



# Gatwick Airport Northern Runway Project

Response to the Examining Authority's Written Questions –  
Major Accidents and Disasters

**Book 10**

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## Table of Contents

1	Response to the Examining Authority's Written Questions – Major Accidents and Disasters	1
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# 1 Response to the Examining Authority’s Written Questions – Major Accidents and Disasters

1.1.1 The below table sets out the Applicant’s response to the Examining Authority’s Written Questions relating to major accidents and disasters.

ExQ1	Question to:	Question:
<b>MAJOR ACCIDENTS AND DISASTERS</b>		
MAD.1.1	The Applicant	<p><b>Relevant Representations – Loss of ‘Emergency’ Runway</b></p> <p>A number of RRs expressed concern that the change of the ‘emergency’ second runway to an operational runway will potentially compromise safety at the airport. Explain the Applicant’s position with regard to the current operation of the northern runway and also the implications for safety of the change to the operational use of the ‘emergency’ runway.</p> <p>The Northern runway, sometimes termed the ‘standby’ or ‘emergency’ runway is already operational and is regularly used when the Main runway is under planned maintenance or subject to an event causing the Main runway to close. London Gatwick has operated the Northern runway during the day in 2023 and preceding years; its use is well documented and practised. The method of operations, design and safeguarding set out in the submission are to assure the safe operation of the runways in a dependent mode. The safety of dual runway operations in this manner has been proven at a number of overseas airports and evidenced in a case study referenced within Section 4, 10.7 <b>Capacity and</b></p>

		<p><b>Operations Summary Paper</b> <a href="#">[REP1-053]</a>.</p> <p>An emergency or stand-by runway is not a CAA requirement and many other airports do not have one. Should circumstances arise where an aircraft could not use the runway(s) at Gatwick Airport, for whatever reason, it would be diverted to an alternative airport.</p> <p>The CAA is the decision-making authority in relation to safety and regulates all UK airports to ensure they comply with relevant international and UK aviation safety standards. London Gatwick has been working closely with the CAA over the new airfield infrastructure and the concept of operations. The <b>CAA Statement of Common Ground</b> (Doc Ref. 10.1.11) confirms the CAA’s agreement with the principles of the proposals from a safety perspective. Certification under the CAA satisfies UK aviation operational and safety requirements.</p>
MAD.1.2	The Applicant	<p><b>Public Safety Zone</b></p> <p>Will the public safety zone for the Northern Runway change as a result of the Proposed Development. If so, what are the implications of this?</p> <hr/> <p>The dimensions and shape of the public safety zone (PSZ) will stay the same but the zone itself will shift 12m to the north to correspond to the realigned northern runway centreline. Nothing will change in relation to the Northern Runway PSZ - with the Northern Runway restricted zone (PSRZ) remaining within the airport boundary and the controlled zone (PSCZ), extending up to 1,500 metres beyond the airfield boundary aligned with the runway centreline where the general presumption against new or replacement development and / or</p>

		changes of use of existing buildings will apply. There are no existing buildings within the Northern Runway PSCZ.
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