



Milano Prime

THE LUXURY AIRPORTS

EBAA SAFETY SUMMIT

Safe and efficient implementation
of special procedures during
Linate airport closure

Cologne, 12th November 2019

Speakers today



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EXECUTIVE
SUMMARY

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Executive summary

- 📍 Linate airport has closed 3 months (July-Oct) due to extensive refurbishment
- 📍 Malpensa intercontinental airport received all Linate traffic (commercial and GA) during the period, with a 44% movements increase overnight
- 📍 In 3 months SEA Prime managed in the new dedicated GA area in Malpensa over 5,100 movements (higher than the yearly GA traffic at Malpensa)
- 📍 How? Through dedicated, safety-focused special procedures designed and approved with SEA (airport manager) and the Italian civil aviation and ATC authorities
- 📍 We will analyse:
 - 📍 The challenge
 - 📍 The context
 - 📍 The solution
 - 📍 Key takeaways



THE CHALLENGE



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The scenario at Malpensa (LIMC)

Significant increase of commercial aviation movements and traffic

Commercial Aviation

SEAPrime

90 pax/mov

2007
pre AZ de-hubbing

mov/year
260.000

138 pax/mov

2018

mov/year
190.000

133 pax/mov

2019
Linate closure
«Bridge»

mov/year
227.000



Operation
«Bridge»



Average daily traffic
August - September - October
pax/day
105,000

+ 34% pax
+ 44% mov

Significant increase of B&GA movements

The new Milano Prime Terminal was opened July 15th



Operation Bridge



Aug-Oct movements

2018

1.411

2019

5.125

+ 263% GA movements
2019 vs 2018 (Mxp)

The challenge

+44% total airport movements overnight

- 📍 Objective:

- 📍 Risk assessment for the change in airport operations during Linate closure

- 📍 Focus on 5 top hazards

- 📍 Missed priority (vehicle interference with aircraft taxiing / push-back)

- 📍 Damage to aircraft by Ground Handling activities

- 📍 FOD

- 📍 Runway incursion

- 📍 Taxiway incursion

Challenge in the challenge

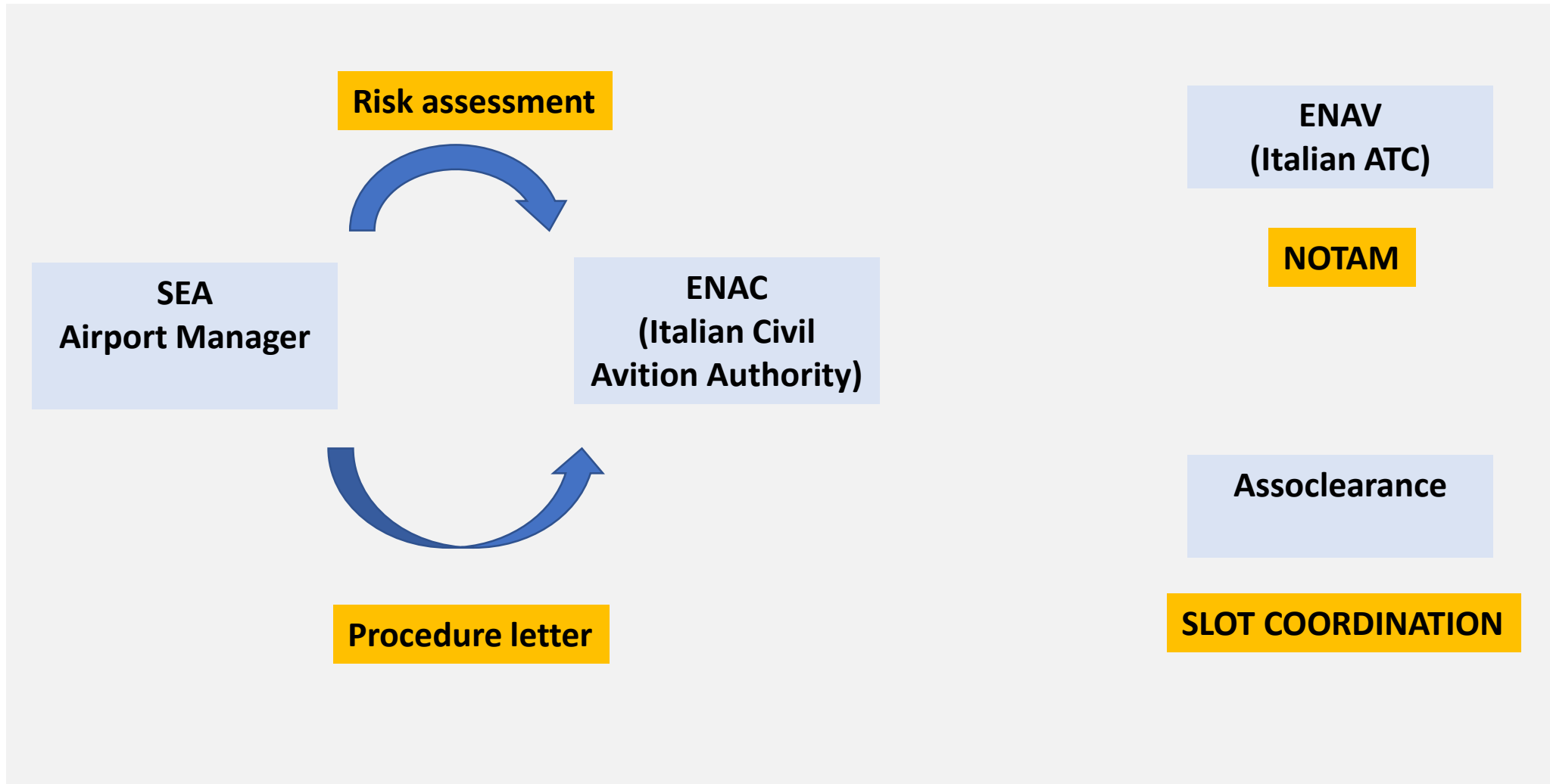
5-fold increase to 60 GA movements/day average within a complex aeronautical infrastructure

How was GA expected to affect the 5 main hazards?

- 📍 Missed priority (vehicle interference with aircraft taxiing / push-back)
- 📍 Damage to aircraft by ground handling activities
- 📍 FOD
- 📍 Runway incursion
- 📍 Taxiway incursion

