

- Dipartimento Tecnico / Tech Department - Focus on Italian airports status

April 2023

(English text at the bottom)

Gentili Colleghi,

Con questa pubblicazione vogliamo condividere il progetto al quale il Dipartimento Tecnico ANPAC sta lavorando, in seguito ad una positiva sinergia con la maggior parte degli aeroporti dove operiamo.

In allegato trovate la seconda edizione del focus sugli aeroporti italiani. Le informazioni pubblicate in questa newsletter derivano dall'attiva partecipazione dei nostri rappresentanti ANPAC ai relativi Safety Committees e Local Runway Safety Teams (LRST sono organismi che consentono di discutere su base periodica ogni questione legata alla sicurezza delle operazioni coinvolgendo tutte le parti interessate).

Se doveste avere qualsiasi questione tecnica/operativa da sottoporci o evidenziarci su uno specifico aeroporto, contattateci all'indirizzo: dt@anpac.it.

Cordiali Saluti,

ANPAC Dipartimento Tecnico

English version

Dear Members,

Here we would like to introduce a project the ANPAC Tech Department is working on, following a good synergy with most of the Italian airports where we operate to.

Please find attached the second edition of a focus on Italian airports. The information published in this newsletter are derived from the participations of ANPAC representatives to Safety Committees and to Local Runway Safety Teams (LRST are bodies allowing the various stakeholders who are operating on an airport to periodically get in touch and discuss safety related matters).

If you have a specific technical issue you would like to highlight on a certain Italian airport, feel free to contact us: dt@anpac.it.

Kind regards,

ANPAC Technical Department

Below a brief summary of the most relevant trends/defects/issues affecting some of the Italian airports:



The above map is not intended to provide a detailed information about the relevant NOTAMs which might affect daily operations.

Airports focus:



LIMC, MXP, Malpensa:

- Terminal 2 is expected to reopen on the 31st of May 2023. Several stands and twys are undergoing maintenance program
- Rwy 35R will remain shortened by 750 mt until end of September 2023 and will be restricted to CAT I
- In case of **guidance/marshall** not available to enter a stand where guidance is required, contact handling frequency to prompt intervention. Ground frequency is not deputy for this issue
- Since the activation of **brake fan** causes for few second carbon dust emission, take maximum effort to avoid activating the fan while within the stand. Activating the brake fan before entering the stand or shortly after having commence taxing minimizes the exposure of ground staff to any carbon dust
- **Refuelling** with pax on board is regulated by ENAC with several prescriptions. Among the other, it is a requirement to have a free line of sight between the refueller and the person seated in the right hand seat responsible (or delegated) for guaranteeing the line of sight. SEA agrees that we have been conducting refuelling with pax since many years without any particular evidence in terms of potential risks or events and will stress with local CAA a reconsideration of the current prescriptions



LIML, LIN, Linate:

- Rwy 36/18 will be renamed and tower will be relocated



LIPZ, VCE, Venezia:

- Ongoing discussion related to max tailwind component before switching to the other rwy configuration
- To mitigate rwy incursions, the airport is considering to implement h24 stop bar lights
- Some ongoing trials involving marshallers occasionally not positioned on the stand centreline due to stand/infrastructural reason



LIRQ, FLR, Firenze:

- Ground vertical and horizontal markings to be improved within 2023. RWY AHEAD markings to be implemented
- Be particularly cautious to taxi within taxiways and runway markings



LIRF, FCO, Fiumicino:

- New remotely controlled push back and towbarless tug shortly under trial
- 3 rwy incursion during 2022 duwe to similar callsign
- "Ready" message to be sent when the flight is effectively ready to push
- Evaluation in progress to allow simultaneous push back from stands 300, 400 and 500
- RWY 25 RVR is lacking of "stop end" reading which might impact LVP procedure on takeoff
- Docking on some of the stands 300 might cause some blind effect due to sun reflection



LIRA, CIA, Ciampino:

- New remotely controlled push back and towbarless tug shortly under trial



LIEE, CAG, Cagliari:

- All jetbridges are u/s ufn due to a structural issue affecting their foundation



LICR, REG, Reggio di Calabria:

- Rwy 11/29 clsd, partially available for taxi
- Wip on main apron to improve stands
- Approach lights improved to 420mt RWY 15, 730mt RWY 33



LICJ, PMO, Palermo:

- "Traffic may be delayed due to WIP" until 17th of April
- Some TWYs are undergoing a maintenance program