

Armed Forces of Malta
Headquarters AFM,
Luqa Barracks,
Luqa, VLT 2000

Date: 25/02/2026

ERA Ref.: EA/0025/26

Dear Sir, Madam,

PA Ref.: N/A

Proposal: Enlarging of Existing Helipad including pathway access from Helipad to road.

Location: Mosta Fort.

Introduction and general remarks

Reference is made to the proposed replacement of the existing helipad within Mosta Fort with a larger structure, to cater for current and future use by larger-sized helicopters of the Armed Forces of Malta (AFM). A Project Description Statement (PDS) was referred to ERA on 13 February 2026 (available from <https://era.org.mt/era-project/ea0025-26/>).

The existing helipad (concrete platform of 4m x 4m) would be demolished, with the new helipad platform (15m x 15m) installed on stilts to reduce ground interventions to the barest minimum. A 5m-wide service road would be constructed (partly on stilts, similar to the helipad) to connect the helipad with the internal road of the Fort (refer to figures 1-3 below). The new helipad would serve the already existing operations and not introduce any new land uses to the area. There are no in-principle concerns from an environmental point of view.



Figure 1 – Orthophoto of Fort Mosta with the area of the new helipad and access path marked in red (indicative outline) (Source: Google Maps, with markings added by ERA).

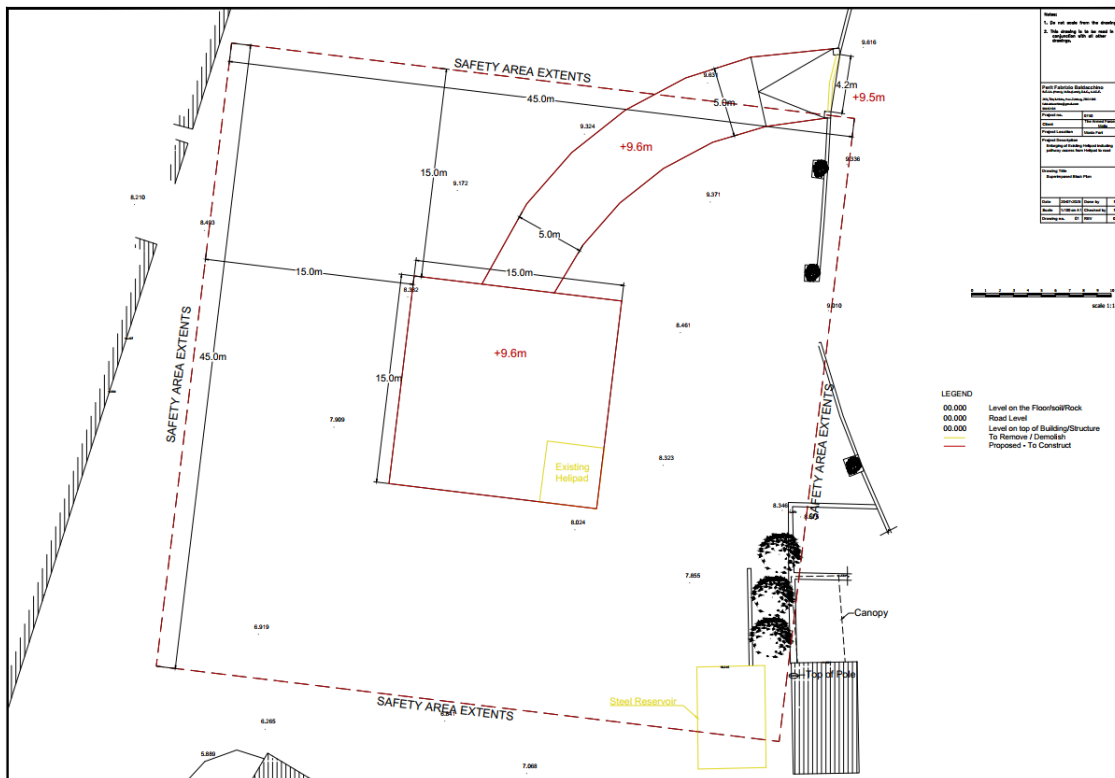


Figure 2 – Plan showing existing and proposed helipad area and access path (*Source: PDS*)