The regulatory framework and the key decision makers

Malpensa is certified under EASA Regulation 139/2014





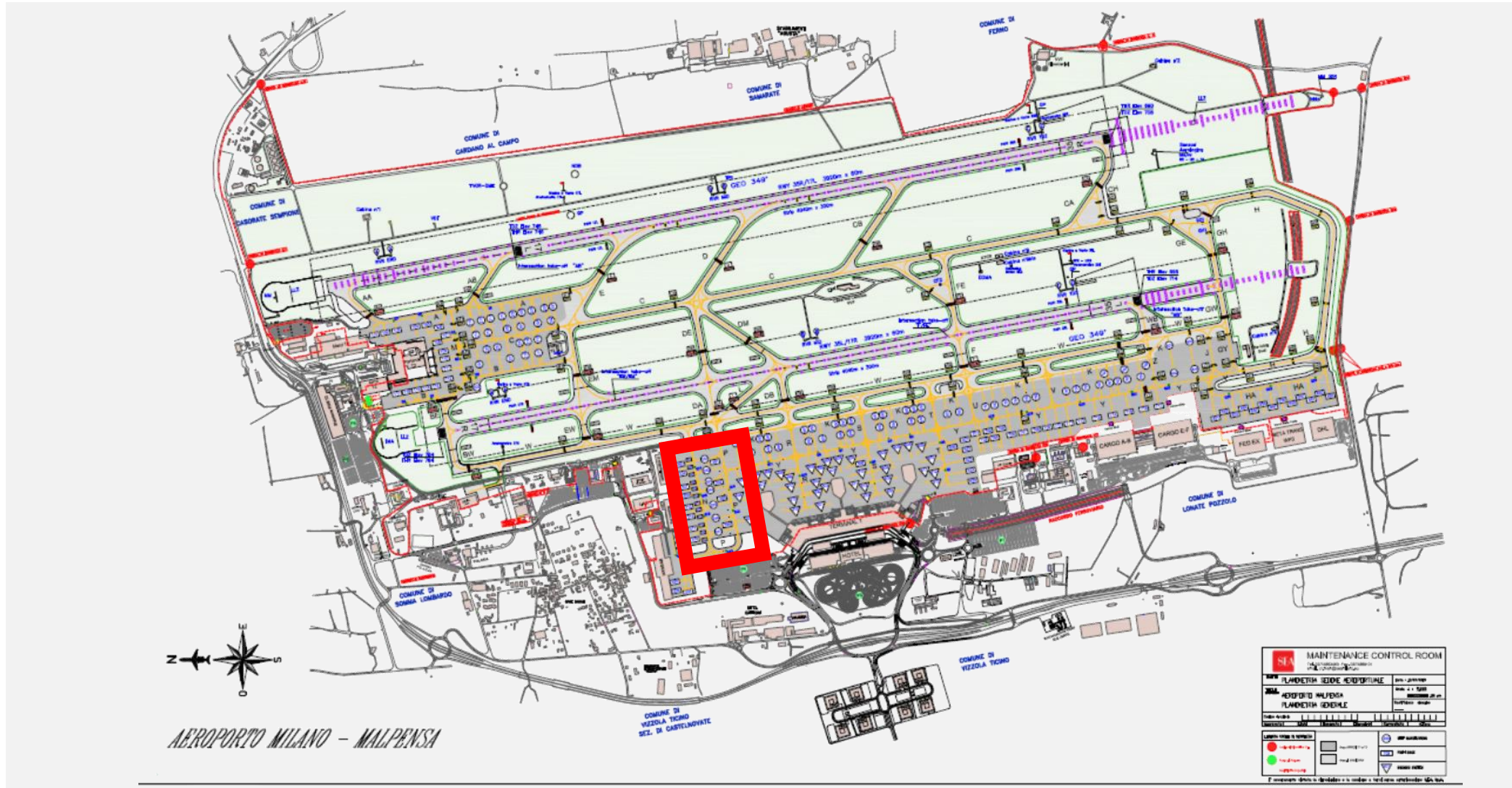
THE CONTEXT



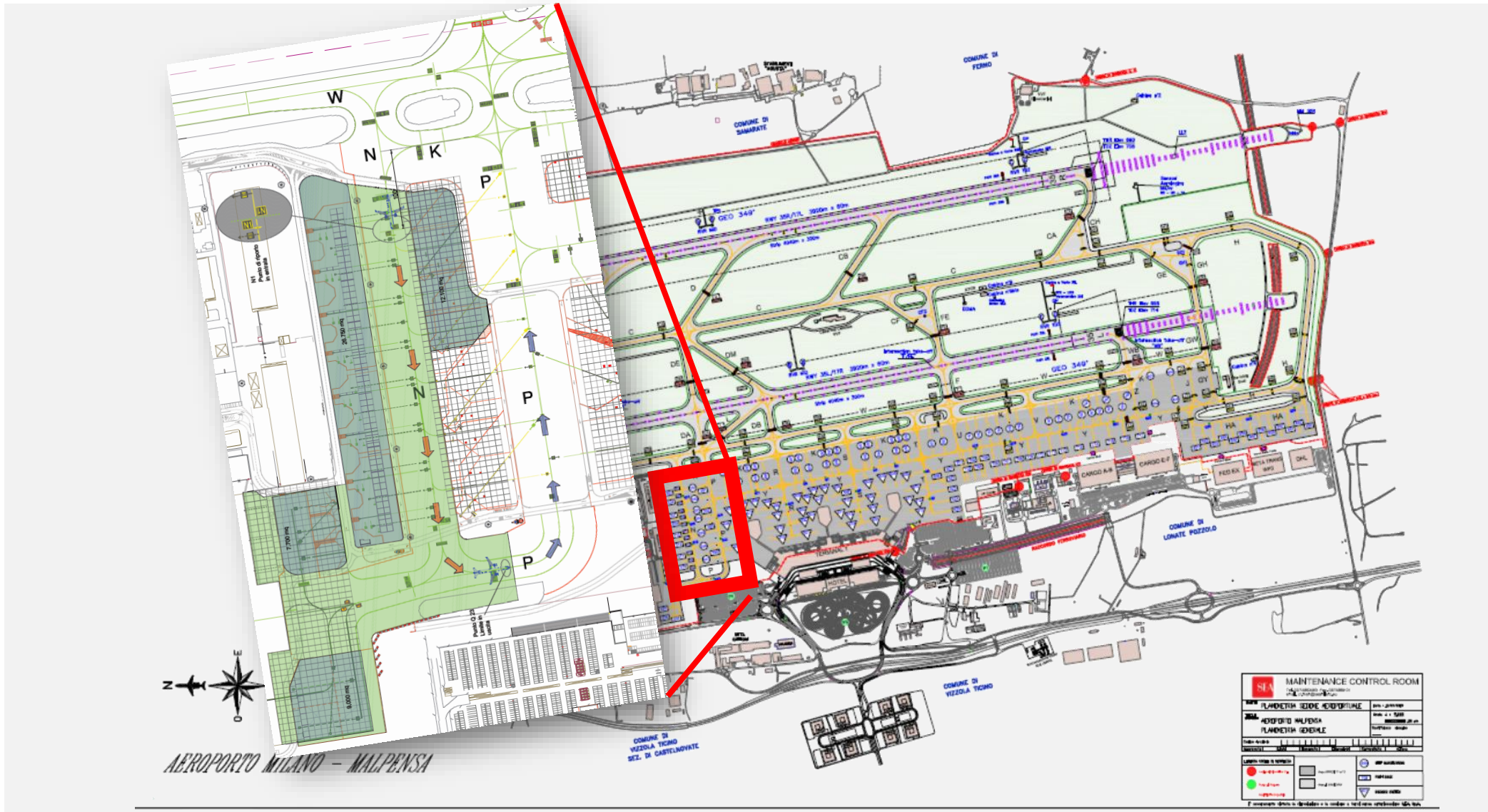
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Malpensa aerodrome configuration

2 runways (3,920 mts), 2 terminals for commercial aviation, 1 for general aviation

