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AIRCRAFT CRASH DAMAGE RISK AT DUNGENESS NUCLEAR POWER STATIONS

A report by leading nuclear safety consultants, Large & Associates commissioned by the Lydd Airport Action Group (LAAG) as part of its response to the planning applications for the major redevelopment and expansion of Lydd Airport in Kent - Y06/1647/SH and Y06/1648/SH - clearly establishes the risks associated with locating a new regional airport close by the Dungeness nuclear power complex.

Large & Associates show that the proposed development of the airfield at Lydd would introduce a significantly increased risk of accidental aircraft crash damage at the existing Dungeness nuclear power plants (Dungeness A and Dungeness B). The report shows that the risk of crash damage is unacceptably high and beyond the level acceptable to the Nuclear Installations Inspectorate (NII), the national organization that issues the nuclear safety licenses for the Dungeness power stations. Using the levels of air traffic movements specified in the planning applications, nationally acceptable analytical methods, and Civil Aviation Authority (CAA) data, the report analysis reveals that even at passenger levels of 500,000 per annum the risk of crash damage is 14 times more frequent than the NII's minimum risk target of 1 in 10million per year.

John Large of Large & Associates noted "Even operating lightweight club and small business aircraft at Lydd today requires a number of air movement restrictions be imposed to safeguard the Dungeness power stations, so it is absolutely astonishing that this proposal to develop Lydd to commercial operations, with frequent movements of heavy, civil airliners has got so far . . . aircraft crash on the Dungeness nuclear complex could give rise to severe damage with the potential for a significant radioactive release."

The report also demonstrates that the creation of a regional airport will jeopardise a planning application for a new nuclear power station at Dungeness - Dungeness C, thus undermining a future source of high grade employment on Romney Marsh.

In respect of the obvious security implications the issue of terrorism was not considered in detail, although John Large stated that the further development of Lydd Airport would create potential opportunities for terrorist and other malevolent acts.

THIS REPORT CONFIRMS LAAG'S BELIEF THAT REGIONAL AIRPORTS SHOULD NOT BE LOCATED CLOSE TO NUCLEAR POWER STATIONS.

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Report Attached (electronic copy available at <http://www.largeassociates.com/PapersReports.htm>)