



Gatwick Airport Northern Runway Project

Response to the Examining Authority's Written Questions
(ExQ2) – Major Accidents and Disasters

Book 10

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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:		
MAJOR ACCIDENTS AND DISASTERS		
MAD.2.1	Applicant Civil Aviation Authority	<p>Public Safety Zone</p> <p>The Applicant’s answer to ExQ1 MAD.1.2 notes that the public safety zone (PSZ) for the Northern Runway would stay the same in dimensions and shape but will shift 12 m to the north to correspond to the realigned northern runway centreline. The ExA note the plan shown on page 47 of [REP2-032].</p> <p>a) Will the PSZ remain the same size despite the proposed significant increased use of the Northern Runway?</p> <p>b) The eastern end of the repositioned PSZ appears to extend over an airport building at its point. Are there any implications arising from this?</p>
		<p>a) Yes, the PSZ will remain the same size. Airport PSZs are based on the landing threshold for each end of the relevant runway and taper away from the runway in the form of an elongated isosceles triangle. The PSZ comprises an outer boundary which is the Public Safety Controlled Zone (PSCZ) and an inner, higher risk zone, which is the Public Safety Restricted Zone (PSRZ). The term PSZ generally refers to the PSCZ – being the outer boundary. Both zones stay the same size as a result of the Northern Runway Project. The PSCZ has two possible lengths based on numbers of ATMs, these being 1,000m for between 18,000 and 45,000 ATMs and 1,500m for greater than 45,000 ATMs. Note that the ATMs are total airport ATMs</p>

and not per runway/runway end. Therefore, with London Gatwick’s total ATMs already exceeding 45,000 ATMs the Northern Runway PSCZ is by default set at the maximum defined length of 1,500m. For information, the PSRZ, which sits within the PSCZ is fixed at 500m in length regardless of the number of ATMs.

- b) When viewed on a large scale drawing the eastern end of the PSCZ could appear to extend over the Pier 1 Building. However, when viewed in higher definition the PSCZ avoids the Pier 1 Building (see diagram below).



The PSCZ extends across two attached structures (both existing) - Passenger Boarding Bridges and stairwells on the southern side of Pier 1 (as shown above). The DfT ‘Control of development in airport public safety zones’ guidance (published 8 October 2021) states: “...*the Secretary of State does not consider it necessary to remove existing transport infrastructure from within PSZs*”. In addition, stairwells and boarding bridges are transitory areas for people to board aircraft and do not involve a congregation

		<p>of people for long periods of the day. Therefore, GAL does not consider there to be any PSZ implications from the Project.</p>
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