

Planning Application to Amend North Runway Layout

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CLG 07/02/19

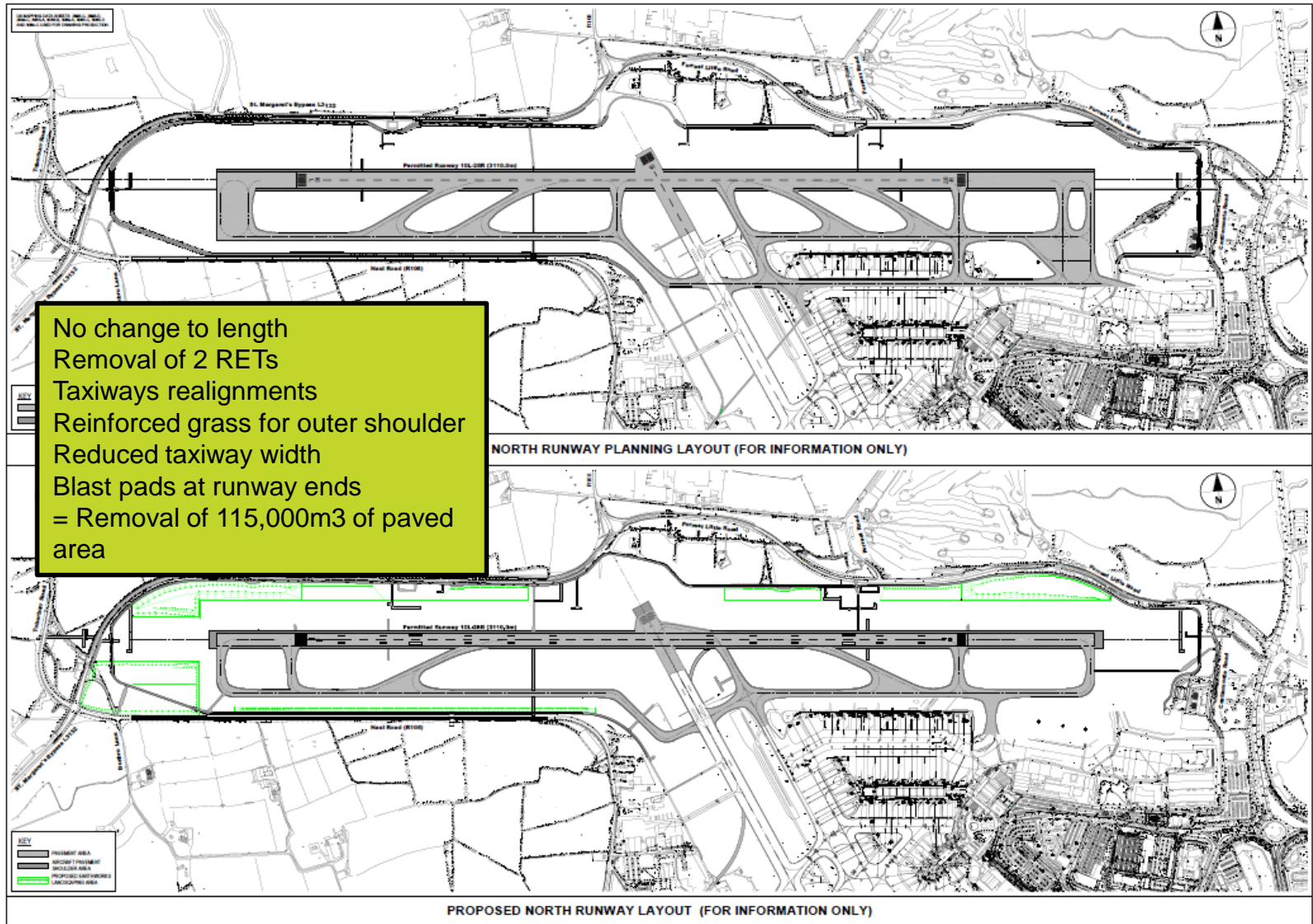
Why Amend?