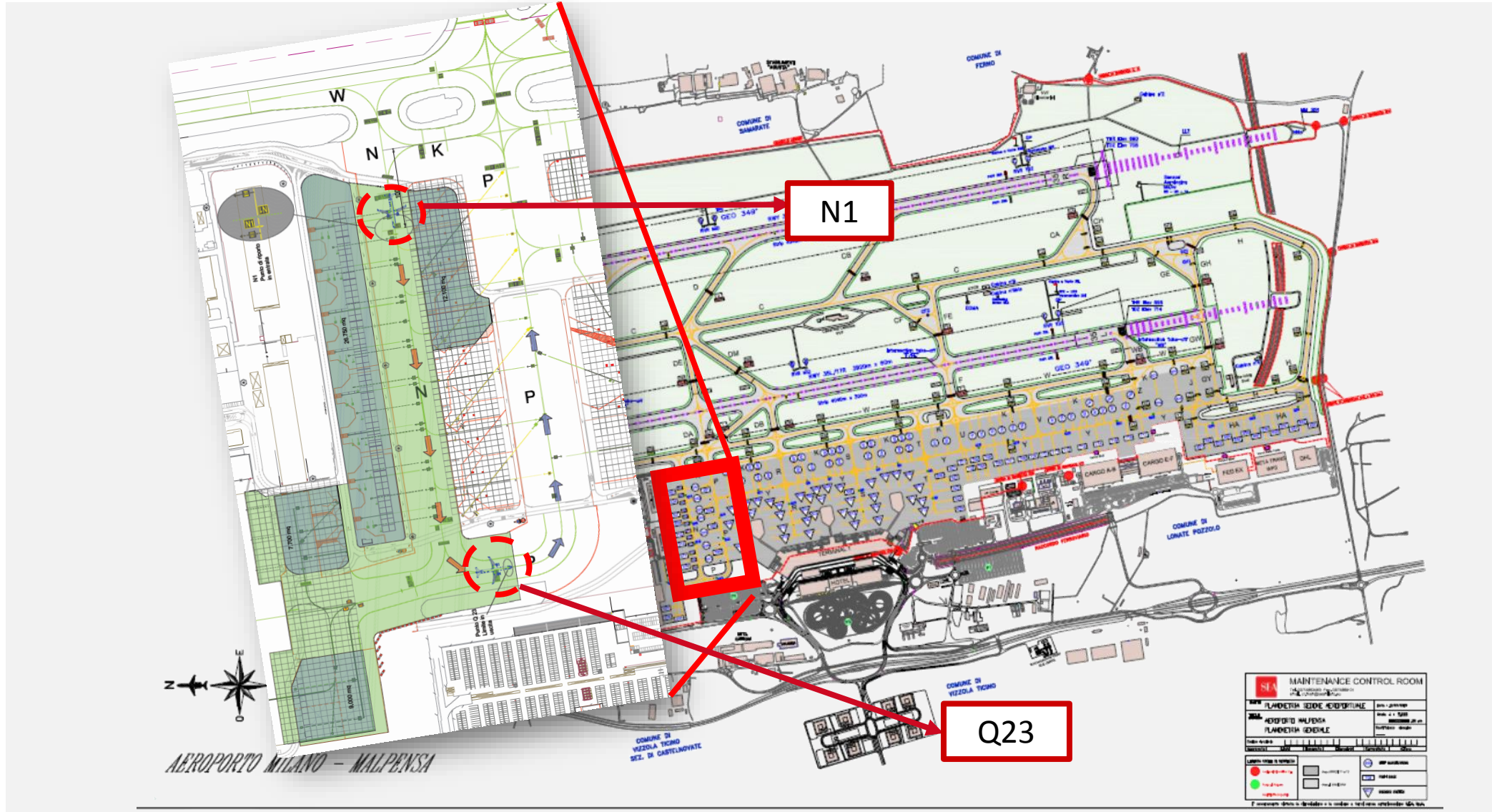


The General Aviation area



The General Aviation area

Special regulated area (SRA) of 90,000 sqms



Special regulated area

Sub-areas identified to maximise aircraft parking





THE SOLUTION

Arrival procedure

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The operational and safety goals

- 📍 Keep taxi short on arrival
- 📍 Simplify TWR instructions for parking in / out and taxiing
- 📍 Leave necessary flexibility to parking management

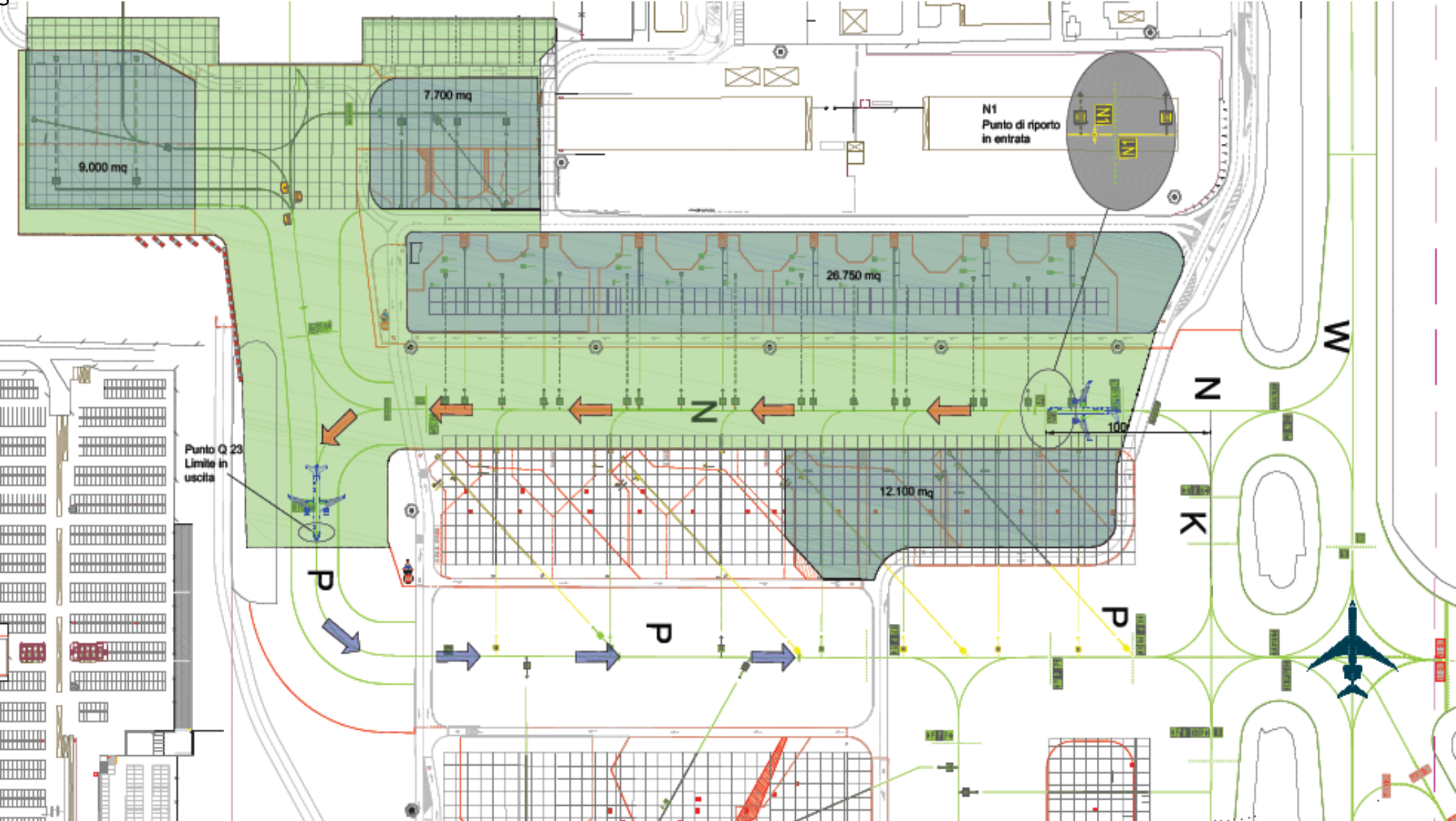
Arrival procedure within the SRA

Key steps

- 📍 Arriving aircraft must inform of their arrival time
- 📍 The incoming aircraft is taken over by the SEA Prime follow-me from point N1 and driven to the predefined parking area until it has completely stopped (a / m blocked)
- 📍 The marshaller assisting the aircraft must carry out the signals required for the correct positioning of the aircraft in the parking areas; ramp handlers are able to access the parking area only after the aircraft has reached the parking lot and turned off the engines.
- 📍 Any subsequent towing for positioning the aircraft in another parking area must be carried out in coordination with the SEA Prime

