

VareseNews

A statement in the Prosecutor's office for Malpensa's "ecological disaster".

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The statement to the magistrates on Malpensa Airport's environmental impact comes from Casorate Sempione: Tuesday morning it will be registered in Busto Arsizio's Public Prosecutor's office. This choice, by a town which is extremely close to Malpensa and whose citizens are subjected to aeroplanes flying over them after take-off, sounds like a last resort: **"Eight months ago"** says deputy mayor Tiziano Marson, confirming the rumours on the statement, **"we had explained that we could also take the case to the magistrates.** In these months we asked the various authorities information and verifications: as of today, we've only had some contacts with local health authorities, but **we haven't had any concrete result."**

The statement for the "environmental disaster" (as it was defined by a top-secret document of the State Forestry Corps which was found by the "Il Fatto Quotidiano" newspaper) **mentions all the territorial and airport authorities: Enac, Enav, Lombardy and Arpa**, but also the airport's manager, SEA. Deputy mayor Marson explains that the very straw that broke the camel's back and that brought about the statement's submission was the fact that **"overnight flights have started again.** During the night, you can hear the aeroplanes' roar right over the town: we would like to have precise data on the noise and the radar tracings which reveal whether they are respected."

The outside noise has always been more evident that the actual presence of the airport, in the past it gave way to contrasts between Piedmont and Lombardy, but also among Varese's towns. Today, however, the local approach is largely outdated, so that many "second-rate" towns (that is, towns that do not directly border and are not members of the CUV – "voluntary urban committee") have asked for verifications on the noise, like Gallarate, a town **touched by the route during the tight turn after take-off** (originally created for the slow turboprop aeroplanes, that in this way "freed" the other take-off routes earlier) which is used to reduce the impact on the towns north of the airport. Casorate's statement mentions a **"total neglect by the Authorities"** and explains that "despite the continuous requests, it is **impossible to obtain a constant monitoring of noise pollution"**.

Throughout nearly 15 years, however, the acknowledgement of **air pollution, invisible yet more dangerous**, which affects both an area of great natural prestige such as Ticino valley, and an intensely urbanised zone, has risen a lot. For example, the "Quintavalle sentence" gave a clear picture of the damage on forests and on the ecosystem. Moreover, it was found out that several parameters set by the law had been exceeded: the **study commissioned by Casorate Sempione's town council proved the existence of levels much higher than allowed** for what concerns several polluting substances such as dibenzopyrene, dibenzoanthracene and naphthalene. These are products that are largely derived from the combustion of fuels used in the aviation industry. "Physicians", we can read in the statement signed by Casorate's mayor Giuseppina Quadrio and by the town council authority's attorney,

“have discovered **that life conditions are getting worse, and that environmental dangers are aggravating** because of the air pollution caused by Malpensa Airport. Moreover, by analysing the polluting agents in the air, they have found out that these agents could specifically cause a **higher risk of contracting serious cancer-related diseases** which are difficult to treat.”

For what concerns the definition of “ecological disaster” coming from a State authority (a definition which is explicitly mentioned), the statement speaks about a **“self-evident, unjustified, [...] intentional inertia of the airport Authorities** (Sea, Enac, Enav, the Ministry of Infrastructure and Transport, the Ministry of the Environment and ARPA). Nothing, or very little, has been made to reduce Malpensa’s environmental impact in favour of the people and the towns that are close to the airport.”. In the statement, we can also read about the obligations of the so-called “D’Alema decree” dating back to 1999: these obligations lapsed in January 2000, but according to the town council they have never been respected. The statement accuses **“all the people that [the Prosecutor’s office] will want or will be able to identify** so that all commissions, omissions, and intentional or negligent behaviours are pursued and punished.”

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