

1994: Citation/MD80 Linate

■ General context

- MD87

- ✗ Scheduled flight Milano-Copenhagen
- ✗ 1004 pax
- ✗ 7 crew members

- Cessna Citation 525-A

- ✗ Flight Milano-Paris
- ✗ 2 pax
- ✗ 2 pilots

■ Incursion context

- MD was at take off on RWY 36

- Cessna

- ✗ Use the wrong taxiway (South East instead of North)
- ✗ Entered the active RWY

- Weather: Fog, visibility 50-70 m, RVR 175 to 225 m

1994: Citation/MD80 Linate (con'd)

■ Analysis

● Regarding the Cessna

- ✗ Some important signs and marking on official published documentation missing
- ✗ Was instructed to follow a taxi route with no adequate signage and markings to allow their identification
- ✗ Used the south taxiway instead of north (visibility about 50-70 m)
- ✗ Crew was not authorised to land with such low visibility, neither taking off...

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■ Analysis

● Regarding the airport

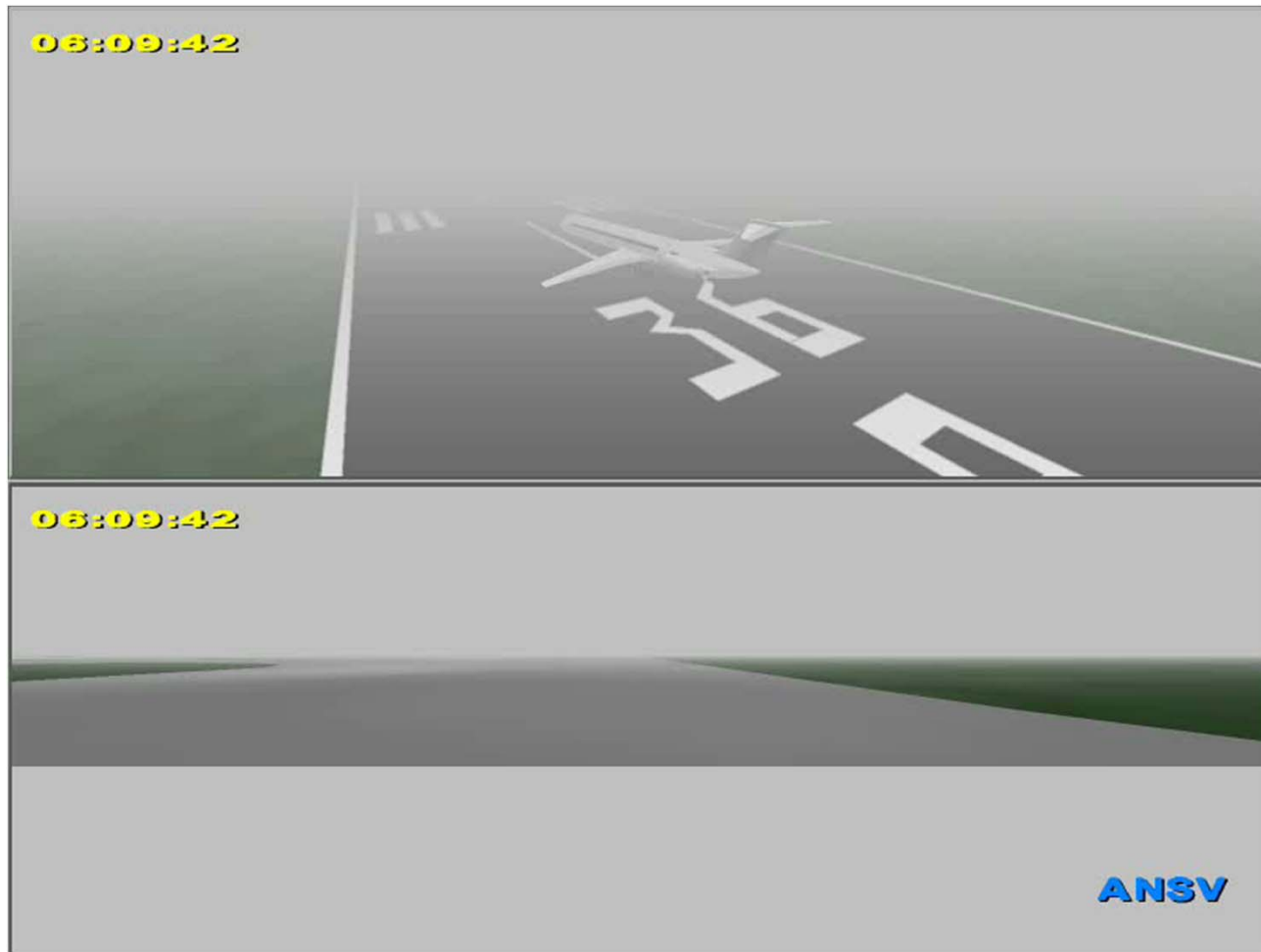
- ✗ Complicated organization involving 3 different or authorities
- ✗ No SMS was in operation
- ✗ No compliance with ICAO Annex 14 (Airport operations)
- ✗ No recurrent training for ATC personels
- ✗ No Operations Manual
- ✗ No Quality System
- ✗ Airport did not meet the requirement for LVP
- ✗ Punitive environment discouraging self-reporting of incidents and individual mistakes
- ✗ Phraseology used was not ICAO recommended practices
- ✗ Most of the existing marking were not ICAO standard
- ✗ No published holding positions for runway 18R/36L
- ✗ Some lighting installations were missing
- ✗ No surface radar

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■ Consequences

- MD87, no survivors
- Cessna Citation 525-A, no survivors
- Both aircrafts destroyed
- Baggage handling building
 - × 4 deads
 - × 4 suffered injuries and burns

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1994: Citation/MD80 Linate (end)