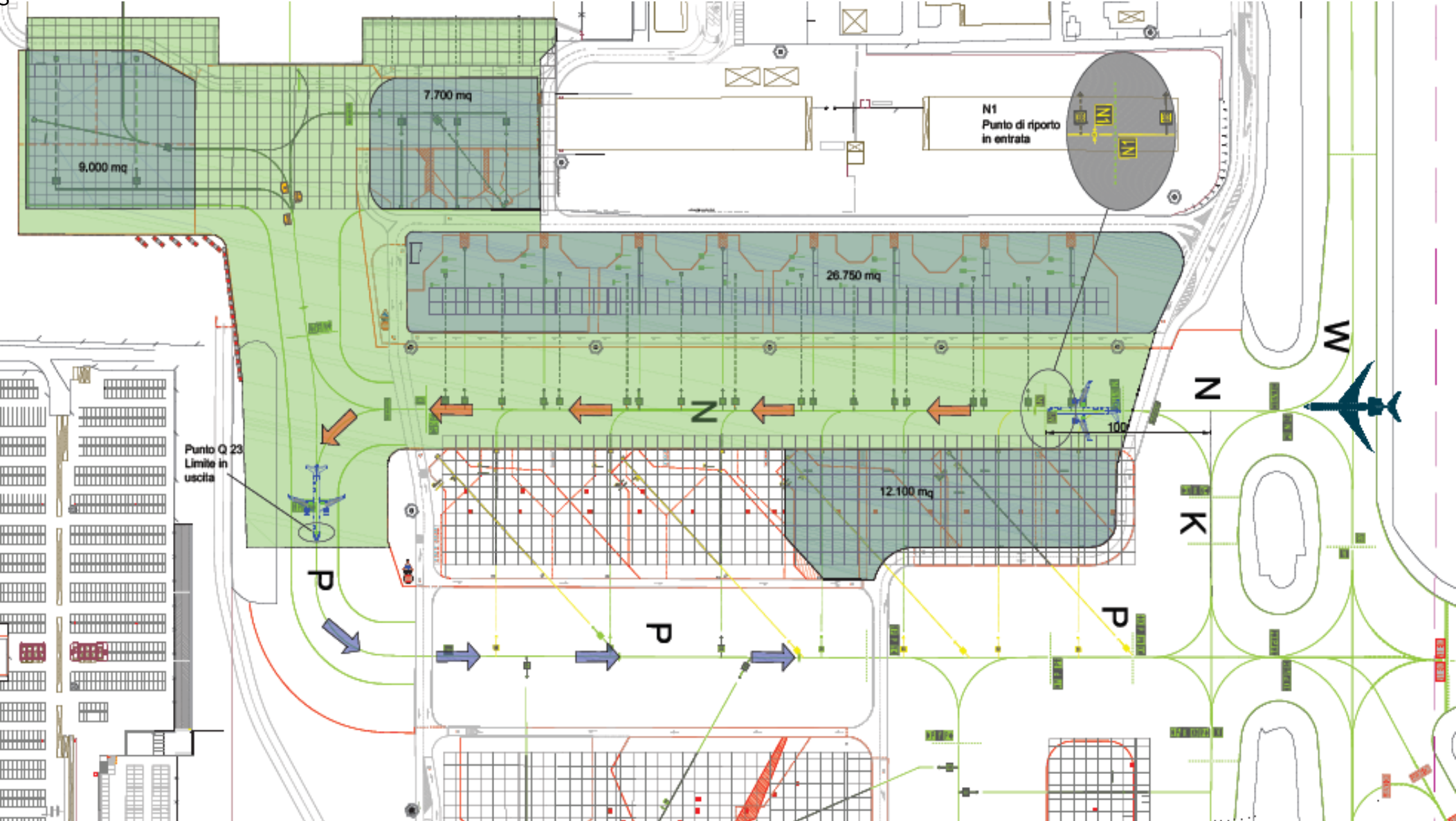
Arrival procedure within the SRA

Key steps



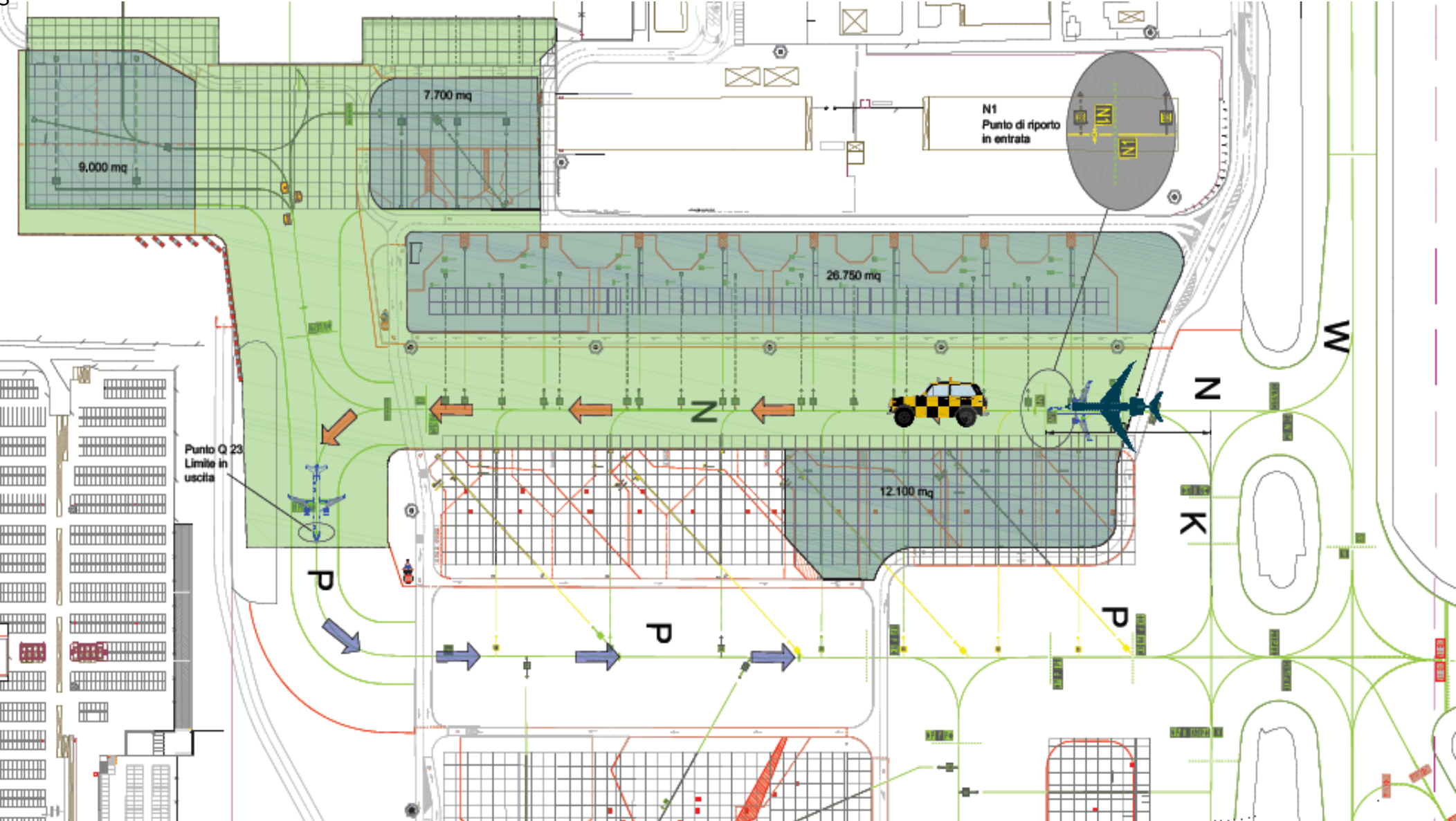
Arrival procedure within the SRA

Key steps