- No change to length of North Runway or any of the existing operating conditions
- Planning permission for North Runway received in 2007 based on reference design
- Planning permission now required to amend some elements of the design
- Main factor is the new European Aviation Safety Agency (EASA) rules for runway and taxiway design
- Other design elements such as location of navigational aids, kiosk, internal roads and some crash gates are included

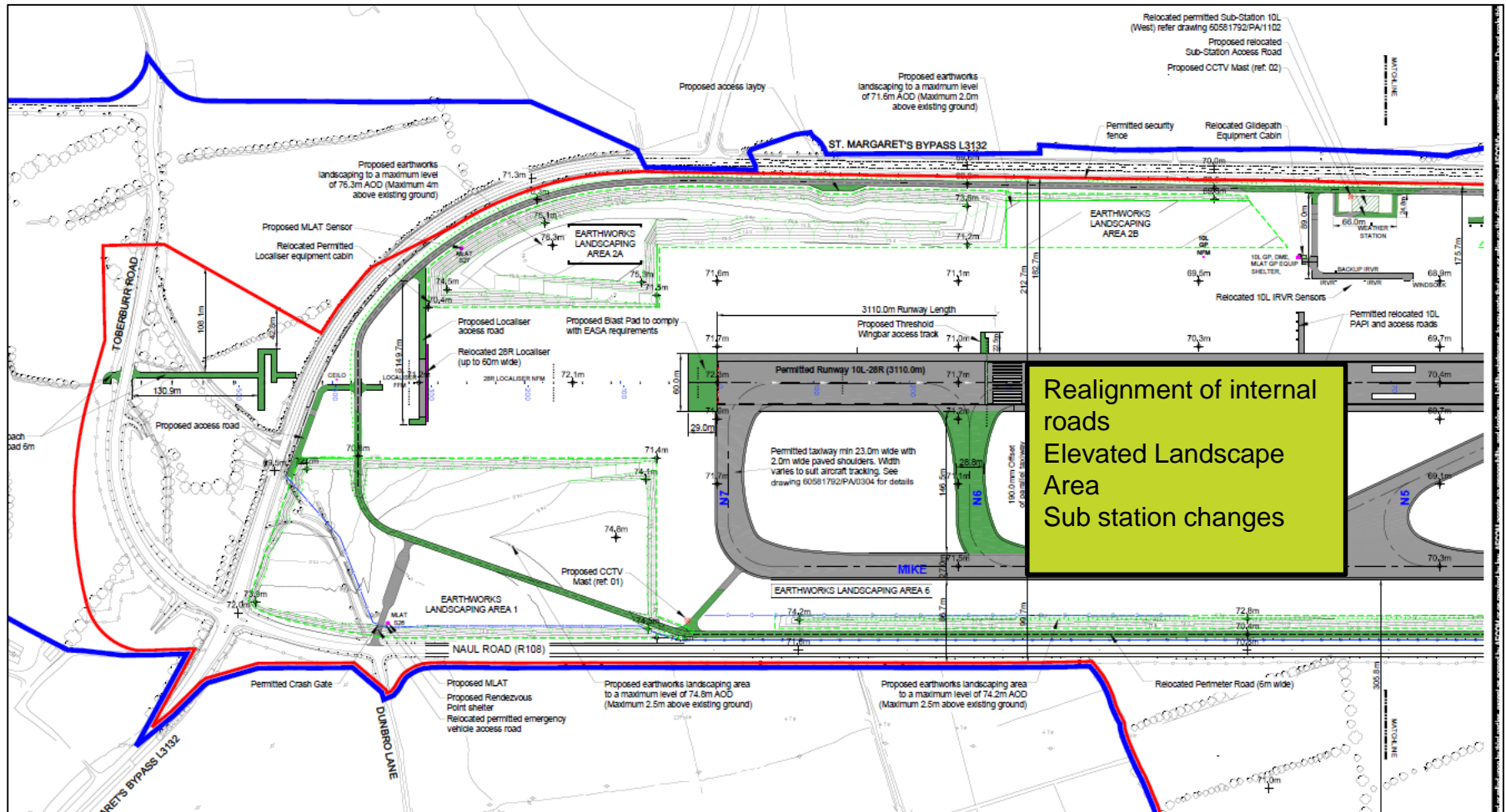
What is Being Amended?

- Changing the outer 7.5m of runway shoulders to reinforced grass
- Reducing the width of the taxiways
- Reducing the number of Rapid Exit Taxiways
- Blast pads (to prevent blast erosion) at runway ends
- Minor amendments to sub-stations and their access roads
- Maintenance access roads for vehicles.
- Re-aligning and re-locating fire access roads
- Elevated landscaped areas
- Removal of security entrance Gate 1A
- CCTV masts and airside blast fencing.