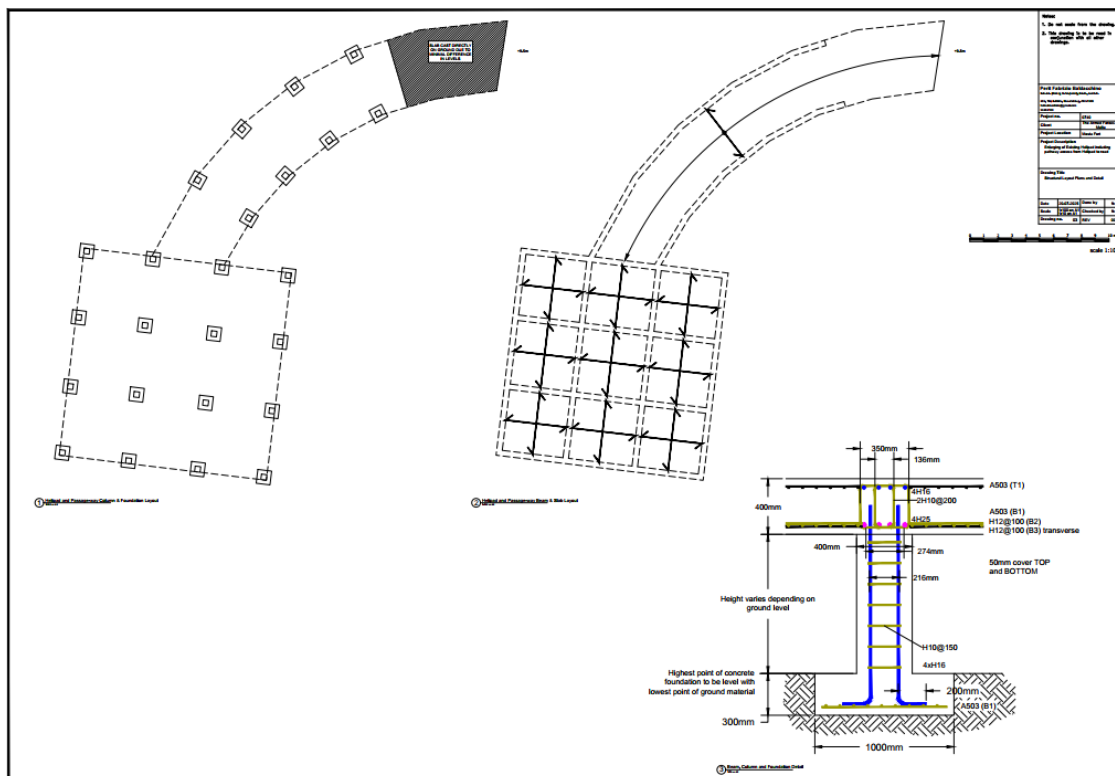


Figure 3 – Structural plan, showing foundation of stilts to support concrete slabs (*Source: PDS*)

Screening in terms of the EIA Regulations (S.L. 549.46)

The application in subject falls under Schedule I, Category II, Section 2.2.2.2 (*Construction or expansion of a heliport, other than a helipad located within the development zone*) of the EIA Regulations. In this regard, EIA screening is undertaken according to Regulation 14 of the aforementioned regulations and concludes the following:

While the demolition of the existing concrete structure will generate some temporary dust and noise emissions, noting its small size, such temporary and localised effects are not expected to significantly affect the surrounding environment. Furthermore, in view that the new helipad will be installed on stilts, excavations are limited to the footprint of the foundation stilts only. The construction of the new helipad and access path will require in-situ casting of concrete beams and slabs. As long as all preventive measures are taken to ensure that any residues/polluted runoff from concrete pouring and surfacing works are contained within the works area, no significant effects are expected. Waste generation will be limited to concrete and steel from the demolished platform, excavated material for the stilt foundations, and any steel offcuts and packaging materials for the new installations. Such waste is to be managed and disposed of in line with the applicable waste regulations.

During operations, the new helipad will allow continued use of the facility for occasional helicopter landings, primarily for AFM and emergency operations. In view that such does not entail any new operations on site, no new operational effects are envisaged over and above those of the occasional helicopter movement, as existing, notably noise and wind downwash.

The site is within an Area of High Landscape Value (AHLV), as per Govt Notice 85 of 2001. The newly proposed helipad is not expected to alter the landscape character of the Fort and the wider area, since it lies within the fort's perimeter and replaces an already existing structure (albeit slightly larger).

Considering the above, the proposal does not require an EIA, and the following mitigation/precautionary measures are to be duly implemented throughout the works:

- the use of proper containment measures (such as hoarding) to prevent spillages and dust-laden surface runoff flows down to the valley; and
- proper storage and timely removal of all wastes generated.

Conclusion and way-forward

Screening concludes that no further assessment is required. ERA does not object to the proposal from an environmental point of view, subject to the conditions in Annex I to this document.

It should be noted that the above feedback is provided in terms of environmental considerations, and it is recommended that the Superintendence of Cultural Heritage is duly consulted for any heritage-related requirements, in view of its location within the Fort.

Yours faithfully,

Yves De Blick
Senior Officer (Environmental Assessment)
f/Director Regulatory Affairs

cc.: Perit Fabrizio Baldacchino, [PRIVATE].

Disclaimer

The above assessment results, the ensuing conclusions and requirements are without prejudice to any required changes or updates should the development proposal be eventually modified again or should the information/assumptions provided turn out to be incorrect. Any deviations of the proposal from this submission would need to be re-assessed and the merits of this assessment would need to be reopened.