

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

February 2023

(English text at the bottom)

Gentili Colleghi,

Con questa pubblicazione vogliamo condividere un nuovo 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 prima 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 recent project the ANPAC Tech Department is working on, following a good synergy with most of the Italian airports where we operate to.

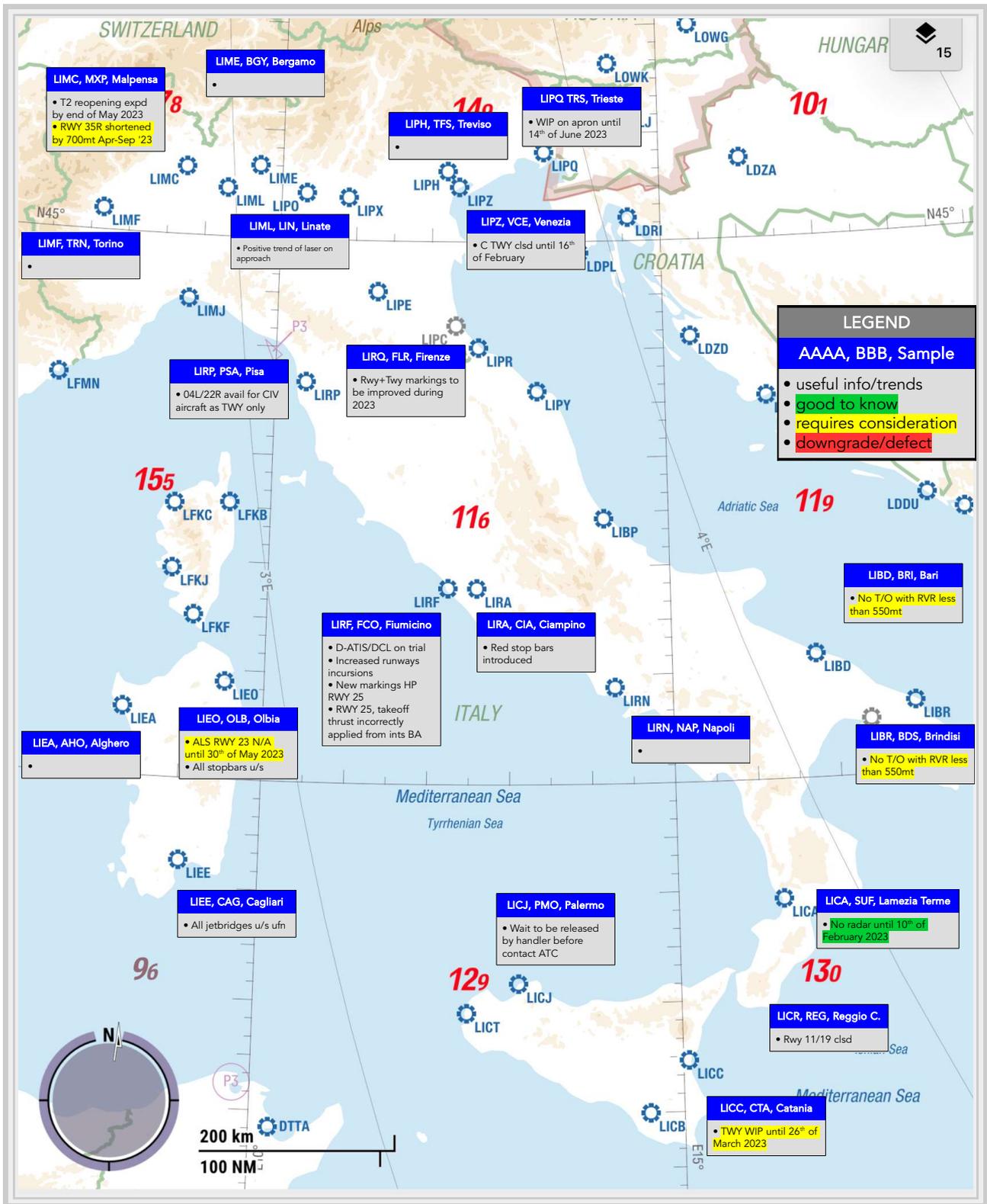
Please find attached the first edition of a focus on Italian airports. The information published in this newsletter is derived from the participation of ANPAC representatives to Safety Committees and to Local Runway Safety Teams (LRST are bodies allowing the various stakeholders who are operating on 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 by the end of May 2023
- Rwy 35R is expected to be shortened by 700 mt from April to September 2023 due to railway construction that will affect 17L RESA. During this period, if 35L will be used for emergencies, the airport will not be able to allow arrivals or departures
- In case of guidance/marhsall not available to enter a stand where guidance is required, contact handling frequency to prompt intervention. Ground frequency is not deputy for this issue
- Handlers/ramp agent are not familiar with the possibility of having 1 beacon light or both INOP by MEL. Sensibilization campaign will follow
- One crew asked to stop the pushback at a different release point compared to standard one (without ATC specific clearance) causing an inbound traffic parking to its stand to block a taxiway because of interference



LIML, LIN, Linate:

- Trend of laser exposure on approach is increasing. Dedicated meetings will follow



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 implemented horizontal markings for BA, BB, BC and BD (all related to RWY25)
- Take off thrust can't be applied abeam BA intersection for RWY 25 both due to jet blast towards TWY C and because that portion is paved as TWY iso RWY. RWY 25 starts shortly after abeam intersection BB



LIRA, CIA, Ciampino:

- In December 2022 red stop bars have been introduced



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:

- ATC has noticed an increase of "ready" calls when flight has not yet released by ramp agent. Wait confirmation by ramp agent that flight has been released before calling "ready" on ATC frequency in order to avoid frequency overload