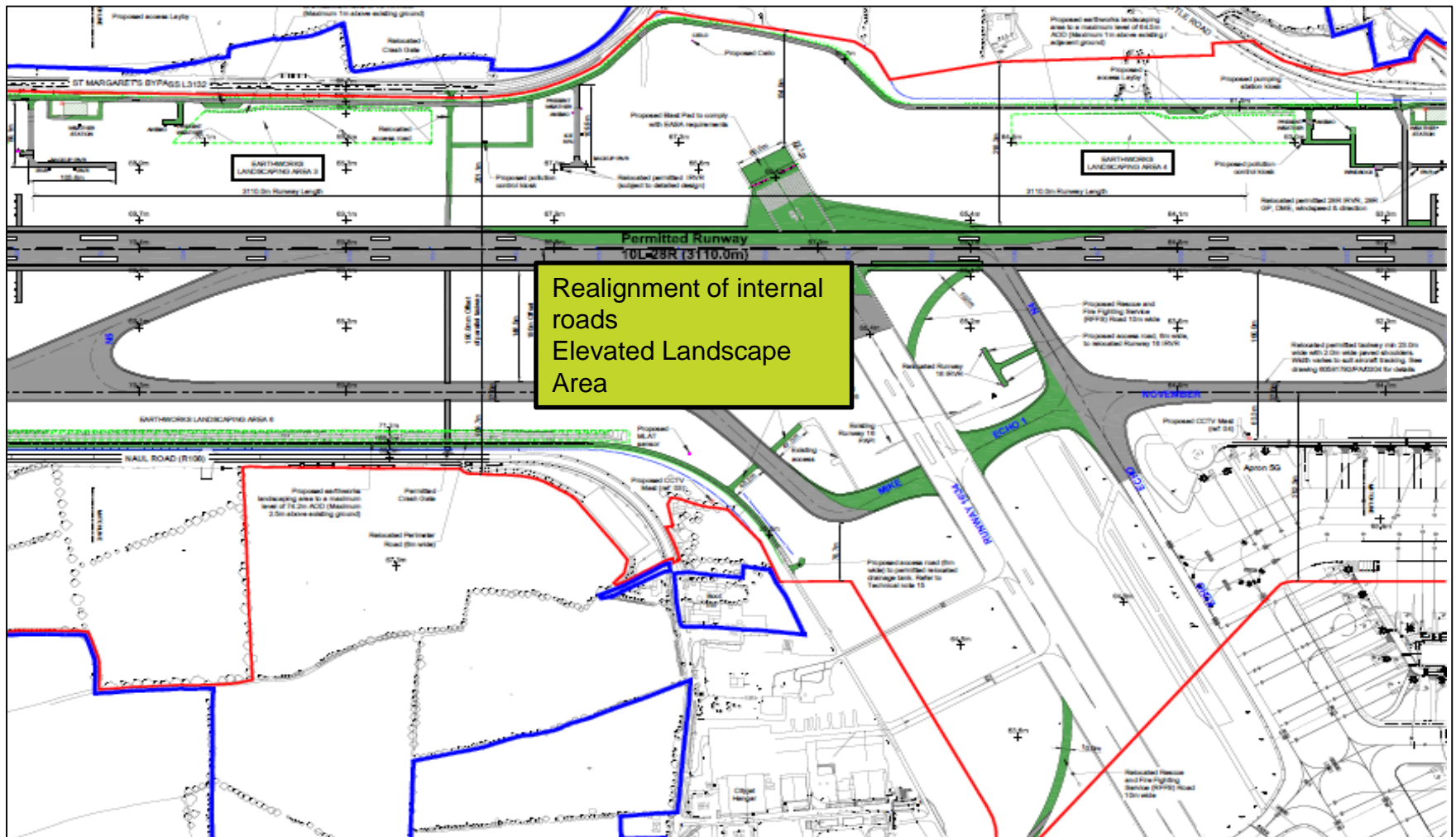
Where are the amendments on the Runway & taxiways?