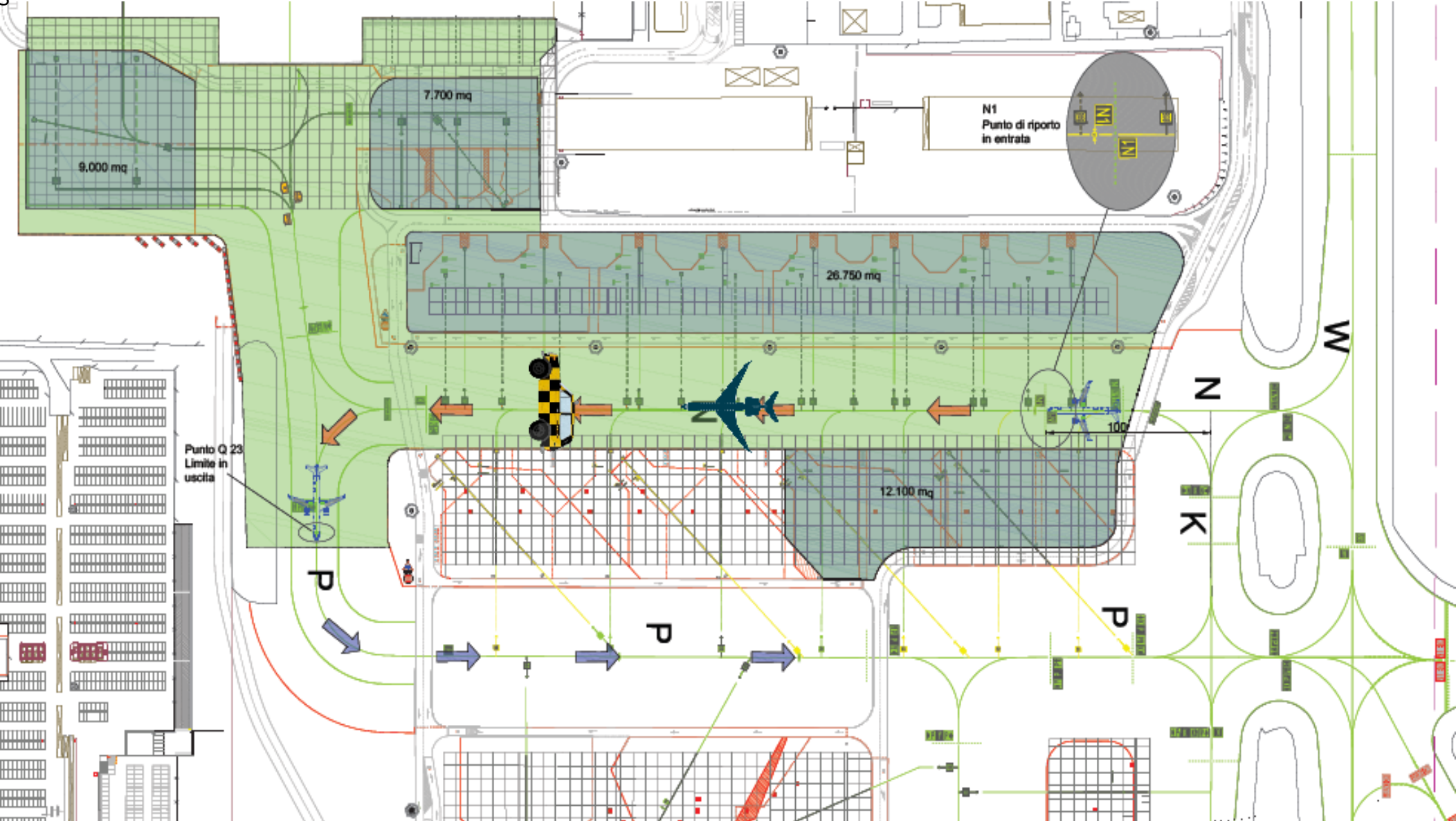
Arrival procedure within the SRA

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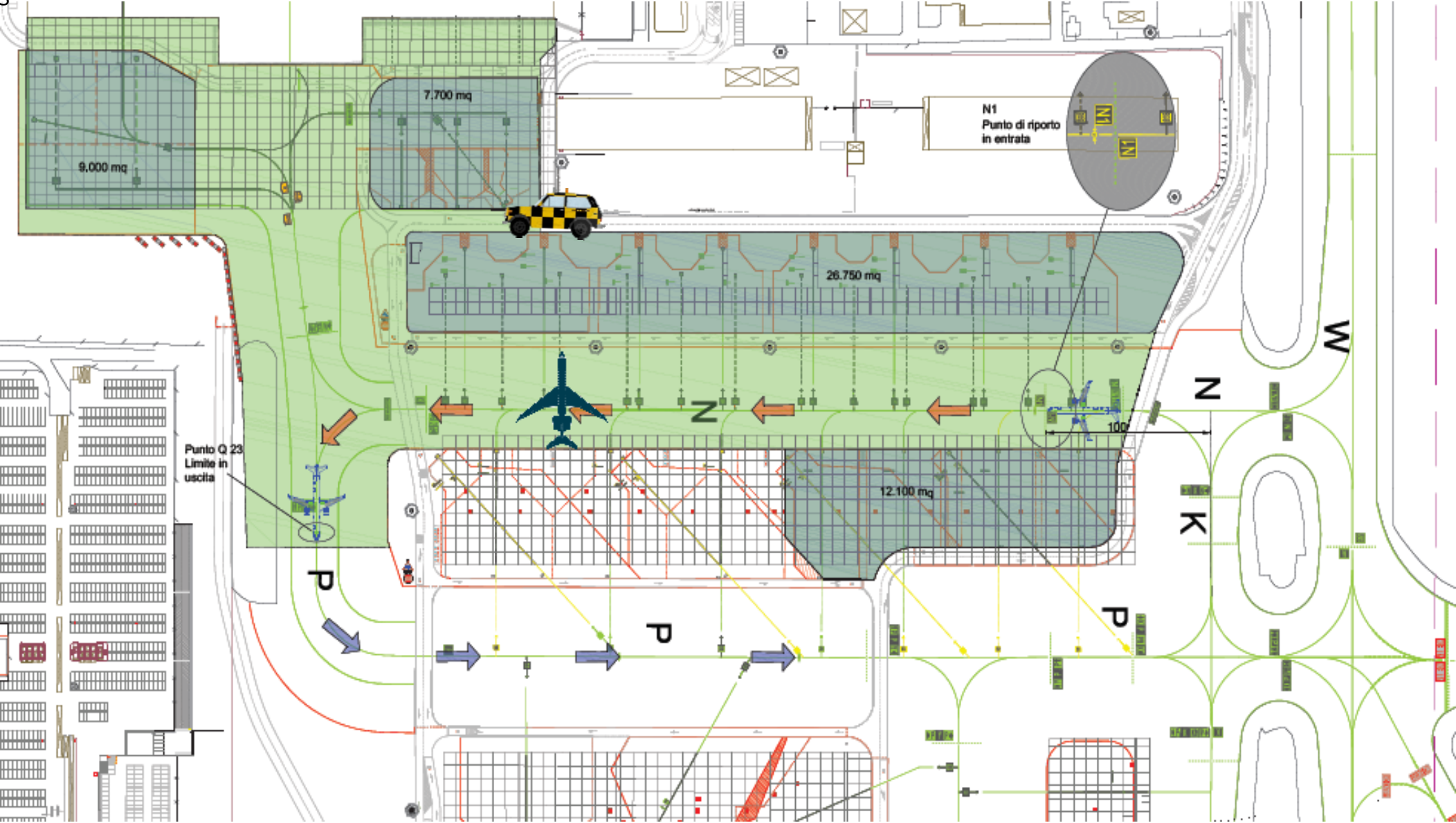
Arrival procedure within the SRA

