

To whom it may concern.

Date: 24th of June 2024

The following questions have been put forward (by ERA – in red) regarding the noise study of the proposed Gozo airfield extension. The following are our answers.

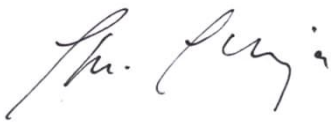
- It is to be clarified whether any adverse effects are envisaged on the Mgarr ix-Xini area, as no receptor points are indicated representing such area (figure 3-1, p25), as requested in the terms of reference communicated on 17 February 2023.

In our discussion with the ornithologist, it was identified that most of the nesting sites were located outside Imgarr lx-Xini; under the present two monitoring sites – themselves being 'barriered' from the cliff edge except for diffraction artifacts. The noise maps provided are either at four-meter height (for the ground-based evaluation) or at 1.5 meters (for the air evaluation). There seems to be no direct impact on this area. It must be noted that down in the bay there is notable touristic activity with a number of powered boats and also parking behind the bay – this anthropogenic activity over extended periods might have more impact than the singular activity from the airfield in both terms of time and level exposure. Any noise sources in the bay are far more liable to suffer the 'canyon effect' than sources from above. As it is presently planned, none of the flight paths are directly above the valley this primarily comes from the layout of the airfield and also emergency safety concerns e.g. an engine cutout could be recovered with a glide path to the west or east with some level of survivability, this would not happen in the valley.

- In view of the significant effects identified for the proposed ground operations, kindly provide an overview of the measures proposed to address such adverse effects.

The present scenarios include a further engine run up before take-off prior to roll. In either direction of take-off these issues with effects on the locations behind each start of roll position are bound to happen because these areas have to be clear for safety reasons both in take-off and landing procedures. No barriers can be installed in these locations. What does help and will affect these

levels are the field edge walls that although they are included in the model, it is highly likely that the attenuation will be higher than predicted. Note that the ground evaluation effects will be less than the location can presently be exposed to. The Transport Malta CAD has all the legalities in place for the Director to license and activate any helicopter operator for ferrying purposes at present on any given day with no limitations except maybe direction, leaving the area exposed to higher levels than being proposed by an aircraft ferry service. With CAD's imposition of a propeller aircraft with engine mitigation measures, this might be the best we can achieve. The architects in charge of the project will also be placing barriers laterally to the working direction of the airfield, the extent of which is presently unknown but what is known has been included in the model. The narrowing of the effects will be known once construction commences e.g. rock exposure, further consolidation of height levels etc..



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Christian Calleja Dip.Ind.Elec. AMIOA