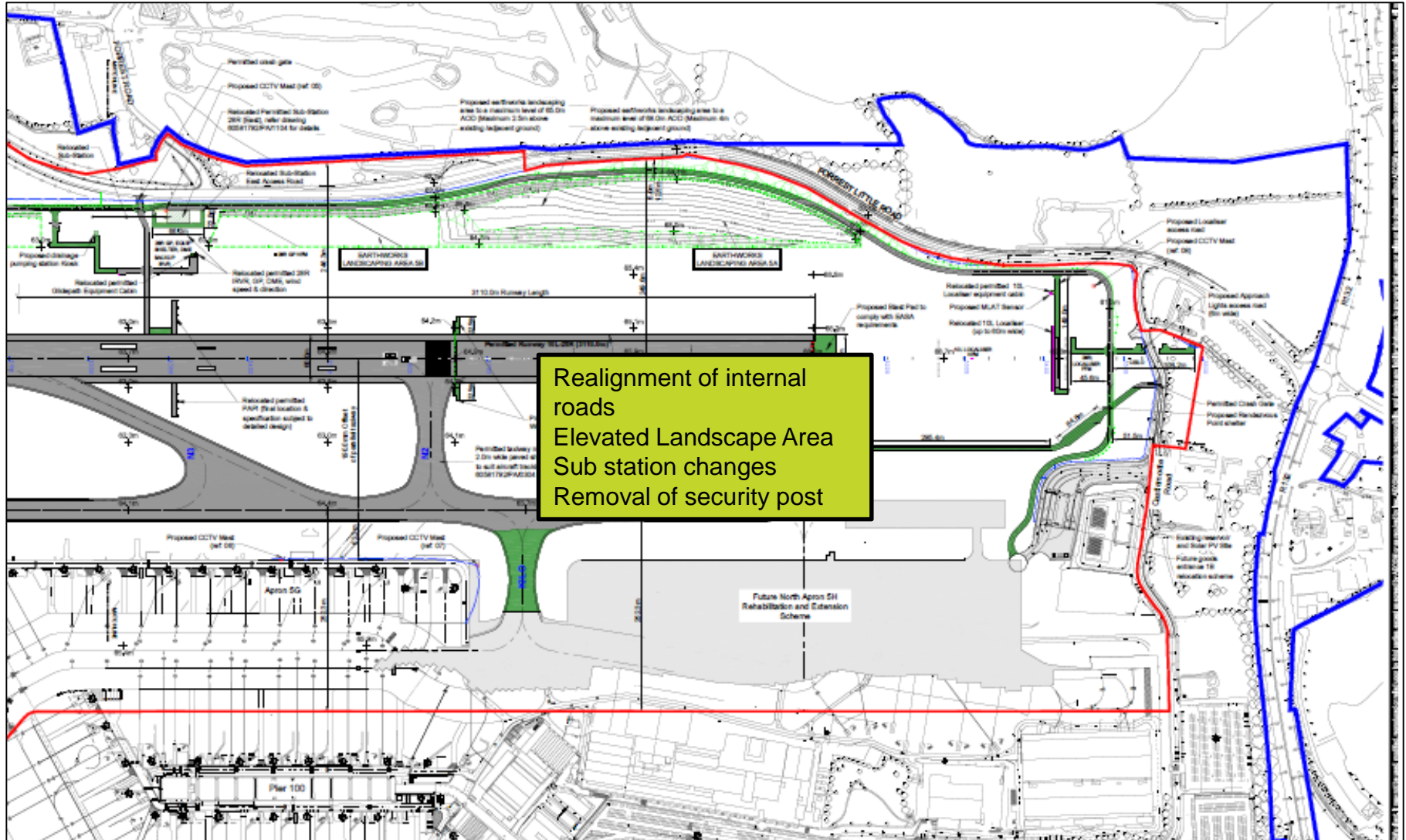
Where are the changes to the western area of the site?



Where are the changes to the central area of the site?



Where are the changes to the eastern area of the site?



In Summary

- **No change to length of North Runway or any of the existing operating conditions**
- Main runway and taxiway changes required in order to comply with EASA
- Other changes to improve efficiency
- Elevated Landscaped Areas for enhanced air navigation performance and will provide some screening
- Results in approx. 115,000 sqm less paved area and reduces amount of material to be transported off-site by approx. 100,000 cubic metres