

In reference to reports in the press following the episode which occurred yesterday on the Capodichino runway, Gesac, the Naples airport management company, would like to specify the following:

There was sufficient distance between the Alitalia MD80 and the Alpi Eagles Fokker 100 to exclude any danger of collision between the two aircraft. The Alitalia flight was at the extreme Casoria-end of the runway in direction 24 while the Alpi Eagles Fokker 100 had engaged at the opposite extreme city-side of the runway in direction 06 and the aircraft were approximately 2.5 kilometres apart.

The episode can not, in any way, be attributed to a question of traffic saturation at Capodichino because ENAV (National Flight Assistance Agency) strictly adhered to all authorization procedures for runway use (entry/exit, landing and takeoff). Furthermore, the episode took place during a low traffic period (mid-weekday during low season).

The fact that Capodichino, as the majority of Italian airports with the exception of the Fiumicino and Malpensa hubs, only has one runway does not constitute a flight safety hazard. Standard landing and takeoff procedures in effect at the Naples airport are in complete compliance with the directives of ICAO (International Civil Aviation Organisation) the international agency responsible for standardizing civil air transport procedures. The Minister Infrastructure and Transport has recently reiterated that “safety conditions at the Naples airport are analogous to those at other Italian airports”.

Apron, runway and taxiway markings are in compliance with international regulations (ICAO annex 14) and have been certified by ENAC (National Civil Aviation Authority) and recognized by the pilots. The absence of ground radar is owing to the weather conditions in Naples which do not necessitate activation. In fact, ground radar is used in airports subject to frequent low visibility conditions caused by fog. The press has also cited the absence of “lateral lights” which, in reality, do not exist and therefore are not part of airport infrastructure.

Gesac is waiting for the conclusion of the ANSV inquiry (National Flight Safety Agency) establishing responsibility for the episode which nonetheless constitutes a serious irregularity owing to the fact that the runway can only be engaged by one aircraft at a time.