

406/1647/SH

APPLICATION

22 DEC 2006

VALID

**Airport Safety Management Document relating to the Planning
Application for a Runway Extension and a New Terminal Building at
Lydd Airport.**



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Application submitted to Shepway District Council 15/12/06

Airport Safety Management

A suitable risk assessment has already been carried out by the UK Government, Parliamentary Office of Science and Technology, (POST 222 July 2004) with regard to terrorist attack affecting nuclear installations. This reporting was reviewed and prepared by, among others, DFT, British Energy, The Nuclear Installations Inspectorate, Department of Trade and Industry (Transec – Transport Security) and Her Majesties Nuclear Installations Inspectorate (part of the Health and Safety Executive (HSE)).

With regard to the generic risks associated with the operation of Dungeness A & B these are matters for the licensee, (British Energy Generation Ltd and Magnox Electric Ltd) and will be fully documented in the safety cases prepared by the licensee. (The Nuclear Installations Act 1965 (as amended) (NIA65) section 14). These will be fully disclosed to the HSE but are not in the public domain. It should be noted that no change of use is envisaged in the application.

The aerodrome operator, London Ashford Airport Ltd, is licensed by the United Kingdom Civil Aviation Authority and as part of the licensing requirement has a comprehensive system of safety management including, but not limited too:

The Aerodrome Manual

The Manual of Air Traffic Services part II

Safety Management Systems

The guidance offered in a wide range of Civil Aviation Publications (CAP's)

The systems, policies and procedures detailed in these documents fulfil the licensee's obligations under the Air Navigation Order 2000 (as amended) for safe operation of the aerodrome.

Dungeness Power Stations

The operation of nuclear power stations is the responsibility of the nuclear site licence holders, namely Magnox Electric Ltd for Dungeness A and British Energy Generation Ltd for Dungeness B.

Dungeness A is scheduled to be shut down on 31 December 2006
With defuelling and decommissioning to commence shortly thereafter.

Operational risks

The licencees are responsible for preparing thorough safety cases in accordance with Safety Assessment Principles published by Her Majesty's Nuclear Installations Inspectorate (part of the Health and Safety Executive (HSE))¹ Principles 126 and 127 specifically cover the consequences of aircraft impact.

Nuclear safety cases, whilst assessed fully by the HSE, are not in the public domain. However, the airport has always kept the operators of both Dungeness A and B informed of recent developments and our future aspirations through ongoing regular consultation and disclosure of development plans. Representatives from Dungeness A are invited to attend the Consultative Committee of the airport, which meets every 6 months, and in any event are issued with minutes of the meeting. In addition we have held a number of meetings with the operators of Dungeness B, the most recent being in November 2006.

¹ Safety Assessment Principles for Nuclear Plants, March 2001

Terrorist Attack

Following the events of 11th September 2001, the UK Governments Parliamentary Office of Science and Technology, carried out a review of the information in the public domain relating to the risk and potential consequences of a terrorist attack on nuclear facilities. The subsequent Report² was prepared and reviewed by, among others, DFT, British Energy, Department of Trade and Industry (Transec - Transport Security) and the HSE. The report notes that actions have been taken to reduce the risk of terrorist attacks and that much information regarding nuclear facilities has been withdrawn from the public domain since September 11th.

It follows that the potential consequences on the safety cases for Dungeness A and B of the proposed airport development can only be assessed by the site licensees in conjunction with the HSE. We will, of course, continue to consult with and co-operate with the site licensees and the HSE in relation to any review of their safety cases.

² POST 222, July 2004