Recently the European Commission presented the ReFuelEU Aviation proposal in the wider context of the Fit for 55 Package. This new proposal highlights the Institution's intention to boost the uptake of SAF with measures that address both the demand and supply of such fuels within the EU bloc.

SAFs can be used without any modification to existing aircraft and are fully compatible with existing infrastructure. Hence, the Government is working to ensure the provision of SAF for all aircraft and will subsequently introduce an adequate blended mandate for the use of SAF for all aircraft departing from Malta, in line with EU and international directives.

5.2 Make airport operations more environmentally sustainable

Coordination among the responsible government entities, the airport operator and the vast array of airport users is essential to ensure reduction of carbon footprint within and around the airport zone. The use of renewable energy to power terminals, the utilisation of electric powered ground transportation machinery, electricity supply to all stationary aircraft, together with the adoption of other greener elements into the various operations within the airport zone are crucial towards reaching the ultimate goal of carbon neutrality by 2050.

5.3 Prioritise flight efficiency by aircraft operators and Malta Air Traffic Services.

The Government, through Malta Air Traffic Services (MATS), will seek to adopt constant updates and improvements in its air traffic management. Such improvements will assist in reducing CO₂ emissions and yield tangible benefits to air operators and consumers, mainly the application of fuel-efficient routes and land approaches.

QUESTIONS FOR CONSULTATION


9. What additional measures should the Policy target to enhance sustainability in the aviation sector?

10. Would you consider other overarching objectives that can increase the sustainability of the aviation sector?



ROADMAP FOR THE IMPLEMENTATION OF THE POLICY

The effectiveness of Malta's Civil Aviation Policy depends on a robust implementation plan. Following feedback received through the public consultation process and the subsequent consolidation of the final National Aviation Policy, the responsible Ministry in conjunction with the responsible entities will establish a set of key measures the identified strategic objective. Considering the dynamic nature of the aviation industry, the Policy shall be periodically reviewed to ensure that it remains relevant and compatible with any global phenomena that may arise during the period covered in this document.



LIST OF ABBREVIATIONS

AAC – Aviation Advisory Committee
 AI - Artificial Intelligence
 ASF – Aviation Stakeholders Forum
 AVSEC – Aviation Security Department – Malta
 AZSP – Airport Zone Strategy Plan
 CART – Council Aviation Recovery Task Force (ICAO)
 CAD – Civil Aviation Directorate
 EASA – European Aviation Safety Agency
 EU – European Union
 FIR – Flight Information Region
 IATA – International Air Transport Association
 ICAO – International Civil Aviation Organization
 KPIs - Key Performance Indicators
 LCC – Low Cost Carriers
 MATS – Malta Air Traffic Services
 MIA – Malta International Airport plc
 MRO – Maintenance, repair and overhaul
 MTICP – Ministry for Transport, Infrastructure and Capital Projects
 RPAS - Remotely piloted aircraft systems
 RPK – Revenue passenger kilometres
 SAF – Sustainable aviation fuels
 SDG – Sustainable Development Goals
 SMART - Specific, Measurable, Attainable, Relevant and Time-bound