Key steps



Arrival procedure within the SRA

Key steps



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THE SOLUTION
Departure Procedure

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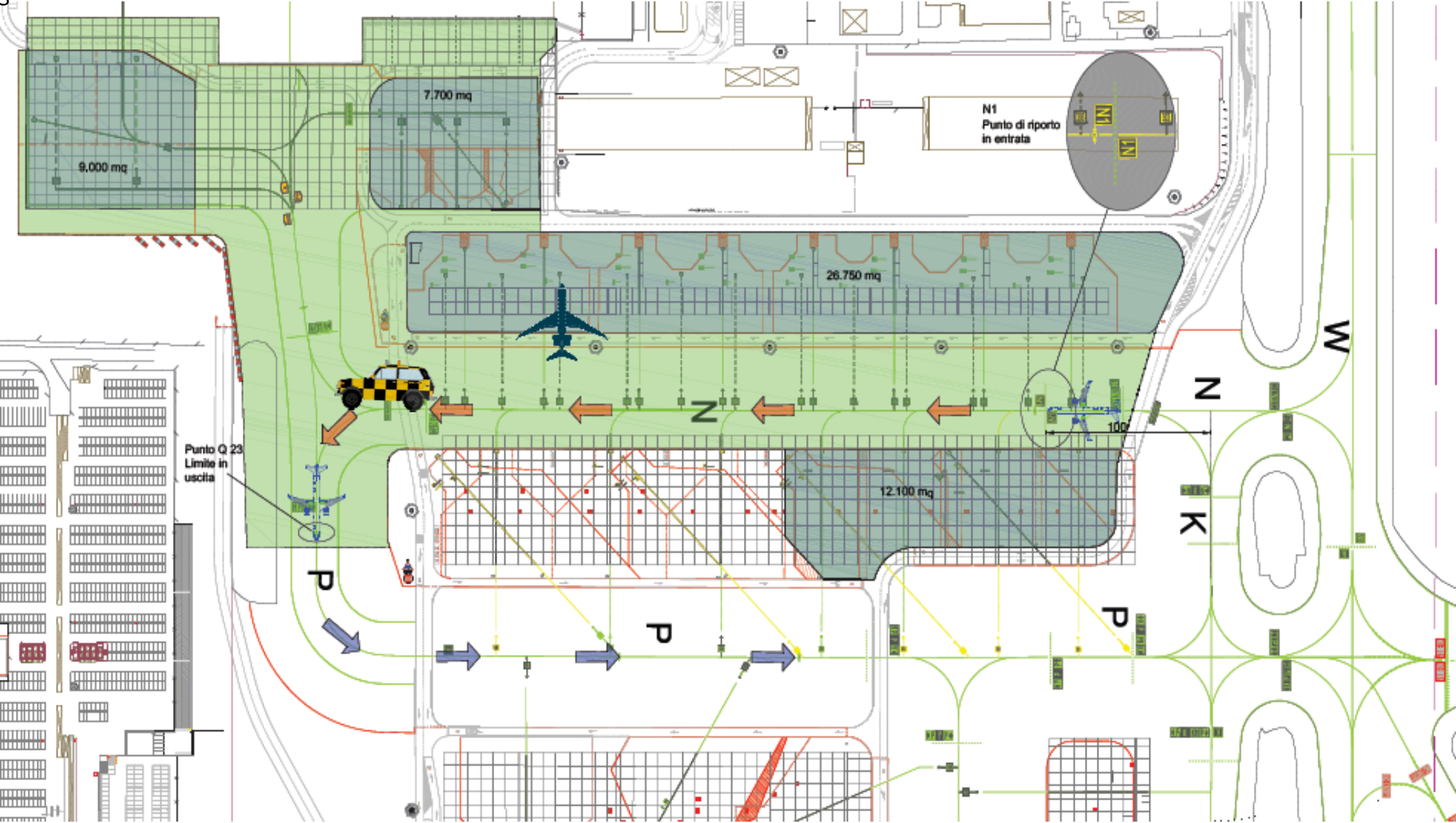
Departure procedure within the SRA

Key steps

- 📍 Aircraft to leave parking areas exclusively with push-back or tow maneuver to reach the start points Q15, Q16, Q17 and Q27
- 📍 The aircraft is "Ready" and engine start has been authorized by the tower, the captain contacts SEA Prime on the 131.875 MHz frequency to receive the push-back clearance on the release point assigned
- 📍 Inside the stands or parking areas, aircraft are allowed to start a motor at minimum power in case APU is not available or inoperative. Start-up will be completed once the start point is reached (not during the towing maneuver)

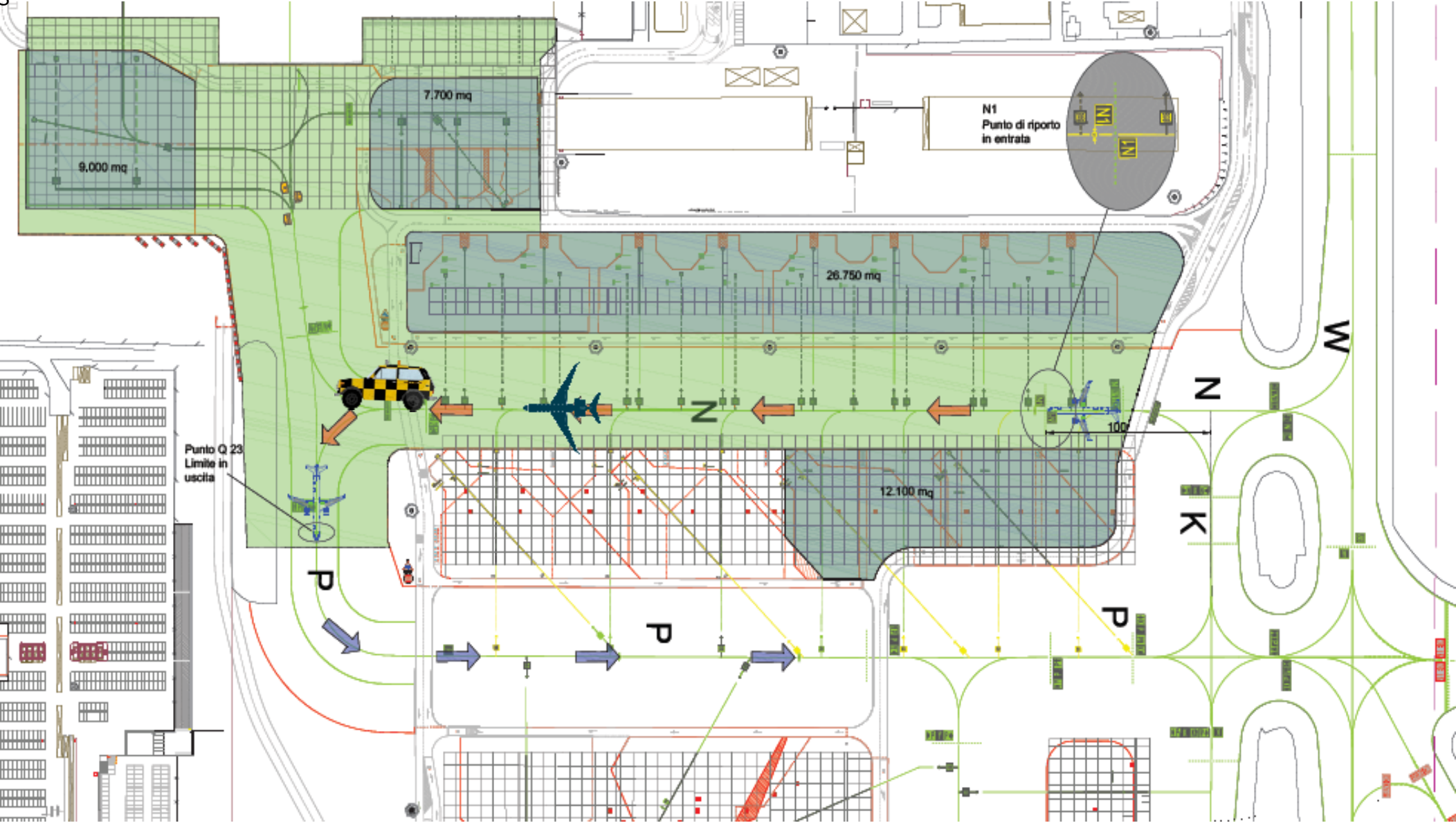
Departure procedure within the SRA

Key steps



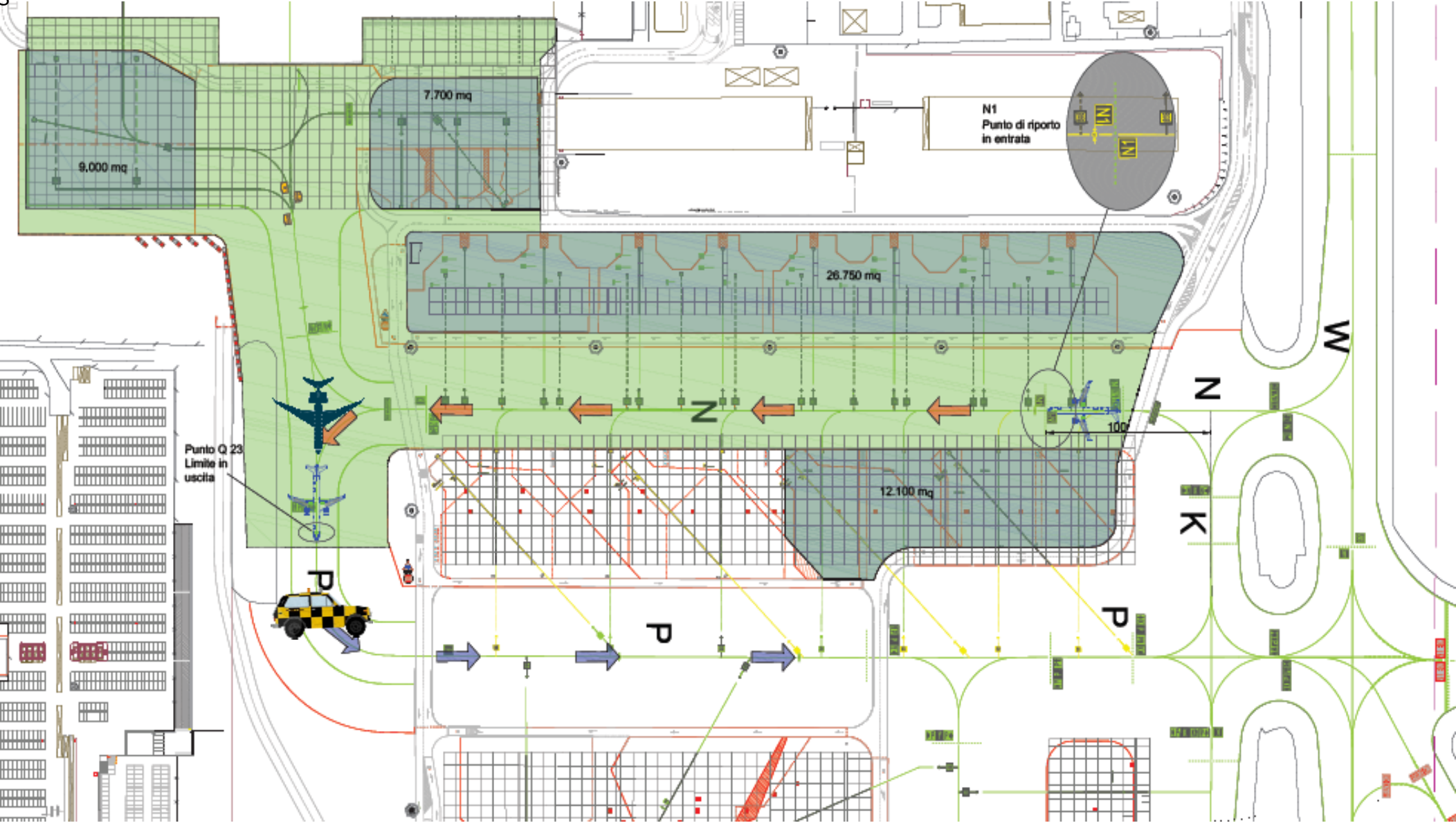
Departure procedure within the SRA

Key steps



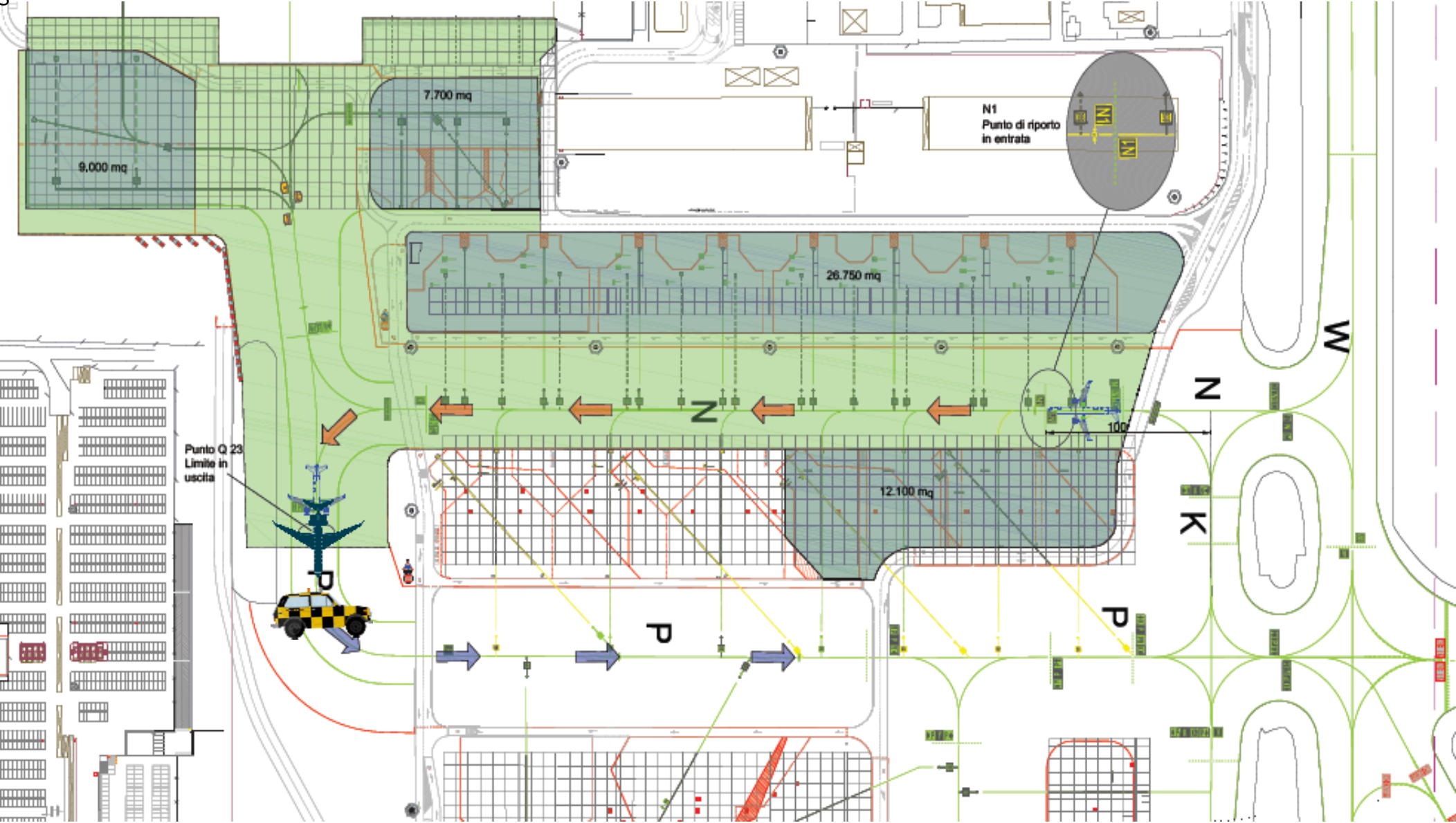
Departure procedure within the SRA

Key steps



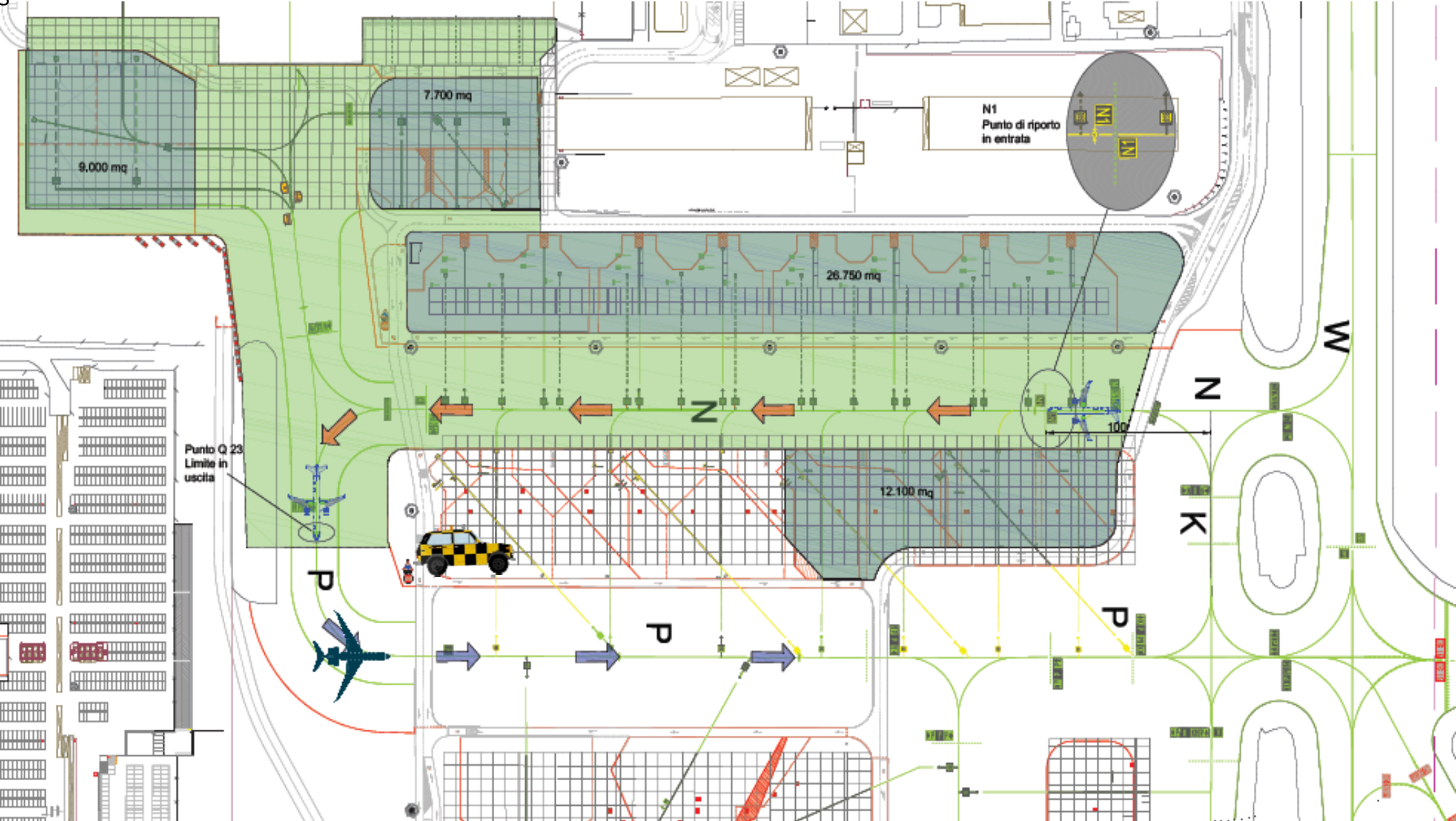
Departure procedure within the SRA

Key steps



Departure procedure within the SRA

Key steps





KEY TAKEAWAYS

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Main feed-back and safety related outcome



- 📍 100% positive feed-back from pilots about landing and take-off procedures (interviews)
- 📍 As GA traffic increased, no missed priority increase
- 📍 No RWY/TWY incursion over the three-month period
- 📍 Excellent experience reported by B&GA aviation customers about the new Malpensa dedicated infrastructure and facilities

INFORMATION AND FAMILIARISATION WERE THE KEY SUCCESS FACTORS



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THANK YOU

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